

Community Concerns for follow-up

DOT Items:

DOT Alyeska Highway Pedestrian Safety Corridor (Bike Path) concerns:

Refresh of painted stencils: GVSA manager working with DOT for approval for GVSA to re-paint.

Bollards: GVSA will continue to use bollards seasonally to restrict vehicles from path. Bollards are removed in winter to allow for snow clearing.

GVSA does not have authority or funding mechanism to work on DOT ROW without permission by DOT.

Community interest in traffic calming in the 45MPH zone: request to lower speed limit to 30MPH and to add flashing radar "You are Speeding" signage. GBOS resolution of Support was recommended by PSAC in November 2024; resolution 2025-03 was signed and sent to SOA in Jan 2025.

Unrestricted access to airport property. Public should call police to report illegal activity. No recreational access is permitted on airport land. Service Area stated that 2nd gate after the hangar condo to be added to deter parties. DOT is examining this request. Local pilot says that DOT is considering gate just after the last residence on Donner Rd, where airport property begins.

Enforcement Concerns:

Drug/Alcohol use in Girdwood Parks – Chief Achee will have patrol include walk-thru.

Alyeska Highway Speeding. Speed limit enforcement by Whittier Police requested for 45MPH zone.

Unsafe parking on roads - Call Whittier Police for parking enforcement if emergency vehicles are unable to pass. WPD has equipment and authority to enforce municipal parking laws.

Homeless Camps:

Abatement of homeless camps completed spring 2024 and illegal parking has been enforced successfully since then within the Service Area.

Upcoming Events:

Military Mondays	1 st MON monthly Jan 5, Feb 2, March 2, April 6		
ASD Spring Break	MON Mar 9-Fri Mar 13		
Alyeska Spring Carnival	April 24-26; Slush Cup April 25		
ASD Last Day	WED May 20		
Girdwood Farmers Market	TBD May-Sept		
Girdwood Forest Fair	July 3-5		
Cirque Race	July 25		
Blueberry Fest	Aug 16		
Alyeska Climb-a-thon	September 12		
Alyeska Oktoberfest	September 25 & 26		
Al-Anon Meetings	Tuesdays	5PM	Girdwood Clinic
AA	Sundays	7PM	Community Room

From: [Kelley, Kyle T.](#)
To: [Tyler, Margaret S.](#)
Subject: FW: Alyeska Highway Speed Study
Date: Friday, March 6, 2026 10:29:50 AM
Attachments: [26-6-1 Alyeska Hwy SLO.pdf](#)

From: Holland, Sean L (DOT) <sean.holland@alaska.gov>
Sent: Friday, January 30, 2026 1:57 PM
To: Luke Niedringhaus <lpniedringhaus@gmail.com>
Cc: Kellie Okonek <kelliembos@gmail.com>; Kelley, Kyle T. <kyle.kelley@anchorageak.gov>; Bosin, Anna D (DOT) <anna.bosin@alaska.gov>; Warren, Kirk H (DOT) <kirk.warren@alaska.gov>
Subject: Re: Alyeska Highway Speed Study

Hi Guys,

Today is my last day at DOT&PF and I wanted to get this in place before I leave. It is a speed order to reduce the western end of Alyeska Highway to 40 mph and will extend the 30mph to the west, starting at Iris Pond Cir capturing the curve.

If there is desire to lower more than 40, DOT could hold a public hearing that would be used as another point of data, wouldn't guarantee a change.

We have some battery powered speed feedback signs ordered and will need to follow up on the other conditions in the speed analysis. I copied Kirk and Anna who can help and/or refer you to someone that can. I am also happy to shepherd this through if needed.

Sean



Sean Holland, P.E.

Director, Central Region

[Alaska Department of Transportation & Public Facilities](#)

Office: 907 269-0770 • sean.holland@alaska.gov

Keep Alaska Moving



From: Luke Niedringhaus <lpniedringhaus@gmail.com>
Sent: Thursday, January 29, 2026 1:06 PM
To: Holland, Sean L (DOT) <sean.holland@alaska.gov>
Cc: Kellie Okonek <kelliembos@gmail.com>; Kyle T. Kelley <kyle.kelley@anchorageak.gov>

Subject: Re: Alyeska Highway Speed Study

Good Afternoon,

I appreciate the response. I've CC'd Kellie Okonek as I think a GBOS meeting would be a good place for a public hearing.

Kind Regards,

Luke Niedringhaus
Co-Chair, Girdwood PSAC
PO Box 461
Girdwood, AK 99587

On Jan 28, 2026, at 16:57, Holland, Sean L (DOT)
<sean.holland@alaska.gov> wrote:

Hi Luke,

From the various as builts that I can find it looks like it was designed to 40mph from about Crow Creek to the top of the hill. I can't find any history on why the sections are posted differently today but they certainly operate at different speeds.

The DOT&PF could entertain extending the 30 mph zone further west. The speed analysis supported reducing the 45 mph zone to 40mph but only with modifications. We could collect another data point with a public hearing to try to confirm that a speed reduction is the will of the community.

Not a great answer. The potential problem is creating disparate speeds, which we see now to a certain extent on Alyeska Highway. Some traffic will obey the speed limit, others will drive the comfortable speed so we need to make some modifications to slow people down, such as the remedies suggested in the speed analysis.

Does that help?

Sean

Sean Holland, P.E.

Director, Central Region
[Alaska Department of
Transportation & Public
Facilities](#)

Office: 907 269-0770 •
sean.holland@alaska.gov

Keep Alaska Moving



From: Luke Niedringhaus <lpniedringhaus@gmail.com>

Sent: Wednesday, January 28, 2026 1:08 PM

To: Holland, Sean L (DOT) <sean.holland@alaska.gov>

Cc: Kelley, Kyle T. <kyle.kelley@anchorageak.gov>

Subject: Alyeska Highway Speed Study

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Good Afternoon,

I had a couple questions regarding the speed study conducted on Alyeska Highway this previous summer. Would the DOT be open to reducing the speed limit to 30 MPH prior to the large curve on the highway around the intersections of My Rd and Bursiel Circle? Additionally, the study stated that the section before Crow Creek Rd is designed for 45 MPH, what is the difference in design standards between that section and the section after Crow Creek Rd?

Kind Regards,

Luke Niedringhaus
Co-Chair, Girdwood PSAC
PO Box 461
Girdwood, AK 99587

**State of Alaska
Department of Transportation and Public Facilities**

Attachment A

IN REFERENCE TO: Alyeska Highway Speed
Limit MP 2-3
State Route Name: Alyeska Highway
State Route CDS No.: 132500

**ORDER
Establishing a Speed Limit on
a State Highway**

Direction of Travel:	East/West		
Between:	Iris Pond Circle	CDS MP:	1.526
And:	End of Alyeska Highway	CDS MP:	2.932

If speed zone boundaries are not the same for both directions, complete the following

Direction of Travel:			
Between:		CDS MP:	
And:		CDS MP:	

WHEREAS Section 19.10.070 of the Alaska Statutes provides that the Department of Transportation and Public Facilities shall establish safe speed limits on the State Highways, and

WHEREAS the Department of Transportation and Public Facilities has conducted an engineering and traffic investigation, and

WHEREAS said investigation indicates that the herein ordered speed is the maximum reasonable and safe speed on the herein described State Highway or State-maintained road;

IT IS HEREBY ORDERED THAT:

*Vehicles traversing the above named road within the above specified boundaries shall not exceed a maximum speed of **Thirty (30) MPH.***

IT IS FURTHER ORDERED that the appropriate signs be erected along said roadway to advise the motorist of the speed limit set forth herein.

This order supersedes any previous conflicting order(s) issued for that portion of the roadway where the conflict exists.

1/30/26	_____
Date	Regional Traffic Engineer
1/30/26	
Date	Regional Director

6/1/2026

Actual or Expected Posting Date
Whittier/APD/AST

Enforcement Agency with Jurisdiction

*Original to Regional Traffic Engineer
Copies to Regional Director, Regional Operations Director (Central Region only),
Maintenance Chief, State Traffic Engineer,
State HPMS Manager and Enforcement Agency*

**State of Alaska
Department of Transportation and Public Facilities**

Attachment A

IN REFERENCE TO: Alyeska Highway Speed
Limit MP 0-2
State Route Name: Alyeska Highway
State Route CDS No.: 132500

**ORDER
Establishing a Speed Limit on
a State Highway**

Direction of Travel:	East/West		
Between:	Seward Highway	CDS MP:	0.000
And:	Iris Pond Circle	CDS MP:	1.526

If speed zone boundaries are not the same for both directions, complete the following

Direction of Travel:			
Between:		CDS MP:	
And:		CDS MP:	

WHEREAS Section 19.10.070 of the Alaska Statutes provides that the Department of Transportation and Public Facilities shall establish safe speed limits on the State Highways, and

WHEREAS the Department of Transportation and Public Facilities has conducted an engineering and traffic investigation, and

WHEREAS said investigation indicates that the herein ordered speed is the maximum reasonable and safe speed on the herein described State Highway or State-maintained road;

IT IS HEREBY ORDERED THAT:

*Vehicles traversing the above named road within the above specified boundaries shall not exceed a maximum speed of **Fourty (40) MPH.***

IT IS FURTHER ORDERED that the appropriate signs be erected along said roadway to advise the motorist of the speed limit set forth herein.

This order supersedes any previous conflicting order(s) issued for that portion of the roadway where the conflict exists.

1/30/26	_____
Date	Regional Traffic Engineer
1/30/26	
Date	Regional Director

6/1/2026

Actual or Expected Posting Date
Whittier/APD/AST

Enforcement Agency with Jurisdiction

*Original to Regional Traffic Engineer
Copies to Regional Director, Regional Operations Director (Central Region only),
Maintenance Chief, State Traffic Engineer,
State HPMS Manager and Enforcement Agency*

Bosin, Anna D (DOT)

From: Holland, Sean L (DOT)
Sent: Friday, January 30, 2026 11:45 AM
To: Bosin, Anna D (DOT)
Cc: Ferguson, Cynthia L (DOT)
Subject: Re: Alyeska Speed Study- LOA 25252057

Looks good!



Sean Holland, P.E.
Director, Central Region
Alaska Department of Transportation & Public Facilities
Office: 907 269-0770 • sean.holland@alaska.gov
Keep Alaska Moving


From: Bosin, Anna D (DOT) <anna.bosin@alaska.gov>
Sent: Friday, January 30, 2026 11:40 AM
To: Holland, Sean L (DOT) <sean.holland@alaska.gov>
Cc: Ferguson, Cynthia L (DOT) <cynthia.ferguson@alaska.gov>
Subject: RE: Alyeska Speed Study- LOA 25252057

Hi Director Holland, I reviewed the Speed Study provided by Kinney Engineering and can support lowering the posted speed limit to 40MPH with additional treatments. It sounds like GBOS has the means to implement the recommended treatments. Below is a summary I will attach to the speed limit order along with the study:

Here’s a memo based on the Alyeska Highway MP 0–2 Speed Study and your request. Please confirm this is acceptable and I will draft the speed limit order to be effective with a spring timeline acceptable for GBOS to implement

MEMORANDUM

To: Director Holland, CR DOT&PF
From: Anna D. Bosin, PE
Date: 1/30/26
Subject: Recommendation to Reduce Posted Speed Limit on Alyeska Highway MP 0–2 to 40 MPH

Background

The Alyeska Highway segment from Seward Highway to Crow Creek Road (MP 0–2) currently has a posted speed limit of **45 MPH**. An engineering study conducted in July 2025 evaluated roadway geometry, traffic conditions, pedestrian activity, crash history, and enforcement levels. The study concluded that while 45 MPH is consistent with

DOT&PF policy and FHWA USLimits2 recommendations, community safety concerns and observed conditions support consideration of a **lower speed limit with additional countermeasures**.

Key Findings from the Speed Study

- **Observed Speeds:**
 - Mean speeds ranged from 42–45 MPH; 85th percentile speeds were 46–49 MPH.
 - Most motorists drive within a pace range of 38–48 MPH (78–81% compliance).
- **Crash History:**
 - Overall crash rates are below statewide averages, but one serious injury crash occurred within the segment during the last five years.
- **Pedestrian and Driveway Conflicts:**
 - Frequent residential driveways and unbuffered pathway sweeps increase conflict potential, especially for pedestrians and cyclists.
- **Policy Allowance:**
 - DOT&PF policy permits lowering the posted speed to the **median of the pace range (≈40 MPH)** when added safety concerns exist.

Supporting Research

National best practices recommend posting speed limits **5 MPH lower than engineering study recommendations** to improve compliance and reduce crash risk. A 2018 study published in *Accident Analysis & Prevention* found that lowering posted limits below the 85th percentile speed improves driver adherence and safety outcomes ([link to study](#)). This study is referenced at the FHWA Proven Safety Countermeasures webpage under “Appropriate Speed Limits for All Road Users” ([link to page](#))

Recommended Actions

Girdwood Board of Supervisors (GBOS) has the funding and ability to implement the below action items within the corridor. It is understood these would need to be in place before signs are changed to 40MPH.

1. **GBOS Reduces Posted Speed Limit to 40 MPH**
 - Aligns with DOT&PF policy and the median pace speed.
 - Addresses community concerns for pedestrian safety and residential access conflicts.
2. **GBOS Increases Speed Limit Signage**
 - Install additional regulatory signs at regular intervals to reinforce compliance.
3. **GBOS Installs Dynamic Speed Feedback Signs**
 - Deploy “Your Speed Is...” feedback devices and portable speed feedback carts to alert drivers in real time.
4. **GBOS Coordinates Enforcement**
 - Work with Whittier Police Department to maintain visible enforcement presence.
 - Consider warning citations that are coordinated with public outreach/education.
5. **GBOS performs public awareness outreach with City of Anchorage, Whittier, community in general.**

From: Holland, Sean L (DOT) <sean.holland@alaska.gov>

Sent: Thursday, July 24, 2025 1:37 PM

To: Bosin, Anna D (DOT) <anna.bosin@alaska.gov>
Subject: Fw: Alyeska Speed Study- LOA 25252057



Sean Holland, P.E.

Director, Central Region
Alaska Department of Transportation & Public
Facilities
Office: (907) 269-0770 sean.holland@alaska.gov
Keep Alaska Moving through service and infrastructure.



From: Randy Kinney <Randy.Kinney@kinneyeng.com>
Sent: Thursday, July 24, 2025 10:54 AM
To: Holland, Sean L (DOT) <sean.holland@alaska.gov>
Cc: Scott Thomas <scott.thomas@kinneyeng.com>; Jeanne M. Bowie <Jeanne.Bowie@kinneyeng.com>; Will Webb <Will.Webb@kinneyeng.com>
Subject: Alyeska Speed Study- LOA 25252057

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Hello Sean,

Attached is our letter report on the speed study for Alyeska Highway. Please let me know if you have any questions on this report.

Thanks.

RANDY KINNEY, P.E., PTOE

KINNEY ENGINEERING, LLC

randykinney@kinneyeng.com

3909 Arctic Boulevard, Ste 400, Anchorage, AK 99503

Phone 907.344.7575 Fax 907.349.7496

www.kinneyeng.com





July 24, 2025

Sean Holland, P.E.
Director, Central Region
Alaska Department of Transportation & Public Facilities

Transmitted By Email To: sean.holland@alaska.gov

Subject: Alyeska Highway MP 0-2 Speed Study
LOA 25252057
Kinney Engineering, LLC Work Order 00835

Dear Director Holland:

Kinney Engineering, LLC (KE) has prepared this engineering study of Alyeska Highway speeds in Girdwood, Alaska, for the segment between the Seward Highway MP 0 and Crow Creek Road MP 2.

Attachment A describes the study background, methodology, input data, discussion and analysis of speed and safety factors, and our recommendations.

Attachment B provides a table summarizing the data gathered and conclusions drawn for this roadway. The existing 45 MPH posted speed limit is confirmed to be reasonable and safe based upon measurements of existing conditions for all users along the roadway and roadside.

We also find additional engineering and enforcement countermeasures should be considered. If these strategies were put into place, a lower posted speed limit of 40 MPH is possible. We do not recommend 40 MPH as safe and effective without additional countermeasures.

Sincerely,

A handwritten signature in black ink that reads 'Scott E. Thomas'.

Scott E. Thomas, PE
Traffic Engineer
Kinney Engineering, LLC

Attachments:

- A. Discussion and Analysis of Speeds on the Alyeska Highway MP 0-2
- B. 22_Speed Limit Evaluation Template.xlsx form
- C. USLimits2 Evaluation
- D. PEDSAFE Evaluation
- E. Alaska 5 Year Serious Injury Rates

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Attachment A – Discussion and Analysis of Speeds, Alyeska Hwy MP 0-2

Discussion of community input or interactions with DOT&PF are included for background and context. These are based on the experiences of Scott Thomas, this report's principal analyst and author, who worked as Central Region Traffic and Safety Engineer from 2000 to 2023.

Background

The Alyeska Highway has a posted speed limit of 45 MPH for the 1.8 mile segment extending from the Seward Highway to Crow Creek Road. At a point 560 feet west of the Crow Creek Road intersection, the speed limit changes to 30 miles per hour.

The Alyeska Highway was narrowed in 2017 to 11 foot lanes and 4 foot shoulders. Roadsides were steepened to provide improved drainage space. Previously the highway had wider lanes and shoulders. The existing separated pathway was reconstructed with "sweeps" in front of sidestreet stop bars. These sweeps place pathway users at a location where sidestreet motorists are more likely to see and stop before the pathway conflict area. Sweeps also placed pathway users within the main highway shoulder, next to higher speed traffic. This was a source of significant safety concern for the community which was reviewed with DOT&PF. This concern led to three changes:

- 1) additional recycled asphalt was added to sweeps to permit non-motorized users to choose more buffer distance from traffic,
- 2) DOT&PF pathway standards for future projects were changed to sweep in front of stop bars outside of road shoulders to place more buffer from vehicular travel lanes, and
- 3) the Girdwood Board of Supervisors (GBOS) were provided seasonal traffic calming tools as engineering countermeasures to raise awareness for all users. These included speed stencils, pathway intersection signing, orange candle delineators, and portable "Yield to Pedestrians and Bicyclists" regulatory signs.



Pathway Cyclists shying away from striped sweep to shoulder



New pathway stencils and portable signs at sweeps

Methodology

This speed study was conducted in accordance with

- Alaska Statute AS 19.10.072 *Procedures for Determination of Speed Limits and Zones*,
- Alaska Administrative Code 13 AAC 02.280(b) *Alteration of Speed Limits by State and Municipalities*
- DOT&PF Policy and Procedure 05.05.020 *Establishment of Limits and Zones*
- DOT&PF Central Region Excel template provided for data input and analysis titled "22_Speed Limit Evaluation Template.xlsx"
- Manual on Uniform Traffic Control Devices (MUTCD), 11th edition, 2023, Section 2B.21 *Speed Limit Sign*, (Engineering Study required)
- FHWA USLimits2, *A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations*

Motorist speed observations were sampled in May 2025. Roadway and roadside conditions were field inspected in July 2025. As-built plans for 2017 highway and pathway rehabilitation were also reviewed. Sources of input data are listed below.

Input Data

The following table presents the sources of engineering data used as factors in this analysis. Analysis values are listed within the template form found under Attachment B.

Parameter	Source
Lane width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Shoulder width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Functional Class	https://akdot.maps.arcgis.com/home/index.html
5-Year Weighted Average Daily Traffic	https://alaskatraficdata.drakewell.com/publicmultinodemap.asp
Roadway Geometry Curves and Tangents	Project Z585260000 Alyeska Hwy 3R as-builts
Traffic Considerations – Neighborhoods	Field Inspection and Google Earth Pro
Traffic Considerations – Schools and Parks	Field Inspection and Google Earth Pro
Traffic Considerations – Driveways, Parking and Turns to Mainline	Project Z585260000 Alyeska Hwy 3R as-builts, Field Observations, and Google Earth Pro?
Spot Speed Studies	Provided by DOT&PF Central Region
Crash Data	Provided by DOT&PF Central Region
Enforcement	Field observations and Analyst's Past Experience
Local Consultation	Field observations of seasonal traffic control devices and Analyst's Past Experience

In addition to speed studies in May, field observations were made on Saturday, July 20, 2025 to further inspect highway conditions. Users of all ages were observed along the pathway and into the unbuffered sweeps. Vehicles were turning into access points and driveways. Adjacent land uses were noted under ideal conditions. Local enforcement by Whittier Police Department was active and visible. There were no special events or other indicators of temporary conditions. Seasonal countermeasures were in place demonstrating GBOS efforts at pathway sweeps and crosswalks. Some loss of pavement stencils was noticed due to wear and gravel buildup.



Alyeska Highway MP 0, Commercial Area, 45 MPH, May 2025

Discussion and Analysis of speed limit factors

The speed limit evaluation table (Attachment B) forms the basis of this engineering study and this letter. It is organized to work through the considerations required under state law, regulations, federal guidance, and DOT&PF policy. Spreadsheets in an Excel workbook compile data on traffic volumes, speed data, crash data, and FHWA USLimits2 checks used for this speed evaluation.

Roadway Geometry – 45 MPH. The current alignment and width of Alyeska Highway meets the geometric conditions for 45 MPH travel by motorists. There are no geometric features to indicate lower speed travel. The roadway has 11 foot lanes, 4 foot shoulders, and recoverable roadside slopes of 15 feet or more before drainage ditches and steep backslopes. No parking is allowed on the roadway shoulders as indicated through regulatory sign posting. This equates to a lower, more forgiving roadside hazard rating of 3 out of 7.



Pathway buffer, roadside slopes, and frequent access points

Trafficway - Neighborhoods and Road Function – Residential, Minor Arterial. Adjacent neighborhoods are of a lower density residential land use, often collected on cul-de-sac driveways or streets. The Alyeska Highway is not a residential street template and does not have a predominance of mailboxes. There are not vehicles frequently backing directly from homes to the street.

Trafficway – Pedestrians, Schools, and Parks. Pedestrians and children are observed regularly using a buffered pathway on the west side of the highway. This pathway is buffered typically 30 feet from the roadway lanes, beyond a ditch. However, at most stop-controlled intersections, the pathway requires pedestrians and bicyclists to “sweep” in front of stop bars directly adjacent to Alyeska Highway through traffic. There is good visibility throughout the corridor. Visibility is reduced at driveway crossings and can be expected to be less under winter conditions – primarily at locations not on the main highway. There are no marked crosswalks or higher volume nonmotorized crossings within this highway segment. No school or park facilities directly access this highway segment. The parallel pathway can serve as a walking route to school by choice, but has busing service and is outside designated walking areas closer to the Girdwood Elementary School to the north and east.

Overall, the conflicts between residential land use, nonmotorized users, pedestrian crossings and highway traffic is moderate. Setback land use, access collection, good visibility, and low crossing activity are safer features balanced against a concern for unbuffered sweeps next to traffic, the frequency of access points, and regular pathway use by all ages and abilities.

Driveways and Approach Roads. There is a higher frequency of driveways and consolidated residential access along this arterial, combined with regularly spaced sidestreets that operate similar to shared residential access. Two major commercial approaches are adjacent to the Seward Highway

termini. Overall, frequent access density and residential use translates to intermediate use and conflict levels.

Spot Speed Studies. The following table provides a summary of observed motorist's speed data collected on Thursday, May 15, 2025. A representative sample of free-flowing motorists and vehicle types were observed.

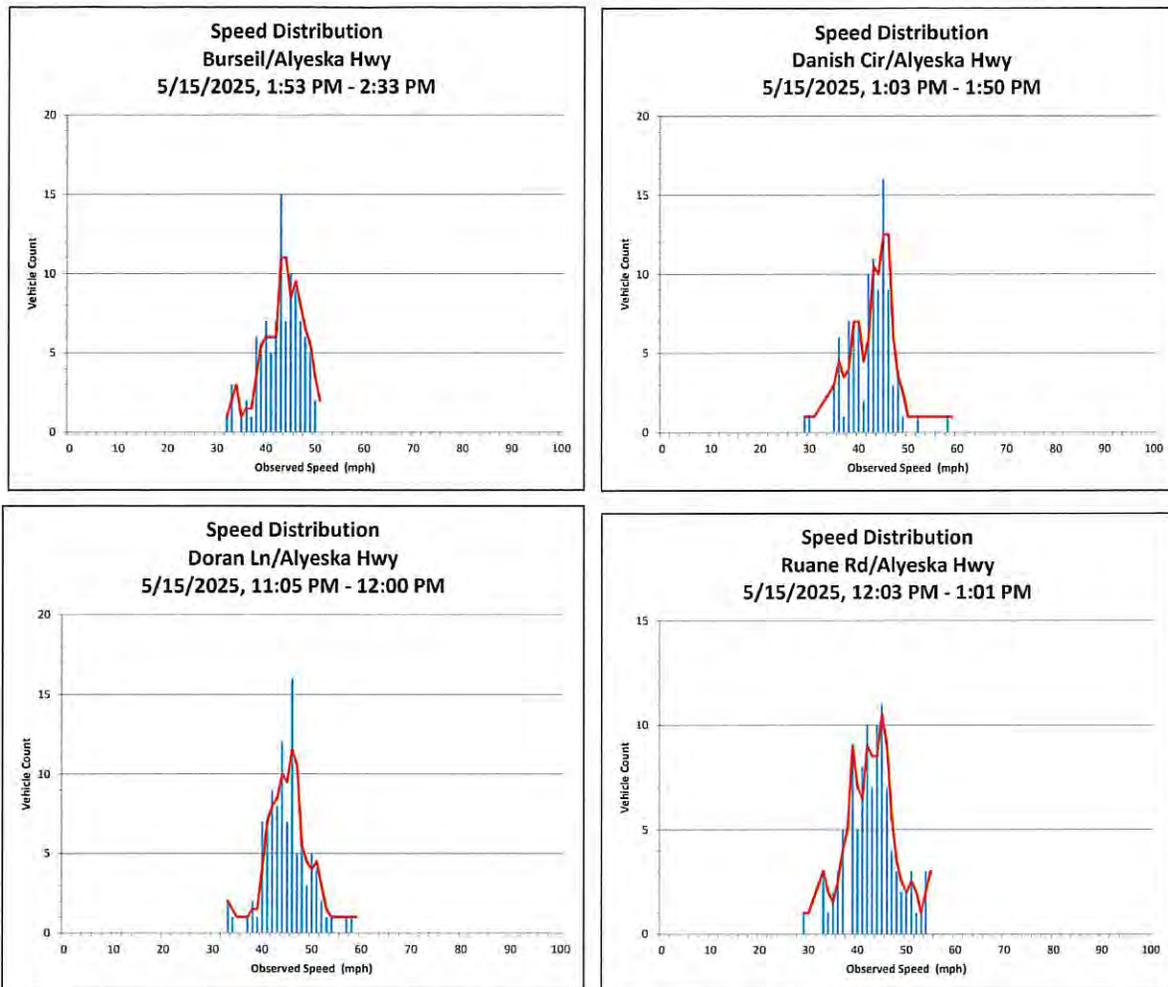
Speed Location	Observations	Mean Speed	85 th Percentile Speed	Pace Range (% in Range)	95% Confidence Level Error for 85 th Percentile Speed*
Bursiel Circle / Alyeska Hwy SW	99	43 MPH	47 MPH	38 MPH - 47 MPH (79%)	+/- 1.00 MPH
Danish Circle / Alyeska Hwy SW	100	42 MPH	46 MPH	38 MPH - 47 MPH (81%)	+/- 1.10 MPH
Doran Lane / Alyeska Hwy NE	102	45 MPH	49 MPH	40 MPH - 49 MPH (78%)	+/- 1.10 MPH
Ruane Road / Alyeska Hwy SW	101	43 MPH	47 MPH	39 MPH - 48 MPH (73%)	+/- 1.25 MPH

**Errors for 85th percentile speeds were computed by KE. These lower-value errors indicate that the number of observations, around 100, were adequate to accurately represent a "population" 85th percentile value (for May). As such, we conclude observed mean and pace values are similarly representative of the population.*

The speed of most motorists is at or below 45 MPH when rounding down to the nearest potential speed limit. The 85th percentile speed supports a maximum speed limit of 45 MPH. Up to 5 percent of existing motorists were sampled well outside this range nearing 55 to 60 MPH, where speed enforcement of ticketable offenses best apply.

The "pace range" or grouping of most motorists within a 10 MPH band of each other is good, at or near eighty percent. This suggests most reasonable and prudent drivers observe the roadway geometry and conflicting conditions are safe and react by driving within a range of 38 to 48 MPH.

Sensitivity analysis was tested within the speed limit evaluation form and USLimits2 software. This was done by considering the range of confidence in measured speeds shown above. KE found reductions in 85th percentile and pace median speeds by 1.00 to 1.25 MPH did not change analysis outcomes or recommendations. This would support the current speed limit of 45 MPH absent any other conflicts or concerns. State Policy allows for no lower than the median speed of the "pace range" in situations where there are higher conflicts and concerns beyond roadway geometry.



Existing Speed Distributions of Motorists along Alyeska Highway MP 0-2, May 2025

Crash History. Crashes reported by law enforcement or otherwise self-reported by motorists were reviewed over the most recent five-year period from 2019-2023. Total crash rates are below statewide averages. There was one serious single-vehicle-run-off-road collision at or near Brenner Circle. At these lower volumes, intermediate speeds, and shorter segment length, any serious injury collisions are a concern. With one serious crash, the serious injury rate exceeds the statewide average serious injury rate. However, when basing rates on one collision, this does not necessarily indicate a pattern or recurring concern. Instead, the overall rating for this segment is considered low based upon the total crash rate.

Enforcement. The Girdwood community contracts with the Whittier Police Department for local enforcement. Active enforcement was observed on Saturday, July 20, 2025, along the lower speed (30 MPH) segment north of this study. Past input from the community indicated enforcement was helpful and effective on the highway. Even with enforcement, spot speed studies indicate about one-fifth of motorists exceed the current posted speed limit of 45 MPH, with most at or below 50 MPH. As is common, about one percent of motorists disregard posted speeds and operate at speeds more than 55 MPH, especially on straight segments. Out of 2700 vehicles per day on average, this can mean as many as 30

“speeders” or reckless drivers per day and seem like a lot. However, thousands of other motorists are generally careful, reasonably and prudently driving at or near the current speed limit of 45 MPH.



Active Whittier Police Enforcement Stop, May 2025

Local Consultation. Past community input has included concerns for vehicular speeds and for pathway safety near the roadway. The Girdwood Board of Supervisors (GBOS) has met with DOT&PF to request additional engineering countermeasures to support local enforcement.

Several countermeasures have been agreed to and provided by DOT&PF using past roadway rehabilitation funding, including narrowing the roadway to 11 foot lanes and 4 foot shoulders and installing pathway devices. Non-motorized stencils were placed in the pathways and are currently fading with wear. GBOS provides significant efforts to maintain portable regulatory devices and delineators. This work is performed seasonally at sidestreets near the roadway where the pathway is unbuffered.

USLimits2 Review.

The Federal Highway Administration (FHWA) provides a speed limit assessment tool that works through many of the same factors assessed by Alaska law and State policy. Inputting segment length, road conditions, land use, nonmotorized use, and vehicular speed characteristics results in a speed limit recommendation that supports the existing speed limit of 45 MPH.

USLimits2 recognizes nonmotorized use and conflicts as “high” and the presence of frequent driveways and sidestreet conflict points. Before considering a lower speed limit, USLimits2 suggests additional engineering countermeasures should be considered to help lower speeds and improve enforcement effectiveness. Changing to a lower posted speed limit without countermeasures is a safety concern.

Under the existing range of motorist speeds, a lower speed limit could spread out the pace range, lower the pace percentage, and create a wider range of compliant and noncompliant speeds. This results in greater speed differentials between users and possibly more risk taking and passing maneuvers by some motorists.

DOT&PF Policy. DOT&PF Policy and Procedure 05.05.020, Section C, sets the conditions for consideration of a reduced posted speed which can be lowered to the median of the pace of most motorists. FHWA USLimits2 suggests measured 85th percentile speeds can be rounded down for safety. Using this same approach, the median speed of the “pace” (or 10 mph band of most motorists) could be rounded down to 40 MPH on this roadway.

Under DOT&PF Policy and Procedure, a posted speed limit of 40 MPH is possible when added safety concerns and conflicts are present. Under USLimits2 and national best practices, additional countermeasures should be considered before lowering a speed limit into the median of the pace group of motorists.

Additional Engineering Countermeasures. Several engineering countermeasures are more suited to DOT&PF and GBOS capabilities for ongoing maintenance and operations. These are in use within the speed zones of other Kenai Peninsula communities such as Cooper Landing, Homer, and Moose Pass:

- Restriping existing narrower lanes using wider, 6-inch lane lines
- Placing speed limit stencil reminders in travel lanes
- Install more frequent speed limit signing
- Add more seasonal portable regulatory signing in or near the roadway
- Add more seasonal portable delineators in or near the road lanes at conflict areas

National best practices and resources such as FHWA's PEDSAFE¹ were also reviewed with inputs for existing conditions and conflicts. Two more engineering countermeasures are available for feedback to the driver. These would require more work and more costs for maintenance and operations at the state and local level than the list above. Feedback devices used in some communities in Alaska include:

- Dynamic speed feedback signs (“Your speed is...”)
- Portable speed feedback carts used by local road maintenance

Additional Enforcement Countermeasures. A commitment to frequent enforcement is critical and was observable in the existing 30 MPH zone to the east of Crow Creek Road. A speed limit lowered to the median of the pace (40 MPH) would require additional investments in enforcement to be effective. Reviewing national best practices and PEDSAFE, options include:

- Additional staffing hours assigned to increase visibility and results along MP 0-2
- Portable speed feedback carts used by law enforcement
- Automated speed enforcement signs supported by new laws or regulations.

¹ Pedestrian Safety Guide and Countermeasure Selection System, FHWA

Conclusions

Kinney Engineering's speed study documents existing conditions which support retaining the speed limit of 45 MPH up to the transition at Crow Creek Road. These results were confirmed through the FHWA USLimits2 program.

Two community safety concerns are recognized which could support a reduction to 40 MPH in the future:

- a) the proximity of pedestrians, including children, unbuffered by shoulders or other delineation near the roadway lanes, and
- b) a higher residential driveway density increasing conflicts along the roadway.

Additional engineering countermeasures are available to be applied on the roadway to address these safety concerns. These countermeasures are comparable to past state and local efforts used on the pathway and to measures used in other communities on the Kenai Peninsula. Added countermeasures would encourage reduced speeds lower than observed under existing conditions.



Nonmotorized proximity to traffic in roadway shoulders at sidestreets

Recommendations

1. **45 MPH.** Retain the existing 45 MPH posted speed limit. The current speed limit for existing conditions and enforcement levels is consistent with DOT&PF speed limit evaluation under state policy and confirmed with FHWA's USLimits2 evaluation tool.
2. **40 MPH plus Countermeasures.** Consider a speed limit reduction to 40 MPH with increased enforcement and community awareness solutions, combined with added engineering countermeasures. State policy allows for recognition of local enforcement commitments and safety concerns. National guidance recommends added countermeasures.
3. **Consistent Countermeasures.** For either speed limit option, consider engineering countermeasures used in other Alaskan communities to increase compliance. This includes speed limit stencils, more signing, and delineation.
4. **Increased Enforcement.** For either speed limit option, consider enforcement levels in MP 0-2 at or above levels in the roadway zone to the east.
5. **M&O Agreements.** Consider maintenance and operating agreements to optimize state and local capabilities for various countermeasures.

State of Alaska - Department of Transportation & Public Facilities - Central Region Form					
ATTACHMENT B - SPEED LIMIT EVALUATION					
Alyeska Highway, between Seward Highway and Crow Creek Road					
CDS Route Name	Alyeska Highway (Girdwood)	CDS Route Number	135200/2241003X000	Existing Speed Limit (mph)	45
				(b)(4) Statutory	
By	Scott E. Thomas, P.E.	Date	7/15/2025	Requested Speed Limit (mph)	N/A
ZONE					
From	Seward Highway (edge of roadway)	To	560 ft west of Crow Creek Road	Length	Feet Miles
	CDS Milepoint 0.019		CDS Milepoint 1.847		9,652 1.828
ROADWAY DATA					
Roadside Rating	3	Lane Surface	Paved	Number of Through Lanes	2
Lane Width (ft)	11	Shoulder Surface	Paved	Shoulder Width (ft)	4
Functional Class	Minor Arterial			Fore / Back Slope	4 / 2
Borough or City	Municipality of Anchorage, Girdwood Community			5 Year Weighted Average Daily Traffic	2,719
Planned Projects	No planned projects in the near term (2024-2027 STIP)				
					TRAFFIC
					Low
ROADWAY GEOMETRY					
Horizontal Curves		Tangents		Total	
Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Percentage
< 25		< 25		< 25	0.0
25		25		25	0.0
30		30		30	0.0
35		35		35	0.0
40		40		40	0.0
45	1,437	45	8,215	45	100.0
50		50		50	0.0
55		55		55	0.0
60		60		60	0.0
65		65		65	0.0
> 65		> 65		> 65	0.0
Length Unaccounted For (ft)		0		Character of Vertical Curves	Level
					GEOMETRY
					45 mph
TRAFFICWAY CONSIDERATIONS					
AS 19.10.072(a)(1) Neighborhoods		Description / Comments			
Character of roadway	Rural, residential driveways and low use sidestreets. Frequent shared access to individual pocket neighborhoods.	Nghbrhood	No		
Pedestrians / children	Yes, along pathway. Low to no Xings. No observed neighborhood-type play activity on or in highway.	Presence	Moderate		
Non-motorized facility type	Pathway sweeps fitted into shoulders at sidestreets without buffer space available.	Facility	Moderate		
Separation from roadway	Separated pathway. Sweeps for sidestreet motorist visibility, stopping before conflict.	Separation	Pathway		
Pedestrian / cyclist visibility	Non-traverseable drainage, ditched buffer 30 feet except at sweeps.	Visibility	30		
W-11 warning signs	Good visibility along main highway. Limited visibility at driveways.	Warning	Adequate		
Crosswalk presence / type	No - adequate sight distance along corridor.	Crosswalk	No		
Crosswalk candidate	Not within this segment, but to the east at Hightower Ave in the 30 MPH zone.	Candidate	No		
AS 19.10.072(a)(2) Schools & Parks		Description / Comments			
Presence / names of schools	Not within this 45 MPH segment studied.	Schools	No		
School types / grades	No	Devices	No		
School zone devices / signs	N/A	Houses	Low		
Presence of houses	Ex: Yes, Houses on adjacent properties, typically buffered by trees and/or pathway.	Parks	None		
Development level	Rural Residential buffered, mostly through sidestreets and drives.				
Presence / names of parks	California Creek Park access beyond study segment northeast of Crow Creek Road				
Park types / access	Park and creek accessible at Hightower Ave, east of segment				
					LAND USE & CROSSING
					Intermediate
AS 19.10.072(a)(3) Driveways, Parking & Turns to Mainline					
Major Approaches (busier)	0	Minor Approaches (lower use)	12	Weighted Intersections / Mile	6.56
Commercial Drives (busier)	2	Residential / Minor Drives (lower use)	54	Weighted Driveways / Mile	32.82
Busier Access / Mile	1.09			Weighted Access / Mile	39.39
Comments	Increased frequency residential and low use driveways (<= 10 vpd). Two busy commercial access point at or near Seward Hwy, west end of segment. Overall, this increases low use to intermediate vehicular conflict.				CONFLICT
Parked vehicles	N/A	Parking Typical	No		
					Intermediate

* 2nd Tier refers to property which is in the proximity of the roadway but does not have direct access to the roadway in review

SAFETY DATA										Averages	
AS 19.10.072(a)(4) Spot Speed Studies										Median	44
Study Location	Date (M-Year)	Time of Day	Sample Count	Median Speed	Pace Median	85th Percentile	Pace Range (mph)		Percent in Pace	PACE Med	43
Bursiel/Alyeska Hwy SW	May-25	Afternoon	99	43	43	47	38	47	79	85th %ile	47
Danish Cir/Alyeska Hwy SW	May-25	Afternoon	100	43	43	46	38	47	81	PACE	39 - 48
Doran Ln/ Alyeska Hwy NE	May-25	Morning	102	45	44	49	40	49	78	% in PACE	78
Ruane Rd/Alyeska Hwy SW	May-25	Afternoon	101	43	43	47	39	48	73		
Comments	Consistent good quality pace of motorists at or near the existing posted speed limit.									PACE	Median to 85th Range
	* All Spot Studies are Free Flow Traffic. (Lower posted speeds can worsen the pace speed group differentials between users and lead to more vehicular and pedestrian conflicts.)									Quality	Good

CRASH HISTORY										
Analysis Years		2019-2023		Total Crashes		State Average Rates		per Mile	Rate	
Weighted Average Volume		2,719		16		Total on Segment		8.753	1.764	
Intersection	Crashes	per MEV	Multi-Vehicle	8	Type per MVMT	Multi-Vehicle (/MVMT)	4.376	0.882		
			Fatal	0	1.90	Fatal (/HMVMT)	0.000	0.000		
			Major	1	Fatal per HMVMT	Fatal + Major (/HMVMT)	0.547	11.024		
			Opposing	1	1.19	Opposing (/MVMT)	0.547	0.110		
			Left Angle	1	Fatal + Major per HMVMT	Left Angle (/MVMT)	0.547	0.110		
			Right Angle	1	5.27	Right Angle (/MVMT)	0.547	0.110		
			Rear End	4		Rear End (/MVMT)	2.188	0.441		
State Average Rate at Type		1.020	0.520	Signalized		Unsignalized				
Comments	Crashes at all intersections are less than last AK statewide HSIP Program averages.									CRASH HISTORY
	All computed crash rates use a 1 mile minimum length.									Low

ENFORCEMENT AS 19.10.072(a)(5) Local Enforcement Effectiveness										
State Trooper Input	Locally enforced.									Lower limit effective?
Local Police Input	Past MOA/GBOS input in 2019 verified contracts with Whittier Police to improve local enforcement. Active enforcement was observable in May 2025 to the east.									Yes
										Enforcement Impact
										Intermediate

LOCAL CONSULTATION AS 19.10.072(b)										
Municipal Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.								Requested?	City
Community Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.								Requested?	No
Written Requests	No written requests for a change of speed limit since road rehabilitation changes, narrowing.								Requested?	Comm.
										Yes

FINDINGS Policy, Procedure, Standards, Engineering Study & Judgment										
1	This Evaluation form shows 45 MPH is reasonable and safe for existing conditions.								FHWA US Limits	
2	FHWA USLIMITS2 supports the existing posted speed limit of 45 MPH with consideration of existing conditions. USLimits2 suggests considering before lowering the speed limit.								45	
3	Roadway narrowing was designed and constructed in 2016 through 2018 to affect speeds and improve nonmotorized facilities. Community discussions with DOT&PF requested continued efforts to reduce speeding and improve safety.								Engineer Study Recomm.	
4	Engineering countermeasures have been actively implemented locally since 2019. Locally funded enforcement countermeasures have been contracted with Whittier Police.								45	
5	A reduction of the posted speed limit to 40 MPH can be effective dependent upon additional countermeasures.								Change?	CONCLUSION
										Yes
										45

References	
AS 19.10.072 Procedures for Determination of Speed Limits and Zones	2012
13 AAC 02.275 Basic Rule and Maximum Limits	6/28/1979
13 AAC 02.280 Alteration of Limits by State and Municipalities	2/27/1997
AK DOT&PF Policy and Procedure 05.05.020 Establishment of Speed Limits and Zones	7/6/2012
ITE Traffic Engineering Handbook - 6th ed., Chapter 5: Safety	2009
Alaska Traffic Manual, Sections 2B.13, 2C.08, 2C.50, 3B.18, 7A.100, 7A.101	6/16/2016

ATTACHMENT C

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Alyeska Hwy Speed Study

Analyst: Scott Thomas

Date: 2025-07-17

Basic Project Information

Project Number: 25252057
Route Name: Alyeska Hwy
From: Seward Hwy
To: Crow Creek Rd
State: Alaska
County: Anchorage Municipality
City: Girdwood
Route Type: Road Section in Developed Area
Route Status: Existing

Crash Data Information

Crash Data Years: 10.00
Crash AADT: 2719 veh/day
Total Number of Crashes: 16
Total Number of Injury Crashes: 3
Section Crash Rate: 88 per 100 MVM
Section Injury Crash Rate: 17 per 100 MVM
Crash Rate Average for Similar Roads: 232
Injury Rate Average for Similar Roads: 66

Roadway Information

Section Length: 1.828 mile(s)
Statutory Speed Limit: 55 mph
Existing Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 68
Number of Signals: 0

Traffic Information

85th Percentile Speed: 47 mph
50th Percentile Speed: 44 mph
AADT: 2719 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Project Description: KE Draft Review of current conditions for DOTPF

Recommended Speed Limit: 45

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See [Engineering Countermeasures for Speed Management](#) and [PedSafe](#) for more guidance.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (2719 * 365 * 1.828 * 10.00) / (100000000)$$

$$M = 0.1814$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (1.60 * 100000000) / (2719 * 365 * 1.828)$$

$$Rc = 88.19 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (0.30 * 100000000) / (2719 * 365 * 1.828)$$

$$Ri = 16.54 \text{ injuries per 100 MVM}$$

Critical Crash Rate (Cc)

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$Cc = 231.80 + 1.645 * (231.80 / 0.1814) ^{(1/2)} + (1 / (2 * 0.1814))$$

$$Cc = 293.36 \text{ crashes per 100 MVM}$$

Critical Injury Rate (Ic)

$$Ic = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$Ic = 66.27 + 1.645 * (66.27 / 0.1814) ^{(1/2)} + (1 / (2 * 0.1814))$$

$$Ic = 100.47 \text{ injuries per 100 MVM}$$

ATTACHMENT D - PEDSAFE - Countermeasure Selection Tool Results

7/23/2025 set

Name of Location	Alyeska Hwy MP 0-2 Pathway	
Performance Objective	Reduce Speed of Motor Vehicles	
Site Description Answers		
Type of Area	Suburban	
Functional Class	Collector or Minor Arterial	
Intersection or Midblock	Midblock	
Volume	Low (<10,000 ADT)	
Speed	Low (<= 45 mph)	
No. of Lanes	2 or fewer lanes	
Traffic Signal	Not present (Installation is not an option)	
Transit Line/Route	Yes, the roadway is on a transit line/route.	
School Zone/Crossing	No, the roadway is not in a school zone or a school crossing.	
Railroad Crossing	No, the roadway does not contains a railroad crossing.	
Work Zone	No, the roadway is not in a work zone.	
Main Groups and Countermeasures		KE Comments
Along the Roadway	Street Furniture	Portable delineation option
At Crossing Locations	Curb Extension	No curb. Portable delineation option
	Raised Pedestrian Crossing	Not recommended at intermediate speeds for plowing. Portable delineation option.
Roadway Design	Bike Lane/Shoulder	Existing 4' shoulder, and pathway in place
	Road/Lane Narrowing	Completed in 2017, 11' lanes, 4' shoulders
	Driveway Improvements	Completed in 2017, sweeps at sidestreets
Traffic Calming	Temporary Installations for Traffic Calming	Some seasonal devices in place with GBOS. More?
	Speed Table (midblock)	Not recommended at intermediate speeds for plowing. Portable delineation option.
	Landscape Options	Not in near area of highway slopes
	Paving Treatments	Requires a capital project
Signals and Signs	Sign Improvement	Added regulatory signs, temporary or permanent
Other Measures	Speed Monitoring Trailer	Recommended option
	Automated Enforcement Systems	Requires local legislation, determination

ATTACHMENT E - ALASKA 5 YEAR SERIOUS INJURY RATES

Computed for Alyeska Highway MP 0-2 Analysis

Year	Crashes	Annual VMT (millions)	Crashes per MVM	(K) Fatalities Involved (from FARS)	(SI) Serious Injuries (from AK CARE)	KSI Totals	Fatality Rate	KSI Crash Rate
2019	7710	5888	1.31	67	242	309	1.14	5.25
2020	8279	5360	1.54	64	246	310	1.19	5.78
2021	7905	6321	1.25	70	245	315	1.11	4.98
2022	7877	5669	1.39	82	226	308	1.45	5.43
2023	9208	5617	1.64	60	216	276	1.07	4.91
	8196	5771	1.43	69	235	304	1.19	5.27



IMPORTANT: The link above (<https://edan.dot.gov/SASJobExecution/>) is a generic link and cannot be bookmarked

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Persons Involved in Fatal Crashes

Filter Selected: Person Injury Type: *Fatal* ; or *Injured, Incapacitating*

State: *Alaska*

Years: *2019-2023*

Persons Involved in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Person Injury Type	Crash Date (Year)					
	2019	2020	2021	2022	2023	Total
Fatal	67	64	70	82	60	343
Injured, Incapacitating	29	23	20	24	24	120
Total	96	87	90	106	84	463

Download Report: | [pdf](#) | [docx](#) | [xlsx](#) | (Important: Downloads make take a few seconds - Use Ctrl-J to view download progress)

Data Sources:

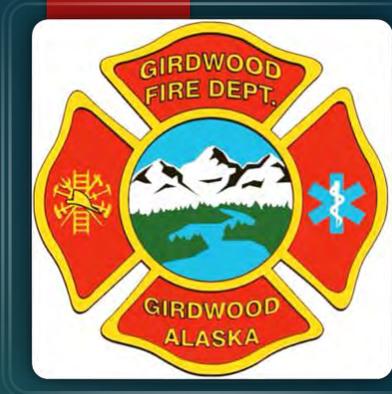
¹[Fatality Analysis Reporting System \(FARS\): 2019-2022 Final File and 2023 Annual Report File \(ARF\)](#)

Report Generated: Wednesday, May 7, 2025 (4:25:53 PM)

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Fire Crew News



- ▶ 6 new firefighters starting March 21
- ▶ Polaris Ranger Arrived
- ▶ Crews starting training and equipment readiness for wildfire season
- ▶ Rural Healthcare Grant: 6 projects submitted
- ▶ IAFC Wildfire Mitigation grant submitted
- ▶ Slip in unit grant submitted by AFD

Girdwood Fire February 2026 Incidents

Responded: 23 incidents 12 patients transported

EMS Calls: 14

Vehicle Accidents: 0

Commercial/Residential Fire Alarm: 7

Gas Leak/Smell: 1

Water issue: 1

All resources utilized: Station Move Up: 1



Platinum
Transparency
2026

Candid.

