STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FEDERAL FISCAL YEAR 2009

ALASKA HIGHWAY SAFETY OFFICE ANNUAL REPORT

GOVERNOR SEAN PARNELL

COMMISSIONER LEO VON SCHEBEN

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Cover photo: *Parks Highway* by Aneta Synan, Alaska DOT&PF.

Letter from the Governor's Highway Safety Representative

December 18, 2009

I am pleased to present the state of Alaska's report of highway safety programs during the federal fiscal year 2009.The Annual Report is required by federal regulation, and describes the accomplishments of the Alaska Highway Safety Office between October 1, 2008 -September 30, 2009, compares the goals and performance measures in the Highway Safety Plan between October 1, 2008 -September 30, 2008, and provides the data used to measure Alaska's safety performance progress. We want our goals in FFY 2008 accomplished in FFY 2009, in accordance with the Alaska Strategic Highway Safety Plan.

Our mission is to enhance the health and well being of the people of Alaska through programs that save lives and prevents injuries on Alaska's highways. We provide federal transportation dollars and state safety corridor court fines to data driven programs that encourage safe driving behavior. Impaired driving and seat belts top our priority list, which includes aggressive driving, red light running, teen driving and safety corridors. These priorities are determined through an analysis of traffic crashes, including fatalities and serious injuries, enforcement efforts, survey results and demographic information. These multiple databases identify high-risk groups and dangerous locations.

We remain committed to supporting highway safety advocates through the Alaska Strategic Highway Safety Plan, the Alaska Traffic Records Coordinating Committee, the Alaska Motorcycle Safety Advisory Committee, the TraCS Steering Committee and the Law Enforcement Liaisons. An example of this commitment is the multi-jurisdictional collaboration of state and local law enforcement agencies to remove impaired drivers from our roads. Traffic crashes are prevented, and lives are saved, when dangerous drivers are not on our roads. Projects such as this one increase community ownership and prevent tragedies.

Sincerely,

Cindy L. Cashen
Governor's Representative
Alaska Highway Safety Office
Department of Transportation
& Public Facilities

Measurable Progress

Federal regulations require the State Annual Evaluation Report to contain adequate project and system-specific information to demonstrate measureable progress, using performance-based measures. The Alaska Highway Safety Office is responsible for traffic fatality data and the Fatality Analysis Reporting System (FARS) for the National Highway Traffic Safety Administration (NHTSA). The DOT&PF Highway Data Office is responsible for the Highway Analysis System (HAS) which houses all other motor vehicle traffic crash and traffic injury data. The following performance goals and measures are from the 2009 Alaska Highway Safety Plan. All 2009 data are preliminary only.

- The goal to reduce the number of injury related crashes in 2008 and 2009 is unknown because of the lack of non-fatal injury crash data.
- The goal to reduce the number of fatal crashes in 2009 was met, as the objective in 2009 was 61, and the actual number was 58.
- The goal to reduce fatal crashes which involved drivers within ages 15-19 was met, as the objective in 2009 was five drivers, and the actual number was five drivers.

Performance Goal: Reduce the number of injury and fatal crashes

Performance Measures	2003	2004	2005	2006	2007	2008	2009	Objective 2010
# of Fatal Crashes	87	96	66	71	75	55	58	52
# of Non-Fatal Injury Crashes	4,403	4,203	4,049	3,345	3,071	TBA	TBA	TBA
# of Drivers Ages 15-19 in Fatal Crashes	14	15	9	15	10	16	5	15
# of Drivers Ages 15-19 in Non-Fatal Injury Crashes	1240	1098	1037	795	728	TBA	TBA	TBA

Note: 2009 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, and the State of Alaska Department of Transportation and Public Facilities, Highway Analysis System (HAS).

- The goal to reduce the Mileage Death Rate (MDR) was met early, as the objective for 2009 was 1.40, and the actual rate was 1.29 in 2008.
- The goal to reduce the number of motor vehicle fatalities was met, as the objective for 2009 was 67, and the actual number was 63.

Overall Program Goal: Reduce the Mileage Death Rate (MDR)

Performance Measures	2003	2004	2005	2006	2007	2008	2009	Objective 2010
Mileage Death Rate	1.98	2.02	1.45	1.49	1.59	1.29	TBA	1.19
# of Motor Vehicle Fatalities	98	101	73	74	82	62	63	58

Note: 2009 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

- The goal to reduce the percent of alcohol impaired driving related fatalities was met, as the objective for 2009 was 22%, and the actual was 21%.
- The goal to reduce the number of impaired driving related fatal crashes was met, as the objective for 2009 was 15, and the actual was 13.
- The goal to reduce the number of drinking drivers (with any amount of alcohol, based on known results), ages 15-19, involved in fatal crashes was not met, as the objective for 2009 was zero, and the actual was three.

Performance Goal: Reduce the percent of alcohol-impaired driving related fatalities

Performance Measures	2003	2004	2005	2006	2007	2008	2009	Objective 2010
% Impaired Driving related fatalities	29%	27%	39%	26%	20%	37%	21%	28%
# of Impaired Driving fatal crashes	26	26	26	19	15	19	13	18
# of Drivers age 15-19, involved in fatal crashes who had been drinking (any amount of alcohol)	0	0	1	2	2	0	3	0

Note: 2009 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

- The goal to increase the restraint use rate by all motor vehicle occupants was met, as the objective for 2009 was 85%, and the actual was 86.1%.
- The goal to lower the percentage of fatalities not wearing restraints in seat belt equipped vehicles was met, as the objective for 2009 was 25%, and the actual was 25%.

Performance Goal: Increase the restraint use rate by all motor vehicle occupants

Performance Measures	2003	2004	2005	2006	2007	2008	2009	Objective 2010
% Seat belt use Overall	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	87.1%
% Fatalities Not Using Restraints	46.9%	47.9%	40.7%	37.0%	55.3%	52.2%	25.0%	48.4%
# of Fatalities under age 16 and not restrained	2	2	0	3	3	1	0	1

Note: 2009 data are preliminary and therefore subject to change.

Source: Overall seatbelt use data are from *Alaska Seat Belt Observation Surveys* prepared by the Alaska Injury Prevention Center. Fatality data are from Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration.

- The performance goal to reduce the number of bicyclists and pedestrians killed or seriously injured in 2008 is unknown at this time because of insufficient injury data.
- The performance goal to reduce the number of pedestrians killed or seriously injured based on the most recent data, was met with 50 in 2003 which dropped to 42 in 2007.
- The performance goal to reduce the number of bicyclists killed or seriously injured in crashes, based on the most recent data, was met with 25 in 2003 and 19 in 2007.

Performance Goal: Reduce the number of Bicyclists and Pedestrians killed or seriously injured in crashes

Performance Measures	2003	2004	2005	2006	2007	2008	2009	Objective 2010
Pedestrians killed or seriously injured	50	39	42	31	42	TBA	TBA	TBA
Pedestrians under the age of 16 killed or seriously injured	8	6	7	1	5	TBA	TBA	TBA
Bicyclists killed or seriously injured	25	26	22	20	19	TBA	TBA	TBA
Bicyclists under the age of 16 killed or seriously injured	10	6	8	1	4	TBA	TBA	TBA

Source: State of Alaska Department of Transportation and Public Facilities Highway Analysis System (HAS).

Photo courtesy of the Alaska State Troopers

Alaska Crash Data Trends

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
FATALITIES (FARS)	70	79	106	89	89	98	101	73	74	82	62
FATALITY RATE / 100 MILLION VMT (FARS)	1.55	1.74	2.3	1.89	1.82	1.98	2.02	1.45	1.49	1.59	1.29
ALL NON-FATAL INJURIES (HAS)	6,159	6,100	6,112	6,536	6,368	6,509	6,189	5,974	5,021	4,389	***
FATALITY & SERIOUS INJURY RATE / 100 MILLION VMT (HAS)	11.22	9.04	9.25	9.23	12.70	12.61	11.40	10.63	8.76	8.25	***
FATALITY RATE / 100,000 POPULATION (FARS)	11.38	12.75	16.89	14.06	13.85	15.07	15.28	10.92	10.94	12.04	9.03
FATALITY & SERIOUS INJURY RATE / 100,000 POPULATION (FARS AND HAS)	80.54	67.36	69.32	70.24	97.26	96.18	86.56	80.57	64.83	62.78	***
ALCOHOL IMPAIRED DRIVER RELATED FATALITIES (FARS)	28	38	54	46	32	33	29	33	23	33	24
PERCENT ALCOHOL IMPAIRED DRIVER RELATED FATALITIES (FARS)	40%	48%	51%	52%	36%	34%	29%	45%	31%	40%	39%
PERCENT OF POPULATION USING SAFETY BELTS (AIPC SEAT BELT SURVEYS)	61.0%	60.6%	61.3%	62.6%	65.8%	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%
PERFORMANCE DATA: NOVICE DRIVERS INVOLVED IN COLLISIONS (AGE 14 - 15, GDL LEARNERS PERMIT) (HAS)	134	138	140	141	124	119	120	75	62	59	***
PERFORMANCE DATA: YOUNG DRIVERS INVOLVED IN COLLISIONS (AGE 16-17, GDL PROVISIONAL LICENSE) (HAS)	1,659	1,667	1,767	1,900	1,680	1,648	1,466	1,267	1,031	1,008	***
PERFORMANCE DATA: YOUNG DRIVERS INVOLVED IN COLLISIONS (AGE 18-25) (HAS)	4,836	5,274	5,232	5,805	5,330	5,990	5,944	5,400	4,852	4,277	***
PERFORMANCE DATA: NOVICE DRIVERS INVOLVED IN FATAL COLLISIONS (AGE 14-15, GDL LEARNERS PERMIT) (FARS)	0	0	3	1	1	0	2	2	1	0	4
PERFORMANCE DATA: YOUNG DRIVERS INVOLVED IN FATAL COLLISIONS (AGE 16-17, GDL PROVISIONAL LICENSE) (FARS)	5	4	12	5	7	7	4	2	6	11	4
PERFORMANCE DATA: YOUNG DRIVERS INVOLVED IN FATAL COLLISIONS (AGE 18-25) (FARS)	22	28	25	30	28	28	32	21	20	30	24
PERFORMANCE DATA: SAFETY CORRIDOR (SEWARD & PARKS HIGHWAYS) COLLISIONS (HAS)	146	152	112	148	142	153	161	157	127	114	***
PERFORMANCE DATA: SAFETY CORRIDOR FATALITIES (HAS)	3	1	3	6	5	3	3	9	7	3	***
PERFORMANCE DATA: MOOSE-RELATED FATALITIES (HAS AND FARS)	2	1	1	3	1	3	2	0	1	6	0
PERFORMANCE DATA: MOOSE-RELATED NON-FATAL INJURIES (HAS)	146	151	155	155	116	121	164	117	124	138	***
PERFORMANCE DATA: SPEEDING-RELATED FATALITIES (FARS)	24	39	49	37	38	41	38	28	30	34	27
PERFORMANCE DATA: SPEEDING-RELATED FATALITIES AS A PERCENT OF ALL FATALITIES (FARS)	34%	49%	46%	42%	43%	42%	38%	38%	41%	41%	44%
PERFORMANCE DATA: SPEEDING-RELATED SERIOUS INJURIES (HAS)	140	111	127	136	193	149	157	157	114	70	***

*** DATA NOT AVAILABLE

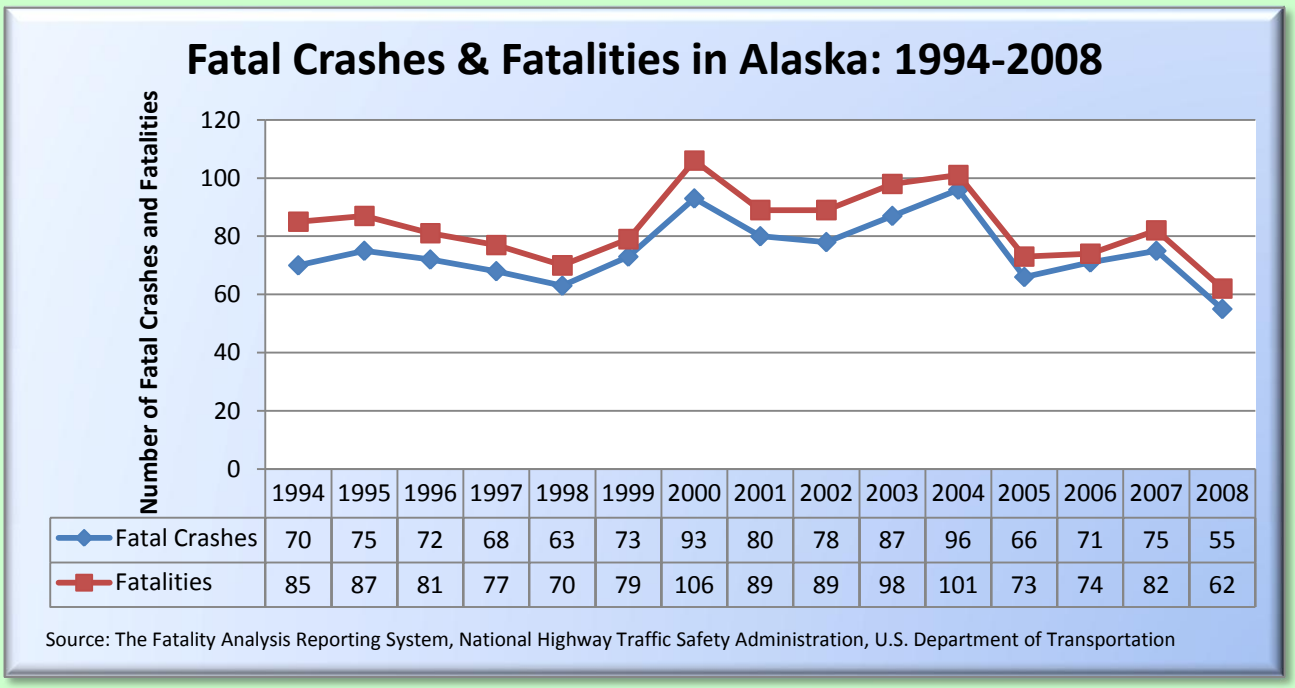
SOURCES: FATALITY ANALYSIS REPORTING SYSTEM (FARS), NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, U.S. DEPT OF TRANSPORTATION; HIGHWAY ANALYSIS SYSTEM (HAS), STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES; AND ALASKA INJURY PREVENTION CENTER, ALASKA SEAT BELT OBSERVATION SURVEYS.

The U.S. National Fatality Rate:	
2003:	1.48 fatalities per 100 Million VMT
2004:	1.44 fatalities per 100 Million VMT
2005:	1.46 fatalities per 100 Million VMT
2006:	1.42 fatalities per 100 Million VMT
2007:	1.36 fatalities per 100 Million VMT
2008:	1.27 fatalities per 100 Million VMT

Alaska Fatality Rate:	
2003:	1.98 fatalities per 100 Million VMT
2004:	2.02 fatalities per 100 Million VMT
2005:	1.45 fatalities per 100 Million VMT
2006:	1.49 fatalities per 100 Million VMT
2007:	1.59 fatalities per 100 Million VMT
2008:	1.29 fatalities per 100 Million VMT

In 2007 there were 10,578 reported traffic collisions on Alaska's roads, in which 82 people lost their lives. 433 people suffered from major traffic-related injuries, and 3,956 people walked away with minor traffic-related injuries. There were 7,425 collisions in which property damage only was reported.

VMT = Vehicle Miles Traveled.
For every 100 Million vehicle miles traveled, there were 1.29 fatalities on Alaska's roads in 2008.



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal Crashes	70	75	72	68	63	73	93	80	78	87	96	66	71	75	55
Fatalities	85	87	81	77	70	79	106	89	89	98	101	73	74	82	62

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

Regional Fatality Rate Per 100 Million VMT, 2007	
Alaska	1.59
Idaho	1.60
Oregon	1.31
Washington	1.00

Regional Motor Vehicle Crash Fatalities, 2007	
Alaska	82
Idaho	252
Oregon	455
Washington	571

Accomplishments

- Alaska's seat belt usage increased from 84.9 percent in 2008 to 86.1 percent in 2009, according to the National Occupant Protection Usage Survey (NOPUS).

- Alaska's motor vehicle traffic fatality count remained low with 62 fatalities in 2008 and 63 in 2009. The Alaska Highway Safety Office is home to the Analyst responsible for the Fatality Analysis Reporting System (FARS) for NHTSA.

- There were 82 reported traffic fatalities in 2007, 62 in 2008, and 63 in 2009.

- The number of alcohol related traffic fatalities continues to drop from 35 in 2007 to 28 in 2008, and preliminary results show 16 in 2009.

- The number of unbelted traffic fatalities dropped from 31 in 2007 to 23 unbelted deaths in 2008. Preliminary results show 10 in 2009.

- Fatal and major injury crashes are down by almost 40% from May 2006 to 2008 (Central Region Traffic Safety Office).

A grizzly pauses on the Parks Highway north of Healy, 2007. Photo by Brett Nelson, Alaska DOT&PF.

Successful Legislation:

SB 72, "An Act relating to use of child safety seats and seat belt", filled in the gaps for children less than the age of 8 years in motor vehicles. Previously the law required the use of proper safety devices for children less than the age of 16, but did not include which safety device must be used based on a child's age, height and weight. The Sponsor of the bill was Senator Hollis French, and co-sponsored by Senator Joe Paskvan, Representatives Max Gruenberg and Lindsey Holmes. House Companion, HB 131, was sponsored by Representative Lindsey Holmes, and co-sponsored by Representatives John Harris, Charisse Millett and Beth Kerttula. Governor Sarah Palin signed the bill on June 17, 2009.

Photo courtesy of Central Peninsula General Hospital.

- The National Highway Traffic Safety Administration supports the enactment of stronger child passenger safety laws that cover every child, in every seating position and in every vehicle because traffic crashes are the leading cause of death in the United States, and in Alaska, for children from age 3 to 14.

- According to the Alaska Trauma Registry, from 2002 to 2006, 5 children died and 63 were seriously injured because of lack of, or incorrect child safety restraints. Research on child safety seats has found them to reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars.

- SAFETEA-LU Section 2011 provides funds to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirement prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat.2772). Alaska qualified and received $92,185 when specific weight and height of children were included in our statute. The funds were split between the purchasing child seats, particularly in rural areas, and enforcing the law.

Challenges

The Alaska Highway Safety Office has identified the following as priorities:

1) Impaired Driving
2) Seat Belt Usage
3) Aggressive Driving
4) Red Light Running
5) Teen Driving
6) Safety Corridors

Photo courtesy of the Alaska State Troopers.

1) Impaired Driving

Impaired driving is the number one behavioral contributing factor in traffic crashes. Alcohol impaired driving-related fatalities statewide have remained steady; 40% in 2007 to 39% in 2008. There were 82 traffic crash fatalities in 2007, 33 of them involved impaired drivers. In 2008 there were 62 traffic crash fatalities, of which 24 involved at least one impaired driver.

- In 2007 alcohol was involved in 728 traffic crashes on Alaska's roads, accounting for 6.9% of the total reported traffic crashes for 2007.
- In 2007 alcohol was also involved in 35 of the 82 traffic fatalities in Alaska, accounting for 43% of the total traffic fatalities in 2007.
- In 2007 police in Alaska reported 728 crashes involving a driver or pedestrian with a positive Blood Alcohol Content (BAC). These crashes killed 35 and injured an estimated 506 people.
- In 2007 drivers in Alaska with reported BACs of .10+ were involved in an estimated 326 crashes that killed 10 and injured 195.
- Alaska drivers with BACs between .08 - .09 were involved in an estimated 21 crashes that killed 1 and injured 9.
- Positive reported BACs below .08 were involved in an estimated 51 crashes that killed 4 and injured 39

Source: Highway Analysis System (HAS) State of Alaska Department of Transportation and Public Facilities.

2) Seat Belt Usage

Not buckling-up is the single most common factor among traffic crashes in Alaska

- Of the 46 traffic-related fatalities in seatbelt equipped vehicles in 2006, 17 were not wearing a seatbelt (37%)
- Of the 56 traffic related fatalities in seatbelt equipped vehicles in 2007, 31 were not wearing a seatbelt (55%)
- Of the 44 traffic-related fatalities in seatbelt equipped vehicles in 2008, 23 were not wearing a seatbelt (51%)
- In preliminary reports from 2009, 10 of the 40 traffic-related fatalities in seatbelt equipped vehicles had not buckled up (25%).

3) Aggressive driving

These types of crashes may involve speeding and their deadly outcomes surpass the crashes, fatalities and serious injuries of impaired driving.

- In all motor vehicle traffic crashes in 2007, there were 728 crashes with alcohol involved, in which there were 750 impaired drivers total.
- In contrast, in all motor vehicle traffic crashes in 2007, there were 1,401 crashes with speeding involved, in which there were 1,420 drivers who were driving an unsafe speed.
- The number of major injuries due to unsafe speed however, has decreased from 114 in 2006, to 85 in 2007.
- Alaska has also decreased the number of crashes involving unsafe speed from 2,209 in 2005, to 1,946 in 2006, to 1,401 in 2007.

Fatalities and Major Injuries Involving Speeding, 2003-2008

	2003	2004	2005	2006	2007	2008
Speeding Fatalities	41	38	28	30	34	27
Speeding Major Injuries	149	157	157	114	85	***
Speeding Fatalities as a Percent of All Fatalities	42%	38%	38%	41%	41%	44%
Speeding Major Injuries as a Percent of All Major Injuries	23%	27%	27%	26%	20%	***

*** Data not available

Source: Fatal data are from the Fatality Analysis Reporting System (FARS) National Highway Traffic Safety Administration, U.S. Department of Transportation. Major Injury data are from the Highway Analysis System (HAS), Department of Transportation and Public Facilities, State of Alaska.

4) Red light Running

Photo courtesy of the Alaska State Troopers.

In 2006 as many as 245 crashes, 190 injuries and 2 fatalities in Alaska were attributed to red light running. Between 2000 and 2006, motor vehicle crashes at traffic signals increased 30.3 percent, outpacing the rise in many other crashes in Alaska. Nationally public costs for red light running crashes exceed $14 billion per year. In Alaska and across the nation more than half of the deaths in red light running crashes are other motorists and pedestrians, so there is no debate that red light runners are dangerous drivers who irresponsibly put others at risk.

The problem in Alaska's communities is even greater, as red light running is among the leading causes of urban automobile crashes. In many communities, the yellow light has come to symbolize "hurry up" instead of "slow down."

The estimated number of lives saved and major injuries prevented in one year following implementation at 10 locations, using a 10 percent reduction factor would be 15 major injuries per year, with the number of fatalities unpredicted due to a small data source.

Education Project: A Research project is being developed by DOT&PF and the Municipality of Anchorage to investigate the running of red lights at intersections.

Enforcement Project: Red Light Confirmation Lights are being installed at high-risk traffic signals in Anchorage to reduce the number of police officers required to enforce red lights.

Most Dangerous Driver:
Male driver, ages 25-44, in a standard pickup or four-door sedan
In 2008, 56 male drivers, compared to 34 female drivers, were involved in motor vehicle crashes that resulted in fatal injuries. The largest driver age groups involved in fatal crashes were male drivers between the ages of 35 - 44 (12 drivers), and male drivers ages 25-34 (11 drivers). Nineteen standard pickup trucks were involved in fatal crashes, with four-door sedans a close second place at eighteen.

Most Dangerous Trafficways
Parks Highway and Seward Highway
In 2008, the Parks Highway reported 8 fatal crashes with 11 fatalities, while the Seward Highway reported 7 fatal crashes with 8 fatalities.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, U.S. Department of Transportation.

5) Teen Driving

Every year teens account for approximately 20% of the fatalities and major injuries that occur on Alaska's roads and highways. Nearly half of these deaths can usually be prevented by simply buckling-up or not drinking and driving.

Photo courtesy of the Alaska State Troopers

A recent study compared Alaska's 1995-1999 minor consuming cases with 1995-2006 DUI court cases and "found that 24.4% of youth with minor consuming arrests go on to have DUI offenses before their 31st birthday".*

Though overall teen drug use is down nationwide, more teens abuse prescription drugs than any other illicit drug, except marijuana—and more than cocaine, heroin, and methamphetamine combined. However, research shows that many parents are not aware of teen prescription drug abuse and are not discussing the dangers with their teens.

During the Alaska Strategic Highway Safety Planning sessions there was much discussion about the growing problems associated with underage drinking and teen driving. Increased funding and education would be necessary to lower the number of youth-related vehicle crashes. The stakeholders included action items in the Alaska Strategic Highway Safety Plan (Sept, 2007) for FFY08:

- Graduated driver license (GDL) law enforcement
- Study issues involved with legislative exemptions for young drivers in rural Alaska
- Educate the public and elected officials on the most recent research regarding effective
- GDL elements
- Driver Education Study
- Facilitate parental supervision of learners and intermediate drivers and encourage selection of safer vehicles for young drivers

*Hamilton, Steven. “Evaluation of Risk Factors for Repeat DUI Offenses,” 2008.

Young Drivers

- According to the National Highway Traffic Safety Administration (NHTSA), Motor Vehicle traffic crashes are the leading cause of death in the United States for young people 15-20 years of age, accounting for just over one third of all fatalities of that age group.

- In 2007 there were 3,500 drivers between the ages of 14-21 involved in motor vehicle crashes in Alaska.

- In 2007 there were 199 drivers that were involved in incapacitating injury crashes under the age of 26. One hundred forty-four were between 18-25 years old, thirty-four were between 16-17 years old, twelve were between 14-15 years old, and nine were under age 14.

- In 2007, 26% (189) of Alaska's alcohol-related crashes also involved unsafe speed and 25% (19) of all fatal crashes involved both alcohol and unsafe speed. In 2007, 37% (280) of alcohol impaired drivers and 49% (690) of speeding drivers were under 26 years of age.

- In 2007, 53% of drivers who were both impaired and speeding at the time of a fatal crash were between 18-25 years of age. Forty-eight percent of drivers who were both impaired and speeding at the time of an incapacitating injury crash were between 18-25 years of age.

- In 2007, 48% of drivers who were both impaired and speeding at the time of a non-incapacitating injury crash were between the ages of 18-25.

- Young Alaska drivers between the ages of 14-24 years were overrepresented in fatal and major injury crashes in 2007. Approximately 17% of Alaskan drivers were between the ages 14 -24 in 2007; however, the percentage of fatal and major injury crashes involving these young drivers was 29% and 30% respectively.

- In all 2007 motor vehicle traffic crashes (fatal, major and minor injury, and property damage only crashes), there were 19 impaired drivers between the ages 14-24 with a known Blood Alcohol Concentration (BAC) less than .08; eight impaired drivers with a known BAC between .08 - .09; and 123 impaired drivers with a known BAC of .10 or more. These young drivers represent 36.5% of all impaired drivers with a known BAC of less than .08; 36.4% of all impaired drivers with a known BAC of .08 - .09; and 37.4% of all impaired drivers with a known BAC of.10 or more.

Source: Highway Analysis System (HAS) State of Alaska Department of Transportation and Public Facilities.

6) Safety Corridors

A Designated Safety Corridor is a segment of a state highway that has been identified as having a higher than average incidence of fatal and serious injury crashes, and the Commissioners of Transportation & Public Facilities and Public Safety have agreed to provide funding for effective education, enforcement, engineers, and support emergency response agencies for those sections of road.

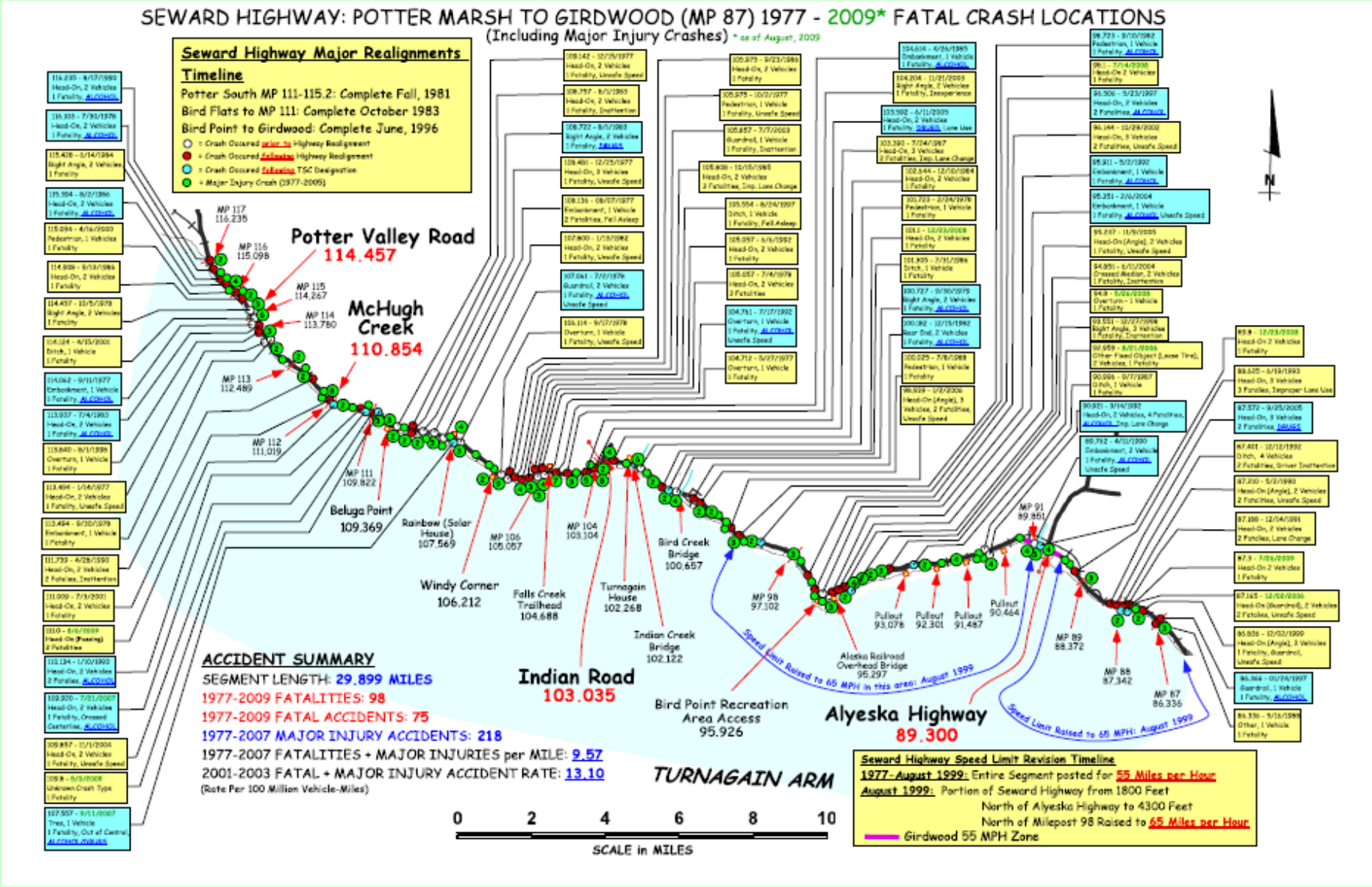
Currently the Seward (May 2006), the Parks (October 2007), the Knik/Goose Bay Road and the Sterling (both in July 2009) are the four designated Safety Corridors in Alaska.

Fatal and major injury crashes are a serious problem in the Safety Corridors. DOT&PF and DPS are tasked by law with the responsibility of reducing these crashes. It is recognized that these roads are at or near traffic volume capacity. Long term, major road projects are needed to address traffic volume growth. In the immediate term, cost-effective solutions will be pursued to reduce severe crashes.

- Fatal and major injury crashes are down by almost 40% overall since May 2006.
- Fatal crashes are up primarily on the Seward Highway. This is a volatile indicator which can vary year to year due to very small numbers. One fatal crash each year makes the difference in whether the trend is up or down, and in 2008 there were two fatal crashes above average.
- The Average Daily Traffic (ADT) numbers are down by 3.5% on the Seward Highway overall, and up by 11% on the Parks Highway.
- Parks Highway severe crash rates are higher than the Seward Highway.

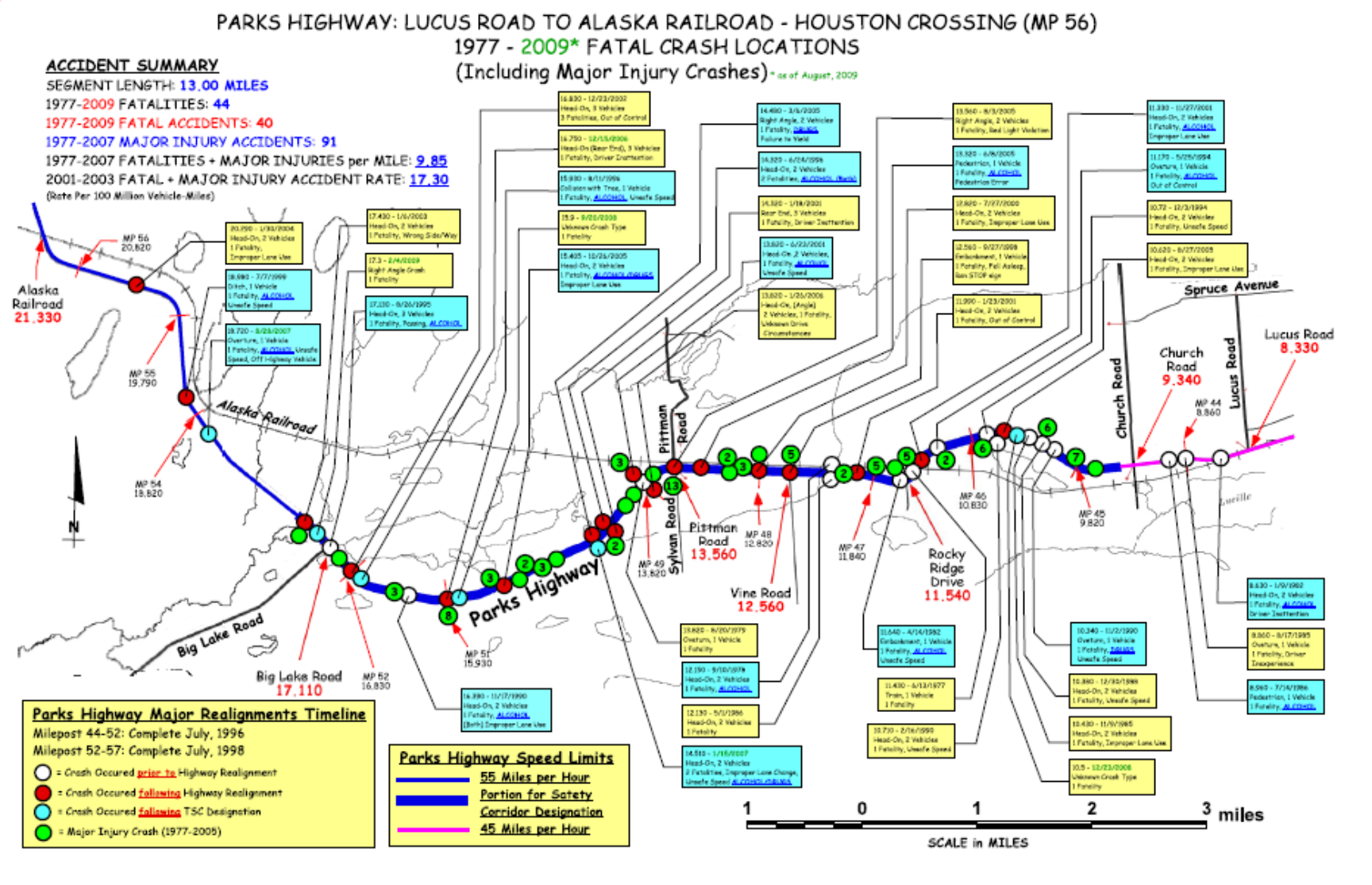
Seward Highway (MP 110). Photo by Jack Stickel, Alaska DOT&PF

The Seward Highway Safety Corridor



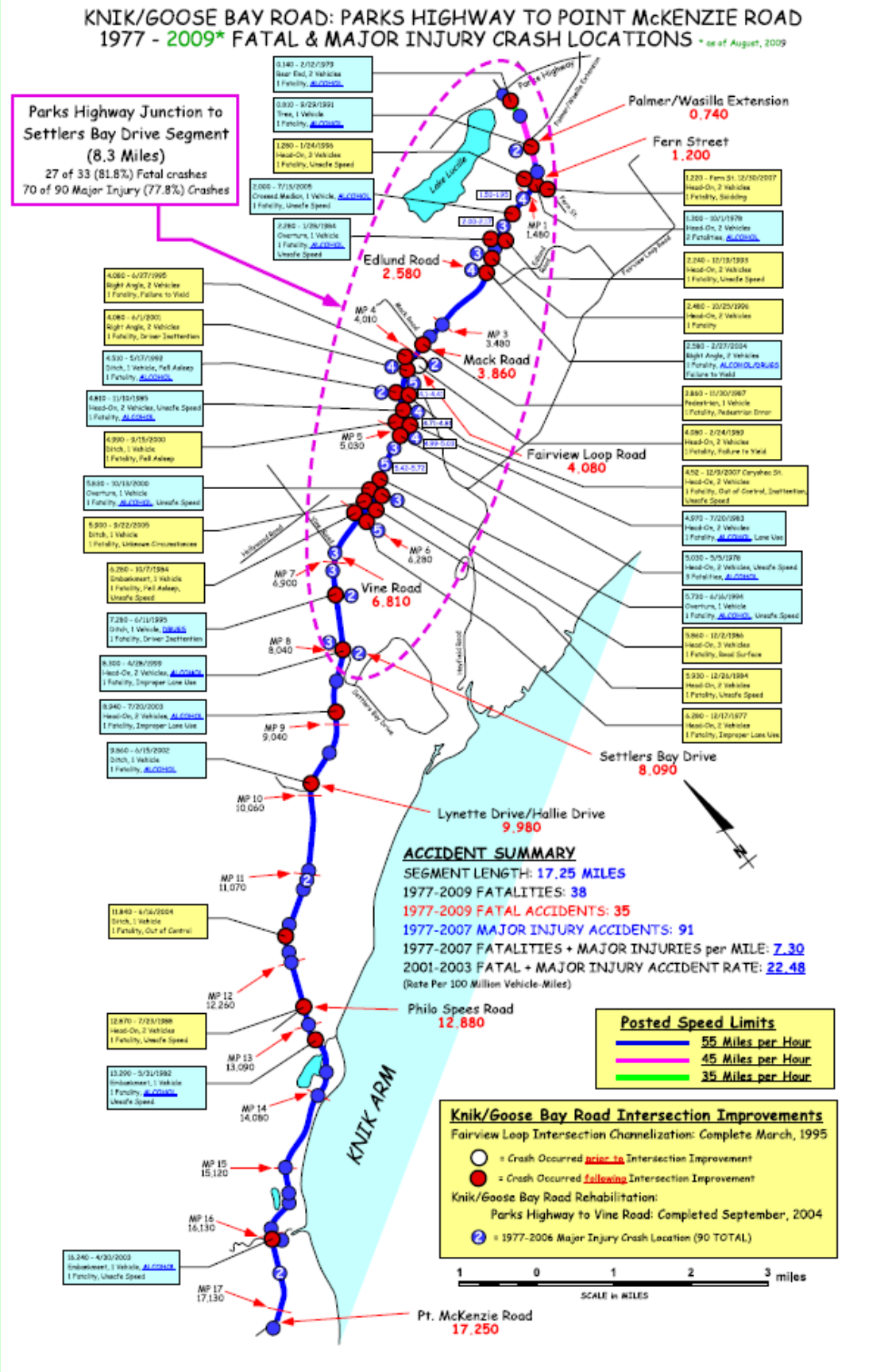
Map created by Ron Martindale, Alaska DOT&PF

The Parks Highway Safety Corridor



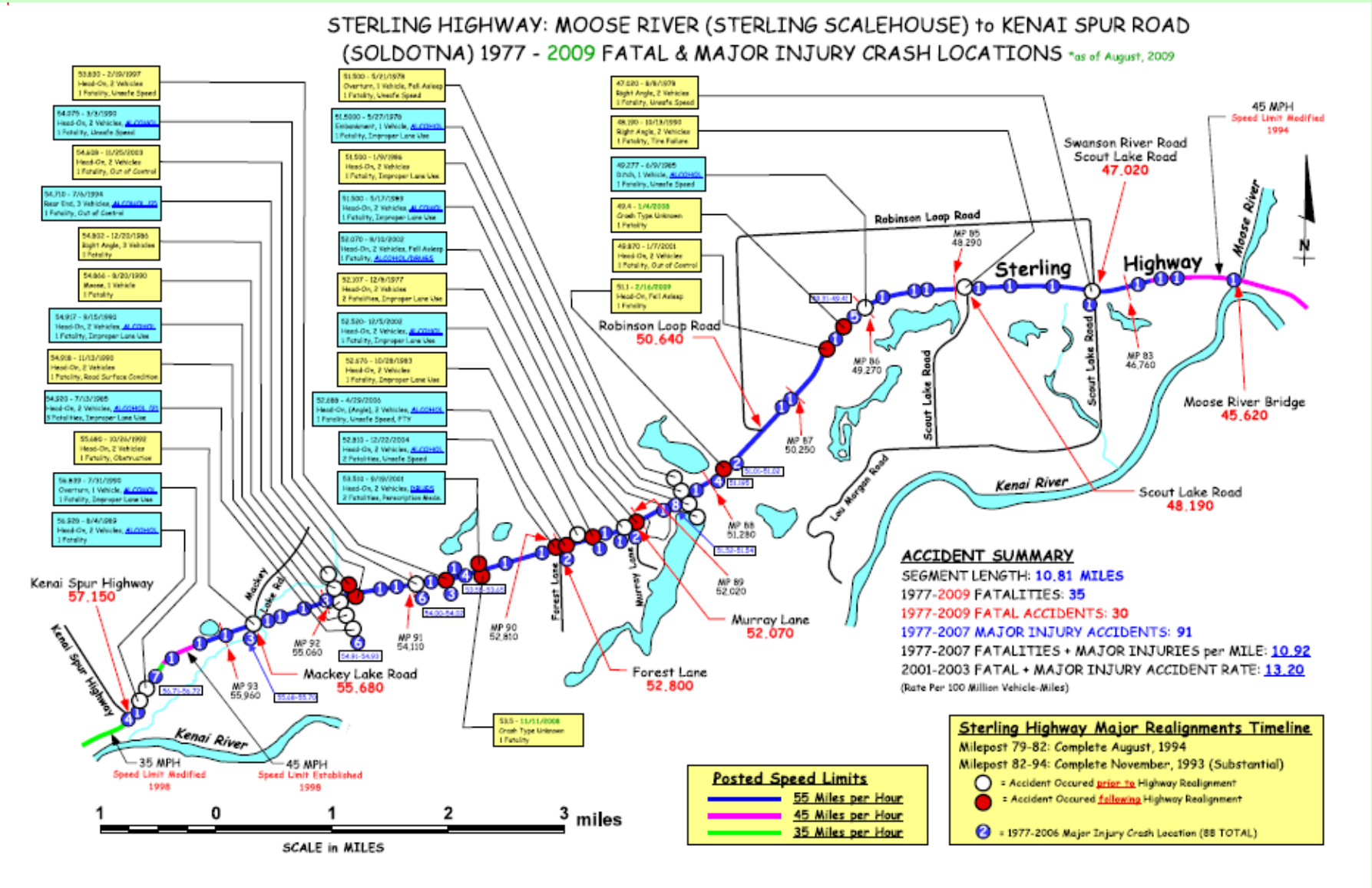
Map created by Ron Martindale, Alaska DOT&PF

The Knik/Goose Bay Road Safety Corridor



Map created by Ron Martindale, Alaska DOT&PF

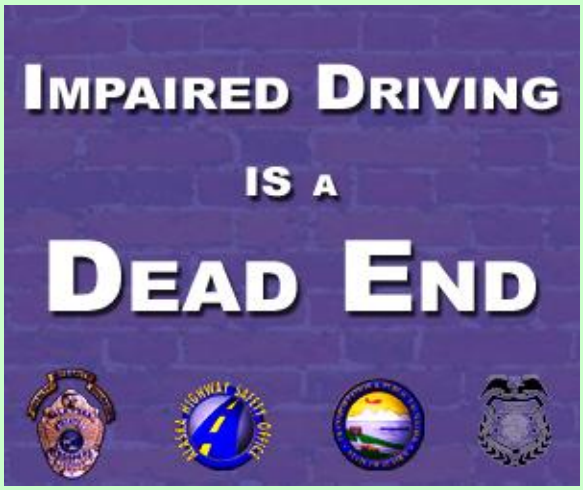
The Sterling Highway Safety Corridor



Map created by Ron Martindale, Alaska DOT&PF

Noteworthy Practices

Impaired Driving Programs



DUI Teams:

After recognizing the need for improved traffic law enforcement to reduce the number of fatalities and major injuries on Alaska's roads, the Alaska State Troopers began the development of the Alaska Bureau of Highway Patrol. The Alaska State Troopers proposed the Alaska Bureau of Highway Patrol as a five-year project with three goals:

1) Reduce the rate of fatalities and major injuries over the next five years through proactive leadership, sustained high-visibility enforcement, education and technology.
2) Improve the State's traffic records.
3) Retain project manager services and significantly further the development and implementation of the TraCS project to enable partnering agencies to interface collectively and improve the state's traffic records, ultimately improving traffic safety statewide by 2011.

The Fairbanks Police Department DUI Team for the fourth consecutive year patrolled within the Fairbanks City boundaries. The City of North Pole Police Department DUI Team patrolled within the North Pole City boundaries. Alaska DUI Enforcement teams serve the following purposes:

Provide specific DUI Enforcement at annual events such as:

- The Arctic Man Race
- Talkeetna Bluegrass Festival
- Tanana Valley & Palmer State Fairs
- Mountain Marathon in Seward
- Forest Fair in Girdwood
- Anchor Point Memorial Day
- Multi-Jurisdictional Enforcement for Holidays, National Campaigns and other specially developed enforcement programs.
- DUI Enforcement along Alaska's five highway safety corridors

ASTEP:

Alaska currently participates in a *Strategic Traffic Enforcement Program*. This year $793,089 was spent on aggressive DUI enforcement and helped play an effective role in the reduction of alcohol related injuries and deaths. Sixteen police agencies and the Alaska State Troopers participated in the ASTEP program in 2009 which resulted in 1,874 DUI statewide arrests. The Anchorage Police Department alone made 1,594 (85%) of those arrests, indicating their significant role with highway safety. The total statewide number of DUI arrests is significantly higher as law enforcement officers across Alaska continue to arrest impaired drivers during their regular traffic patrols. The sharing of data between state and local traffic engineers, law enforcement agencies, and AHSO make it possible to determine when, where and how to enforce Alaska's traffic laws for the best results. Law enforcement agencies also continue to participate in the multi-jurisdictional operations.

April 2009 – ASTEP Summit:

The fourth annual *Alaska Strategic Traffic Enforcement Partnership* (ASTEP) Spring Summit, sponsored by the Alaska Highway Safety Office was held in Anchorage in April 2009. The Summit provides state and local law enforcement agencies with tools which promote and enforce traffic safety laws within Alaska. The Alaska Highway Safety Office's top priorities are the education and enforcement of impaired driving and seat belt laws. Topics included crisis intervention, BAC reporting, the Fatality Analysis Reporting System (FARS), when "JUST SAY NO" doesn't work, mock crashes, ramping up the prosecution of DUI offenders, traffic stops, and introductions from the Alaska Law Enforcement Liaisons. In April, 2010 the Alaska Highway Safety Office will host the annual ASTEP Summit in Anchorage.

Law Enforcement Liaisons:

The four regional LELs contact police departments throughout the State of Alaska to solicit and increase law enforcement agency participation in the National enforcement campaigns as well as providing perspective and technical assistance to develop plans for proven programs that save lives and reduce serious injuries resulting from traffic crashes. "Operation Glow" (Guiding Little Ones on their Way), an annual Halloween event aimed at keeping children safe through increased visibility included participating law enforcement agencies around the Fairbanks and Wasilla area.

Wasilla
Sgt. Kelly Swihart

Kenai
Officer Jay Sjogren

Fairbanks
Lt. Daniel Welborn

Juneau
Officer Blain Hatch

Therapeutic Court Programs (Alaska Wellness Court):

Alaska's therapeutic courts operate in Anchorage, Bethel, Fairbanks, Juneau and Ketchikan to address problems in the conventional court process. These programs were designed to reduce the recidivism rates of DUIs and other alcohol-related misdemeanors and felonies through a diversion process. Repeat offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatments and long term monitoring. The programs focus on people charged with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge works closely with a team consisting of prosecutors, the public defender, defense lawyers, case coordinator, corrections officers and treatment providers.

Traffic Safety Resource Prosecutor:

The Traffic Safety Resource Prosecutor improves the ability of state and local prosecutors to effectively prosecute impaired driving related offenses and violations. Located in the Department of Law, the TSRP provides training, education, material and resources to prosecutors and law enforcement agencies across the state in the effort to successfully adjudicate impaired driving related offenders.

Stay on Path to Success (Alaska School Activities Association):

The objectives are to influence the norms and values of underage drinkers and reduce motor vehicle crashes by imposing a zero tolerance policy with educational components for policy violators. ASAA implemented the policy statewide, and 26,001 students viewed the DVD this school year. All training and orientation materials were also posted to the website with over 180,000 hits.

Safer Highways with Youth trained in CPR/AED and First Aid (American Red Cross of Alaska):

Proposed partnership with the Mat-Su Court and five other youth oriented partners to increase the number of licensed and permitted drivers who have American Red Cross CPR/AED and First Aid training. The purpose of these partnerships is to make the roadways in the Mat-Su Borough safer in the event of injuries and crashes by enabling drivers with the knowledge and skills to provide care while emergency responders are en route. A total of 254 individuals were trained to assist with CPR/AED and First Aid on the highways and in the back country where many participate in high risk activities.

Safe Kids Alaska:

Safe Kids provides administrative and financial support for numerous activities involving the CPS coalition. This is especially true for services in rural communities that would not otherwise have been possible. Car seats, staff assistance and storage facilities were all provided to CPS coalition members (including agencies not specifically affiliated with Safe Kids). Eight Child Passenger Safety technicians and one instructor were recertified. 433 car seats were checked, 257 car seats were distributed and 232 seats were purchased.

Occupant Protection Programs

Alaska Seat belt use has risen 9% from 2003 to 2009

One of the deadliest outcomes occurs when passengers get ejected from the vehicle – with most ejections coming from failure to wear seat belts. People mistakenly believe they can control their body movements during a crash, but instead their bodies become deadly weapons as they slam into others before being ejected from the vehicle and into trees, buildings and other immovable objects.

86.1% of drivers in Alaska were observed using their seat belts during an observational survey in May, 2009.

- This shows a 1.2 percentage point increase from 84.9% in 2008
- 8 of the 11 Alaska motorists in seat belt equipped vehicles killed in crashes weren't wearing a seat belt during the month of July, 2008
- From 2008-2009, seatbelt use increased across the board with the exception of passengers belted in Juneau
- The Juneau averages continue to lower the overall state rates
- Passenger car drivers have the highest rate with 88.2% using their belts
- A low of 80.6 % was observed of occupants in trucks; this is up from 78.7% in 2008
- Across all vehicle categories, especially trucks, a greater percentage of drivers obey the law but not their passengers
- Pickup truck drivers and passengers consistently have the lowest seat belt usage rates of all motorists

Occupant Protection includes *Child Passenger Safety* because little people should be protected while on our roads. The following agencies provide a vast amount of education and professional services to the general public, particularly families with young children. Data collected shows that car seat misuses remain high. The top misuses being installation & harness errors as well as children in the wrong seat for age, height, weight and those without seats or unsafe seats.

Alaska CPS Coordinator- Alaska Injury Prevention Center:

- Conducted the Alaska Seat Belt Observation Survey for the National Occupant Protection Use Survey (NOPUS) with over 37,647 vehicle occupants along specific roads and included the number of motorcycle helmets worn
- Provided reflective material to 10,000 students at 51 elementary and 2 middle schools
- Participated in the Annual Walk to School with multiple agency and community partners
- Participated in two Bike to Work Days, providing helmet fitting, bike safety tips and mini bike repair clinics
- Co-sponsored the annual Bicycle Safety Summit in Anchorage
- Spoke to over 904 students about the power of media and alcohol advertising and significantly increased their ability to make healthy choices
- Conducted 121 car seat checks at AIPC
- Provided child passenger safety seats to 59 needy families

- Multi-media campaign was initialed to raise awareness for booster seats
- Increased seat belt use of teen high school students from 77%-83%
- In conjunction with Safe Kids Alaska, organized and conducted the second annual CPS conference where 37 CPS technicians attended.

Fairbanks Safe Kids:

- Replied to phone calls requesting CPS information ……. 1,800
- Held Check-up events at the Pregnancy Resource Center…… 12
- Visited homes conducting car seat checks…… 27
- Conducted Young Parents Education class…… 3
- Held car seat events……. 18
- Participating in Community events with 425 contacts…… 19
- Checked 135 seats and replaced 15.
- Weekly visits to Fairbanks Memorial Hospital

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Safe Kids Kenai Central Peninsula:

- Central Peninsula General Hosp/Safe Kids Checks…… 140
- Central Emergency Services/Soldotna Fire Dept…… 133
- Kenai Fire Department…… 2
- Booster Seat workshop…….. 10
- State Farm Safety Days…… 19
- Nikiski…… 9
- Homer…… 44
- Seward …… 24
- Copper Landing…….. 2
- Seat misuses…… 379
- Seats distributed…… 257

Mat-Su Services for Children and Adults, Inc:

Monthly fitting station activity: …… 11

Participation in Community Events:

- Seat checks…… 302
- Private seat checks…… 74
- Seats replaced …… 71

Technician Training:

- Anchorage …… 44
- Ketchikan …… 18

Health & Social Services CPS Coordinator:

This project entails an administrative and instructional system to ensure that CPS trainings and inspection programs occur statewide:

- Maintain appropriate standards and frequency
- Enhance communication and support to CPS programs statewide
- Provide statewide communication of injury prevention activities, meetings, and current information such as recalls and other CPS changes to all CPS Instructors, technicians and advocates
- Work with AHSO, state, private, municipal, corporate and Native health organizations to develop and maintain training, certification, recertification, and inspections programs throughout Alaska
- Support an advisory board for CPS including providing educational material to encourage legislation (booster) to comply with federal (NHTSA) best practice safety standards
- Currently there are 194 certified CPS technicians in Alaska and 50.90% of those have completed their recertification

Juneau Kids on the Move:

- Seat checks…… 38
- Seat Distribution…… 64
- Presentations/ Classes:
  - Kids On the Move Program Day
  - Early Learning Fair
  - Central Council Tlingit & Haida Indian Tribes of AK. Dept. of Tribal Family & Youth Services
  - Bartlett Beginnings Parent Group meeting
  - Cedar Park Family Learning Center

Highland Mountain Correction Center:

- 47 car seats and education were provided to incarcerated mothers.

Volunteers In Policing:

- Seat checks…… 52
- Bike Rodeos…… 9
- Bike helmets given away…… 500
- Community Events…… 24

Paid Media Report

Alaska's Highway Safety media program is located within the Alaska State Troopers Anchorage Public Information Office. Audio, video and photographic ads are produced in agreement with the Alaska Highway Safety Office and the Department of Public Safety. The campaigns reached approximately 85% of Alaska's population with both television and radio ads.

Media Awareness Project: The National Impaired Driving slogan is "*Drunk Driving. Over the Limit. Under Arrest"*. The National Seat Belt slogan "*Click It or Ticket*" and the state logos "*Seatbelts Must Be Worn in Alaska*" were used in the Click It or Ticket media campaign.

AHSO coordinated the media campaigns to coincide with the National Impaired Driving Mobilizations. This united effort was based on data showing the most dangerous traveling dates which are around the holidays, weekends and in the evenings. The main target audience for the media campaigns was the "High Risk Driver", who refuses to comply with the traffic safety laws. Studies have shown that the most effective ads for these particular offenders are consequence reminders.

The majority of Alaskans appreciated the media ads which provided simple messages such as: "If people are not buckled up, they will receive a ticket", and "Drive impaired and you will be arrested". The media campaigns were a major component in the strategy to combine education with enforcement. The National Campaigns occur four times a year, coinciding with Memorial Day, Independence Day, Labor Day, and between Thanksgiving and New Year's Day.

The summer months saw an increase in the number of fatalities on the Seward Highway which resulted in increased radio and television ads.

Alaska State Trooper Road wise ads were increased reminding motorists that traffic fines are doubled in the Safety Corridors. New drowsy driving and headlight ads were created and aired on TV stations throughout Alaska.

Market Wise created new drowsy driving radio spots specifically targeting adults aged 25 – 54 that played on the top three radio stations in the Anchorage area.

Alaska Injury Prevention Center had new drowsy driving and headlight ads airing in the morning and afternoons on six different Anchorage radio stations along with Safety Corridor and headlight TV ads running every day.

Fiscal Year 2009 Paid Media Summary - Alaska

	TV Spots	Radio Spots	Print Ads	Other Media	Audience Size	Evaluation/ Results	Funding Source	Total
DRUNK DRIVING. OVER THE LIMIT, UNDER ARREST - NOVEMBER 23 - 29, 2008								
	275 Paid 290 Bonus 560 Total	387 Paid 362 Bonus 749 Total	None	None	Statewide: 679,720	Preliminary FARS data shows a decrease in the number of Alcohol-Related fatalities in AK	Section 154 PM	TV: $19,783.92. Radio: $4,975
DRUNK DRIVING. OVER THE LIMIT, UNDER ARREST. - DECEMBER 1, 2008 – JANUARY 3, 2009								
	811 Paid 4603 Bonus 5414total	1613 Paid 1214 Bonus 2824 Total	42 Paid 214 Bonus	None	Statewide: 679,720	Preliminary FARS data shows a decrease in the number of Alcohol-Related fatalities in AK	Section 154 PM	TV: $59,878.50 Radio/Print: $19,429
DRUNK DRIVING. OVER THE LIMIT, UNDER ARREST - JUNE 28 – JULY 5, 2009								
	0 Paid 0 Bonus 0 Total	365 Paid 357 Bonus 722 Total	None	17,801 Internet Video Pre-Rolls And 150,000 Page Views on KTUU.COM	Statewide: 679,720	Preliminary FARS data shows a decrease in the number of Alcohol-Related fatalities in AK	Section 154 PM	TV: $0 Radio: $4,875 Web Banner & Video Pre-Rolls: $5,090
CLICK IT OR TICKET MAY 13 – MAY 26, 2009								
	2541 Paid 14478bonus 17019 Total	1075 Paid 1003 Bonus 2078 Total	None	None	Statewide: 679,720	Alaska's Seat Belt Use increased 1.2% from 84.9% in 2008 to 86.1% in 2009.	Section 402 PM	TV: $81,877 Radio: $13,583
DRUNK DRIVING. OVER THE LIMIT, UNDER ARREST. - AUGUST 21 – SEPTEMBER 7, 2009								
	994 Paid 8227 Bonus 9221 Total	1159 Paid 1084 Bonus 2243 Total	None	11,184 Internet Video Pre-Rolls And 88,002 Page Views on KTUU.COM	Statewide: 679,720	Preliminary FARS data shows a decrease in the number of Alcohol-Related fatalities in AK.	Section 154 PM	TV: $49,775 Radio: $14,025 Web Banners & Video Pre-Rolls: $3,023
CLICK IT OR TICKET AUGUST 21 – SEPTEMBER 7, 2009								
	1596 Paid 8633 Bonus 10229 Total	1245 Paid 1265 Bonus 2510 Total	None	None	Statewide: 679,720	Alaska's Seat Belt Use increased 1.2% from 84.9% in 2008 to 86.1% in 2009.	Section 402 PM	TV: $81,433.24 Radio: $14,025
OTHER DUI MEDIA OCTOBER 2008 – SEPTEMBER 2009								
	2742 Paid 48,863Bonus 51605 Total	721 Paid 660 Bonus 1381 Total	14 Paid 2 Bonus 16 Total	27,976 Internet Video Pre-Rolls on KTUU.COM	Statewide: 679,720	Preliminary FARS data shows a decrease in the number of Alcohol-Related fatalities in AK	Section 154 PM	TV: $98,587.49 Radio/Print: $17,397 Web Video Pre-Rolls: $1,399
GRAND TOTALS: TV $391,335.15. Radio/ Print Ads $88,309. Web Ads $9,512								

The Alaska Motorcycle Safety Advisory Committee:

In 2008 there were 5,290 motorcyclists killed in national crashes.*

- Motorcyclist fatalities in 2008 accounted for 13% of all motor vehicle crash fatalities in Alaska.*
- Alaska has maintained a steady number of annual motorcycle fatalities with 8 of the 62 motor vehicle fatalities in 2008, 6 of the 82 motor vehicle fatalities in 2007, and 9 of the 74 motor vehicle fatalities in 2006.*
- There was an increase of 8.7% in motorcycle registrations in 2008 than were registered in 2007 (27,987 compared to 25,756). **

The Commissioner of the Alaska Department of Transportation and Public Facilities (DOT&PF) established the Alaska Motorcycle Safety Advisory Committee (AMSAC) as a means to use knowledgeable and experienced individuals in the issues of motorcycle safety and roadway operations, to advise the department on rider education and training, impaired motorcycle driver enforcement, motorist awareness of motorcycles, road hazards unique to motorcycles, and other matters relating to motorcycle safety. In general, the AMSAC is a review body that provides the DOT&PF with motorcycle highway safety-related recommendations.

The mission of the Alaska Motorcycle Safety Advisory Committee is to provide a data-based sustainable plan to prevent motorcycle related fatalities and injuries in Alaska.

*Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, U.S. Department of Transportation.
**State of Alaska, Department of Administration, Division of Motor Vehicles

AMSAC Board Members: Vice-Chair Dan McCrummen, Craig Breshears, Chair Dan Coffey, DOT&PF Commissioner Leo von Scheben, Barry Matteson, Boyd McFail, Chris Rogers. Photo by Rick Feller, Alaska DOT&PF.

Training, Technical Assistance, Expertise & Other Resources Necessary for Success

Agency Equipment:

- Alaska Association of Chiefs of Police purchased a printer and accessories
- Alaska Court System purchased 20 SCRAM units and modems and a Dell laptop computer
- Alaska Moose Federation purchased a Smart trailer
- Anchorage Police Department purchased a total station and a digital image data storage
- City of Cordova Police Department purchased a Smart radar trailer
- Department of Transportation & Public Facilities purchased a Wavetronic Smart Sensor
- Fairbanks International Airport Police Department purchased a Smart 850 speed trailer
- Fairbanks Police Department purchased three Dodge Chargers, nine Stalker Radars, nine Digital Ally cameras, five Motorola radios, eight Kustom Signals pro-laser IIIs, and three Dell computers
- Haines Borough Police Department purchased two Kustom Signals pro-laser lidars and five Shadow video & Genesis radar packages
- Juneau ABATE purchased two motorcycles
- Kodiak Police Department purchased an enclosed utility trailer, barricades and traffic cones
- Seward Police Department purchased a radar trailer
- Skagway Police Department purchased a speed measurement trailer, two in-car video systems, and two golden eagle radar units
- Soldotna Police Department purchased 15 portable breath testers, 2 Kustom Talon II radars, and 2 pro laser IIIs
- Valdez Police Department purchased five Genesis II select K band radars
- Wasilla Police Department purchased 20 Stalker radar units
- Wrangell Borough Police Department purchased two ICOP in-car video camera systems
- Department of Public Safety/Alaska State Troopers purchased the following items :
    - 4 Ford Expeditions
    - 3 Ford Crown Vic Interceptors
    - 3 NETAPP 2050 Single Controllers
    - 7 portable handheld Radio’s
    - 50 In-vehicle scan printers
    - 50 TEACS in vehicle scanners
    - 50 vehicle computer mounts
    - 9 Golden Eagle Radars
    - 3 Total Stations
    - 7 Portable Breathalyzers
    - 6 Phone Modeler
    - 4 ICOP 20/20 In-Car System W/ICOP Extreme
    - 4 ICOP Docking Station Kits
    - 5 Radar Trailers
    - LCD Teleprompter Kit
    - Black & Decker Electromate 400
    - Sticky Pod Director Suction Cup Camera Mount Kit
    - Dedolight Dedo Basic Tungsten 3 Light Hard Case Kit w/light fixtures and dimmers

- Rosco Alpha 900 Fog Machine
- Century Precision Optics Wide Angle Converter Lens
- Marantz PMD661 Professional Portable Flash Field Recorder
- Petroff Universal Wide Angle Matt Box System
- Tiffen Film Look DV Kit w/glass filters & case
- Century Precision Optics Super Wide Angle Adapter & Lens
- Panasonic LCD TV
- 2 Panasonic Blu-Ray Disc Players
- 3 Avenger Century Stands w/ extension arms & Black Grip Heads
- Chimera High Definition/ENG Fabric Kit
- Portable 2 Channel Microphone Field Mixer
- K-Tek 5-Section Graphite Fiber Boom Pole w/cable
- CPC Caption Maker
- Kino-Flo Diva Lite fixture
- 2 Honda Generators
- Other assorted small media items

Agency training and equipment:	Funding Amount
Alaska Association Chiefs of Police	$2,518
Alaska Court System	$37,033
Alaska Moose Federation	$2,250
Alaska Scientific Crime Detection Laboratory	$18,023
AK Motorcycle Safety Advisory Committee	$2,859
Anchorage Municipal Prosecutors Office	$3,368
Anchorage Police Department	$56,529
City of Cordova Police Department	$9,291
City of Homer Police Department	$1,125
City of Kenai Police Department	$1,092
City of North Pole Police Department	$5,235
Department of Law	$6,724
Department of Motor Vehicles	$1,682
Department of Public Safety/Alaska State Troopers	$729,969
Alaska Department of Transportation & Public Facilities	$5,340
Fairbanks International Airport Police	$6,650
Fairbanks Police Department	$220,962
Haines Borough Police Department	$24,238
Health and Social Services	$1,397
Juneau ABATE Motorcycle Chapter	$13,945
Juneau Police Department	$2,607
Kodiak Police Department	$6,893
Seward Police Department	$17,960
Skagway Police Department	$19,972
Soldotna Police Department	$13,020
Unalaska Department of Public Safety	$8,899
Valdez Police Department	$7,725
Wasilla Police Department	$59,345
Wrangell Borough	$10,880

Alaska Traffic Records

Alaska Traffic Records Coordinating Committee (ATRCC)

With guidelines from NHTSA and eligible federal funding, The Alaska Traffic Records Coordinating Committee was created to bring Traffic Records Stakeholders together who are interested in reducing traffic injuries and deaths by improving the timeliness, accuracy and consistency of traffic records data. The ATRCC meets at least once each month to discuss ongoing and upcoming projects. The ATRCC operates under the authority of the Alaska Highway Safety Office and consists of voting members from representatives involved in highway safety, highway infrastructure, law enforcement, adjudication, public health, injury control, motor vehicle and driver licensing, and motor carrier agencies. One of the purposes of the ATRCC includes specifying how the State will use Section 408*Traffic Safety Information System Improvement* funds to address the needs and goals identified in the ATRCC Strategic Plan.

> **Vision:** To prevent deaths and injuries on Alaska's highways.
> **Mission:** Capture, integrate, and exchange consistent, complete, accurate, and accessible traffic data between federal, state, and local agencies and organizations.

2009 was the third full year for the Alaska Traffic Records Coordinating Committee, after it reformed in 2006. Below are some of the highlights for 2009.

- The 408 application (June, 2009): In June the ATRCC applied for its third year of 408 funding from NHTSA.
- The ATRCC was the beneficiary of $500,000 from NHTSA through the 408 Traffic Records Data program for the FFY 2010.
- The ATRCC continued to move forward with many traffic records projects.
- The ATRCC developed and submitted an RFP for a Traffic Records Coordinator position.

Photo courtesy of the Alaska State Troopers

Traffic Records Coordinating Committee Roster

Voting Members:

Captain Hans Brinke, Chair
SOA, Alaska State Troopers, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: 907-269-5682
Fax: (907) 337-2059
E-Mail: hans.brinke@alaska.gov

Kim Carpenter, Vice Chair
Municipality of Anchorage
Address: 4700 Elmore Rd
Anchorage, AK 99507-1554
Phone: (907) 343-8421
Fax: (907) 343-8488
E-Mail: carpenterKA@muni.org

Ulf Petersen
SOA, MSCVE, DOT&PF
Address: 11900 Industry Way
Building N
Anchorage, AK 99515-3512
Phone: (907) 365-1212
Fax: (907) 365-1220
E-Mail: ulf.petersen@alaska.gov

Cindy Cashen
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-4374
Fax: (907) 465-4030
E-Mail: cindy.cashen@alaska.gov

Ron Martindale
SOA, Central Region Traffic and Safety, DOT&PF
Address: P.O. Box 196900
Anchorage, AK 99519-6900
Phone: (907) 269-0643
Fax: (907) 269-0654
E-Mail: ron.martindale@alaska.gov

Kerry Hennings
SOA, Division of Motor Vehicles, DOA
Address: 1300 W. Benson Blvd., Suite 100
Anchorage, AK 99507
Phone: (907) 269-3770
Fax: (907) 269-3774
E-Mail: kerry.hennings@alaska.gov

Diane Schenker
SOA, AK Court System
Address: 820 W. 4th Ave.
Anchorage, AK 99501
Phone: (907) 264-8211
Fax: (907) 264-8285
E-Mail:
Dschenker@courts.state.ak.us

Betty Buchan Monsour, PhD, DFTCB
Dept. of Health Sciences, University of Alaska Anchorage
Address: 3211 Providence Dr., DPL 405
Anchorage, AK 99508-4614
Phone: (907) 786-6574
Fax: (907) 786-6572
E-Mail:
Betty.Monsour@uaa.alaska.edu

Timothy Bundy
SOA, EMS, H&SS
Address: PO Box 110616
Juneau, AK 99811-0616
Phone: (907-465-8635
Fax: (907) 465-1733
E-Mail: timothy.bundy@alaska.gov

Chief John Lucking
Soldotna Police Department
Address: 44510 Sterling Highway
Soldotna, AK 99669
Phone: (907) 262-4455
Fax: (907) 262-4421
E-Mail: jlucking@ci.soldotna.ak.us

Marcia Howell
Alaska Injury Prevention Center
Address: 3701 East Tudor Rd., Suite 105
Anchorage, AK 99507
Phone: (907) 929-3939
Fax: (907) 929-3940
E-Mail:
Marcia_howell@hotmail.com

Tony Piper
SOA, ASAP, H&SS
Address: PO Box 240249
Anchorage, AK 99524-0249
Phone: (907) 269-3781
Fax: (907) 269-3781
E-Mail: tony.piper@alaska.gov

David Brower
SOA, Dept. of Law
Address: PO Box 110300
Juneau, AK 99811-0300
Phone: (907) 465-2727
Fax: (907) 465-4043
E-Mail: david.brower@alaska.gov

Jack Stickel
SOA, Highway Data, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-6998
Fax: (907) 465-6984
E-Mail: jack.stickel@alaska.gov

Federal Representation (Non-Voting Members):

Shirley Wise, Alaska Contact
Deputy Regional Administrator
National Highway Traffic Safety Administration
Address: 3140 Jackson Federal Building
915 Second Avenue
Seattle WA 98174
Phone: (206) 220-7644
Fax: (907) 220-7651
Email: Shirley.Wise@dot.gov

Greg T Fredericksen - Regional Program Manager
National Highway Traffic Safety Administration
Pacific Northwest - Region 10
Address: 915 Second Avenue, Suite 3140
Seattle, Washington 98174
Phone: (206) 220-7643
Fax: (206) 220-7651
Email: greg.fredericksen@dot.gov

Al Fletcher
Federal Highway Administration
US Dept of Transportation
Address: P.O. Box 21648
Juneau, AK 99802
Phone: (907) 586-7245
Fax: (907) 586-7420
E-Mail: Al.Fletcher@fhwa.dot.gov

Primary Contact (for general questions or comments):

Joanna S. Reed, Recording Secretary
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-8532
Fax: (907) 465-4030
E-Mail: joanna.reed@alaska.gov

Traffic and Criminal Software (TraCS) Steering Committee

TraCS is a data collection and reporting application for the public safety community. It provides a state-of-the-art information management tool to streamline and automate the capture and transfer of incident data in the field. Using the latest mobile computing technologies to capture and report incident data where it occurs, TraCS improves the accuracy, completeness, and timeliness of incident data and reduces administrative duties and paperwork by law enforcement personnel.

The Alaska TraCS Steering Committee seeks to implement TraCS statewide to improve the collection and sharing of citation, crash, DUI, and other incident data.

TraCS was developed by the Iowa Department of Transportation with funding assistance from several federal agencies. From its conception, TraCS was designed and developed using a flexible architecture that, with minor modification, could be transferable and easily adapted and customized for use by agencies in state/provinces other than Iowa.

The State of Alaska DOT&PF started a pilot project in the summer of 2004 to test the feasibility of using TraCS to issue electronic citations for Commercial Vehicle Enforcement (CVE). The pilot project demonstrated that TraCS could be successfully used to easily collect CVE citation data and it was evident that the application's flexibility could be leveraged to also collect other citation and crash data. Prior to 2004 DMV began implementing the 2D bar code on Alaska drivers' licenses and vehicle registrations, paving the way for automated data entry of these items.

State and local law enforcement agencies (LEAs) recognize the urgent need to improve Alaska's traffic ticket and crash reporting systems, which rely on inefficient manual paper processes.

Alaska Statute AS 28.35.100(b) requires all agencies documenting crashes to use a crash form approved by the Department of Public Safety (the 12-200 Alaska Crash form). AS 28.05.041 requires the Commissioner of Public Safety to prescribe and provide suitable forms to carry out the state's traffic safety laws, including a standard citation form (Alaska Uniform Citation form 12-213AUC). Standardized statewide data collection forms are ideal for use with the TraCS application. Information in electronic form can be more easily and consistently archived. It has a much higher data accuracy level (via validation at the time of data collection), can be stored for easy access and lookup, and the record is complete as it includes all of the elements which constitute a report. For example, archived crash reports can contain the information from the crash form, the narrative, and the collision diagram.

Vision: To deploy TraCS software across Alaska and provide use and support to all Law Enforcement agencies.

Mission: The mission of the Steering Committee is to provide leadership oversight to TraCS projects in Alaska by providing a forum for state and local government personnel to address challenges, promote information sharing and cooperation, and make recommendations to State leadership on TraCS matters.

Goal: Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of electronic citation and vehicle crash data.

The TraCS Steering Committee accomplished the following in 2009:

- The Committee established a Strategic Plan
- A statewide Law Enforcement Agency survey was conducted to determine interest
- Tough book computers have been deployed and installed in agencies throughout the state
- The First TraCS Annual User Group Meeting is planned for February of 2010

Alaska TraCS Steering Committee Roster

Voting Members:

Cindy Cashen, Chair
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-4374
Fax: (907) 465-4030
E-Mail: cindy.cashen@alaska.gov

Lt. Kat Peterson, Vice Chair
SOA, Alaska State Troopers, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-4532
Fax: (907) 269-5033
E-Mail: kat.peterson@alaska.gov

Kerry Hennings
SOA, Division of Motor Vehicles, DOA
Address: 1300 W. Benson Blvd., Suite 100
Anchorage, AK 99507
Phone: (907) 269-3770
Fax: (907) 269-3774
E-Mail: kerry.hennings@alaska.gov

Ulf Petersen
SOA, MSCVE, DOT&PF
Address: 11900 Industry Way Building N
Anchorage, AK 99515-3512
Phone: (907) 365-1212
Fax: (907) 365-1220
E-Mail: ulf.petersen@alaska.gov

Angella Long
SOA, DPS, AACOP Representative
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-6055
Fax: (907) 269-4543
E-Mail: Angella.long@alaska.gov

Jack Stickel
SOA, Highway Data, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-6998
Fax: (907) 465-6984
E-Mail: jack.stickel@alaska.gov

Lance Ahern
SOA, Information Services, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-5701
Fax: (907) 269-5617
E-Mail: lance.ahern@alaska.gov

Deputy Chief Greg Wood
Wasilla Police Department
Address: 1800 E. Parks Highway
Wasilla, AK 99654
Phone: (907)352-5401
Fax: (907) 357-7877
E-Mail: gwood@ci.wasilla.ak.us

Katie Breci
Alaska Railroad Corporation, Police
Address: 320 W. First Ave.
Anchorage, AK 99501
Phone: (907) 265-2530
Fax: (907) 265-2555
E-Mail: brecik@akrr.com

Helen Sharratt
SOA, AK Court System
Address: 820 W. 4th Ave.
Anchorage, AK 99501
Phone: (907) 264-0853
Fax: (907) 264-8285
E-Mail: hsharratt@courts.state.ak.us

Chief John Lucking
Soldotna Police Department
Address: 44510 Sterling Highway
Soldotna, AK 99669
Phone: (907) 262-4455
Fax: (907) 262-4421
E-Mail: jlucking@ci.soldotna.ak.us

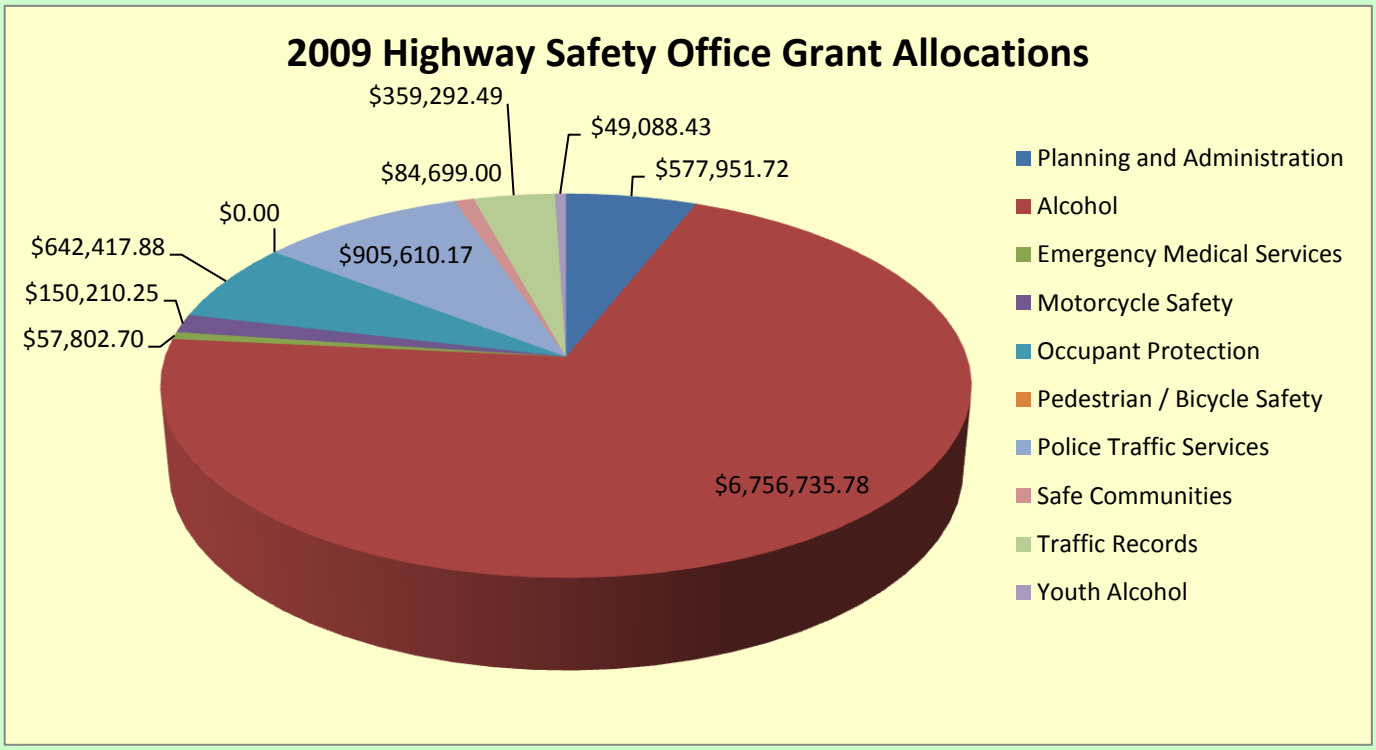
Primary Contact (for general questions or comments):

Joanna S. Reed, Recording Secretary
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-8532
Fax: (907) 465-4030
E-Mail: joanna.reed@alaska.gov

2009 Grant Expenditures

Programs	402	405	406	408	410	2010	1906	154	Total	Percent
Planning and Administration	$292,038				$42,782			$243,131	$577,952	6.1%
Alcohol	$511,997				$916,505			$5,328,234	$6,756,736	70.9%
Emergency Medical Services	$57,803								$57,803	0.6%
Motorcycle Safety	$36,504					$113,706			$150,210	1.6%
Occupant Protection	$428,505	$206,481	$7,432						$642,418	6.7%
Pedestrian / Bicycle Safety	$0								$0	0.0%
Police Traffic Services	$708,780						$196,830		$905,610	9.5%
Safe Communities	$84,699								$84,699	0.9%
Traffic Records	$4,007			$355,285					$359,292	3.8%
Youth Alcohol	$49,088								$49,088	0.5%
Total	**$2,124,333**	**$206,481**	**$7,432**	**$355,285**	**$959,287**	**$113,706**	**$196,830**	**$5,571,365**	**$9,583,808**	**100%**

Expenditures are rounded.



Alaska Highway Safety Office Team

Alaska Highway Safety Office
3132 Channel Drive, Suite 200
PO Box 112500
Juneau, AK 99811-2500
(907) 465-2446
(907) 465-4030 (fax)
HighwaySafetyOffice@alaska.gov
www.dot.alaska.gov/ahso

Cindy Cashen,
Administrator

Tenaya Sanders-Rouget,
Accounting Technician I

Joanna Reed,
Research Analyst II,
Alaska FARS Analyst

Matthew Lee,
Office Assistant II

Kathy Budke,
Grants Administrator II

Ronald Baines,
Grants Administrator II

State of Alaska
Department of Transportation and Public Facilities

Alaska Highway Safety Office
PO Box 112500
Juneau, AK 99811-2500

Phone: 907.465.2446 Fax: 907.465.4030

WWW.dot.alaska.gov/ahso

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