



MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region-Division of Design and Engineering Services
Traffic, Safety, & Utilities Section

To: Marc Luiken, P.E., Commissioner

Date: December 2, 2010

Thru: Lance Wilber, AICP, Regional Director *LW*

From: Safety Corridor Review Team

Cindy Cashen, Administrator, Alaska Highway Safety Office, DOT/PF HQ Juneau *CC*

Captain Hans Brinke, AST HQ, Division *HB*

Jeff Jeffers, P.E., Assistant State Traffic & Safety Engineer, DOT/PF HQ Juneau *JJ*

Scott Thomas, P.E., Central Region Traffic & Safety Engineer, DOT/PF *set*

Ron Martindale, HSIP Coordinator, Central Region, DOT/PF *RM*

SUBJECT: Safety Corridors – 2010 Annual Review

Staff from DOT/PF Traffic & Safety, DPS Alaska State Troopers, and the Alaska Highway Safety Office met October 25-26, 2010 and consulted with local EMS providers¹. The purpose of this audit was to review Safety Corridor crashes, and ensure efforts are combined to reduce fatal and major injury crashes².

ACTIONS

Education: - "Roadwise", REDDI safety messages on the radio by DPS, DOT/PF Commissioners, staff

- May 20th, 2010 Channel 2 Special Report on Safety Corridors with DOT/PF, BHP, AG's office, local police, and EMS officials.
- Began monthly Radio Talk Shows with DPS and DOT/PF Commissioners.
- Roadwise courteous driving bumper stickers distributed to agencies and legislators statewide.
- Introduced both aggressive and distracted driving radio and TV ads in statewide media campaigns.
- April 30th Participated in Oprah Winfrey "No Phone Zone" national campaign against distracted driving.

Engineering: - Installed centerline, shoulder rumble strips on Safety Corridors and main highways.

- Designed project for signing headlight use, ½ mile markers, and REDDI reporting for 2011.
- Design for passing lanes and slow vehicle turnout was begun from Turnagain Pass to Anchorage
- Environmental document approved for the Parks Highway Corridor reconstruction.
- Environmental reviews underway for four lane projects - Seward Hwy and Knik-Goose Bay Road
- Planning and funding is being requested for additional projects in all the corridors.

Enforcement: - AST stationed two full time BHP troopers in Girdwood early in 2010 for the Seward Hwy.

- The BHP increased overall by 5 positions, to 27 positions. 32 is the planned staff level statewide.
- BHP reporting upgraded to track resource use in Safety Corridors
- Full time AST Detachment staff and BHP staff made a visible presence in all Safety Corridors

RESULTS

- **Serious crashes are down by 48% overall (fatal and major injury combined (F+MI)).**
- Fatal crashes are up on the Seward Highway in 2008 and 2009, like occasional years in the past. They've dropped in 2010. This is a volatile indicator due to the small numbers each year.
- Major injury crashes are down significantly based on limited dispatch information. Final crash records for 2009 and 2010 may slightly change this result as each year's final record becomes complete.
- Many factors affect the severity of a crash, including roadway geometrics and road conditions, seatbelt use, vehicle type, impairment, fatigue, aggressive driving, and emergency response abilities.

RECOMMENDATIONS

No additional public and legislative meetings were held since the previous 2009 Audit. Suggestions and ideas from the 2009 Safety Corridors Audit are still being followed for investigation. (see pages 1-21).

CURRENT SAFETY CORRIDORS PERFORMANCE (Through 9/30/10)

SEWARD HWY MP 87-117	Designated 5/26/06 Extended 10/30/07		3.0 Mi S of Girdwood to Potter Rifle Range		L=30.6 mi
	BEFORE (1/1/96-5/26/06)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	2.0	2.1	2.8 (+36%)	2.8 (+31%)	Down in 2010
Major Injury Crashes MI	7.0	7.3	3.7 (-48%)	3.7 (-50%)	
Serious Crashes F+MI	9.0	9.4	6.4 (-29%)	6.4 (-32%)	-31%
PARKS HWY MP 44.5-53	Designated 10/16/06		Church Rd, Wasilla to LaRae Rd, Houston		L=8.5 mi
	BEFORE (1/1/96- 10/16/06)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	1.5	3.6	1.5 (-0%)	3.2 (-10%)	
Major Injury Crashes MI	4.7	11.5	2.5 (-47%)	5.4 (53%)	
Serious Crashes F+MI	6.2	15.2	4.0 (-35%)	8.6 (-43%)	-39%
KNIK-GOOSE BAY RD MP 0.6-17.2	Designated 7/01/09		Palmer-Wasilla Hwy to Pt. MacKenzie Rd		L=16.4 mi
	BEFORE (1999-2008)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	1.3	3.7	0 (-100%)	0 (-100%)	
Major Injury Crashes MI	4.1	11.6	0.8 (-80%)	1.8 (-84%)	
Serious Crashes F+MI	5.4	15.2	0.8 (-85%)	1.8 (-88%)	-87%
STERLING HWY MP 83-93	Designated 7/01/09		Sterling to Soldotna		L=9.8 mi
	BEFORE (1999-2008)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	0.9	2.8	0 (-100%)	0 (-100%)	
Major Injury Crashes MI	1.8	5.6	1.6 (-11%)	4.8 (-14%)	
Serious Crashes F+MI	2.7	8.4	1.6 (-41%)	4.8 (-42%)	-42%

WEIGHTED TOTAL -48%

*Interpret results with caution. One year results are too short to be sustained, and three year results are limited. Five or more years are desirable to for a trend to be sustained.

HMVM = rate of crashes per hundred million vehicle miles of travel. Compares all roads equally.

SPECIFIC RECOMMENDATIONS and GOALS: Continued from 2009 Safety Corridors Audit³**Enforcement**

- Increase staffing of the Bureau of Highway Patrol to levels to support the Safety Corridors, fatal investigations, special events, and assignments around the state
- Test aerial enforcement effectiveness
- Conduct joint enforcement patrols with local police adjacent to Safety Corridors
- Document enforcement efforts in/around Safety Corridors

Education

- Plan and schedule added media for fatigued and aggressive driving, proper passing
- Promote safety in formats to complement radio, TV – bumper stickers, fliers, lighted signs
- Improve public understanding of the REDDI program
- Dedicate a Safety Corridors website to address “frequently asked questions”
- Identify safety groups, schedule briefings to a wider range of safety groups
- Consider the potential for mandatory driver’s training
- Research the performance of photo radar on rural highways elsewhere

Engineering

- Construct more slow vehicle turnouts and/or passing lanes
- Review passing lane signing and effectiveness
- Consider additional CMS signs for Alyeska JCT and west of Wasilla
- Increase ROW clearing/brushing in Safety Corridors
- Reexamine 65 MPH speed limit from MP 87 to MP 90 of the Seward Highway
- Study speeds and the speed limit through Bird and Indian communities
- Study effects of Whittier Tunnel vehicle release sequence on traffic safety

Legislative

- Consider ways to address significant funding needs for major projects in Safety Corridors
- Review SHSP recommendation for a Road Safety Advisory Commission
- Consider the effectiveness of existing penalties, and the desire for any further penalties
- Consider requiring an online Rules of the Road (open book) test for driver’s license renewal

cc: Joe Masters, Commissioner, Department of Public Safety
 Col. Audie Holloway, Department of Public Safety
 Al Fletcher, Operations and Safety Engineer, FHWA, Juneau

¹ 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 these roads are at or near capacity. Long term, major four lane roadway projects are needed to address traffic volume growth (see pages 18-21). Until long term projects are built, interim enforcement, education, and engineering solutions are recommended to reduce crashes.

² The purpose of this report and any attached schedules, lists, or data is for identifying, evaluating, and planning the safety enhancement needs of high accident corridors with serious injury crashes. This report is used to monitor, develop, and fund ongoing education, enforcement, and engineering of construction improvements for highway safety.

³ Recommendations in this audit will be implemented as funding, time, and staffing resources become available. While there are solutions which require enforcement, education, and engineering work, agencies can only take on a piece of the puzzle by fixing roads, providing information, and creating an expectation for safe driving. Each roadway user remains significant contributor to whether they are alert and in control. Each roadway user is the deciding factor towards the successful reduction of severe crashes in Safety Corridors.

Fall 2010 Safety Corridors Audit

Appendices

Crash Trends Charts and Graphs

Engineering Projects Underway

Enforcement, Education, Engineering, EMS and Legal/Legislative Considerations

Participants

Seward Highway: MP 87 to MP 117 (Potter)

1977-2010 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates, and Trooper Manpower @ Girdwood Station (Fatal current to September 30, 2010) (Major injury crashes for 2009-2010 approximate)

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of Troopers	Segment Length	ADTs at Potter Marsh	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	7	24	31	1	30.41	3469	105492	18.180	62.330	80.510
1978	7	12	19	1	30.41	3499	106405	18.024	30.898	48.922
1979	1	6	7	1	30.41	3368	102421	2.675	16.050	18.725
1980	0	7	7	1	30.41	3081	93693	0.000	20.469	20.469
1981	0	4	4	1	30.41	3561	108290	0.000	10.120	10.120
1982	3	4	7	1	30.41	3994	121458	6.767	9.023	15.790
1983	1	10	11	1	30.41	4550	138366	1.980	19.801	21.781
1984	2	12	14	1	30.41	5139	156277	3.506	21.037	24.544
1985	2	8	10	1	30.41	5423	164913	3.323	13.290	16.613
1986	4	6	10	1	30.41	5692	173094	6.331	9.497	15.828
1987	2	8	10	1	30.41	5674	172546	3.176	12.703	15.878
1988	1	4	5	1	30.41	5650	171817	1.595	6.378	7.973
1989	0	6	6	1	30.41	6380	194016	0.000	8.473	8.473
1990	4	8	12	1	30.41	6600	200706	5.460	10.920	16.381
1991	1	9	10	1	30.41	6621	201345	1.361	12.246	13.607
1992	5	5	10	2	30.41	6929	210710.89	6.501	6.501	13.002
1993	3	7	10	2	30.41	7366	224000.06	3.669	8.562	12.231
1994	0	6	6	2	30.41	7571	230234.11	0.000	7.140	7.140
1995	0	9	9	2	30.41	7565	230051.65	0.000	10.718	10.718
1996	0	4	4	3	30.41	7464	226980	0.000	4.828	4.828
1997	3	2	5	4	30.41	7574	230325	3.569	2.379	5.948
1998	2	2	4	4	30.41	8296	252281	2.172	2.172	4.344
1999	1	7	8	4	30.41	8294	252221	1.086	7.604	8.690
2000	2	4	6	4	30.41	8309	252677	2.169	4.337	6.506
2001	2	7	9	4	30.41	8514	258911	2.116	7.407	9.524
2002	1	13	14	4	30.41	9311	283148	0.968	12.579	13.546
2003	2	8	10	4	30.41	9224	280502	1.953	7.814	9.767
2004	3	11	14	4	30.41	9356	284516	2.889	10.592	13.481
2005	3	9	12	4	30.41	9321	283452	2.900	8.699	11.599
2006 (pre)	2	6	8	4	30.41	8936	271744	5.041	15.123	20.164
2006 (post)	1	4	5	4	30.41	8936	271744	1.680	6.721	8.402
2007	2	4	6	4	30.41	9316	283300	1.934	3.868	5.802
2008	4	4	8	4	30.41	8670	263655	4.157	4.157	8.313
2009	4	3	7	4	30.41	9050	275211	5.100	3.825	8.925
2010 (as of 9/30)	1	1	2	4	30.41	9050	275211	1.275	1.275	2.550
TOTALS	76	244	320							

TOTALS 76 244 320 = Estimated Value

1996-2005	19	67	86	30.41	8566.3	260501	1.998	7.046	9.045
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1/1/1996									
5/26/2006									
3798	21	73	94	30.41	8599.909	261523	2.114	7.349	9.464
							0.116	0.303	0.419

5/26/2006									
9/30/2010									
1588	12	16	28	30.41	9004.4	273824	2.760	3.680	6.439

Before Per Year	2.02	7.02	9.03	30.41	8599.91	261523	2.114	7.349	9.464
After Per Year	2.76	3.68	6.44	30.41	9004.40	273824	2.760	3.680	6.439

As of 9/30/2010

% Change	36.67%	-47.58%	-28.76%	30.41	4.70%	4.70%	30.53%	-49.93%	-31.96%
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Crashes per Mile

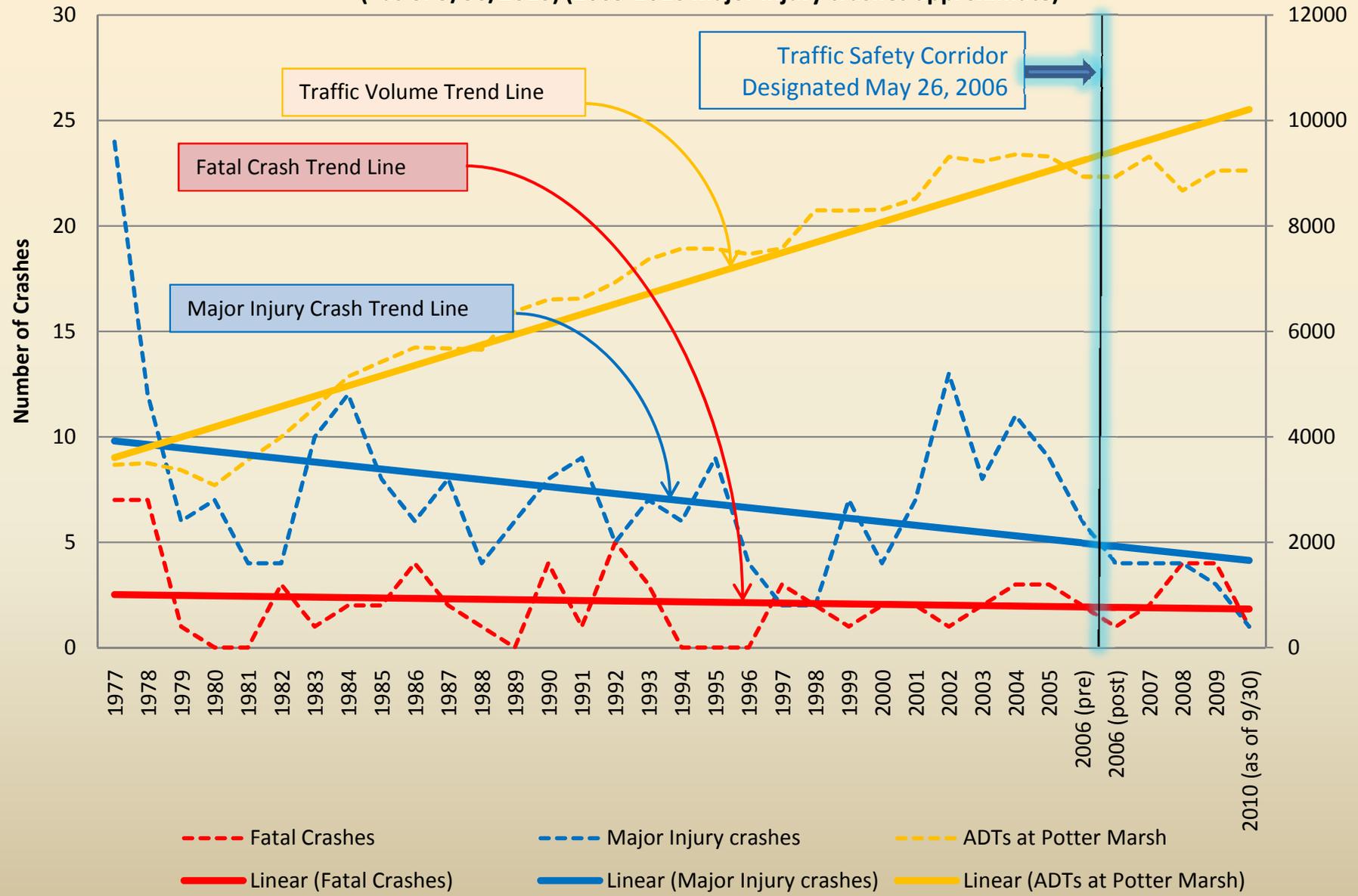
	Fatal	Major	Fatal+major
Before	0.691	2.401	3.091
After	0.395	0.526	0.921

Crashes per Mile per year

	Fatal	Major	Fatal+major
Before	0.066	0.231	0.297
After	0.091	0.121	0.212

Seward Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2010*

(*as of 9/30/2010) (2009-2010 major injury crashes approximate)



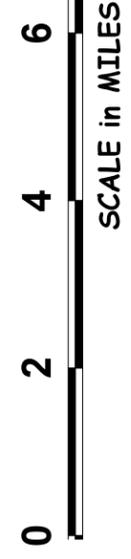
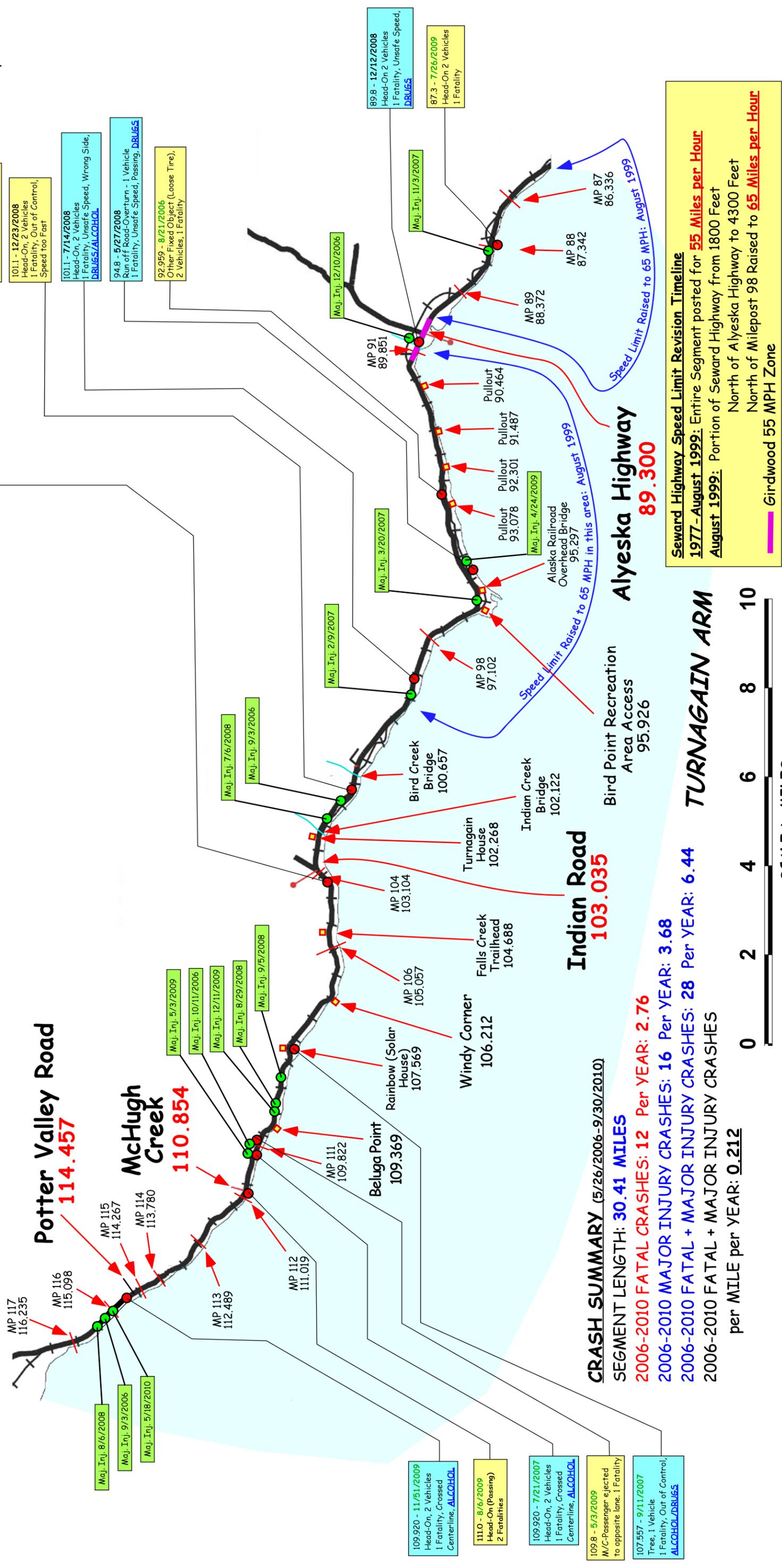
SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD (MP 87) - 2006-2010* FATAL CRASH LOCATIONS - Post TRAFFIC SAFETY CORRIDOR DESIGNATION

(Including Major Injury Crashes) * as of September 30, 2010

Seward Highway Major Realignment Timeline

Potter South MP 111-115.2: Complete Fall, 1981
 Bird Flats to MP 111: Complete October 1983
 Bird Point to Girdwood: Complete June, 1996

● = Crash Occurred following TSC Designation
 ● = Major Injury Crash (2006-2009)



Parks Highway: Wasilla to Big Lake

1977-2010 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

(Fatalities current to September 30, 2010) (Major injury crashes for 2009-2010 approximate)

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	2	3		8.35	3937	32874	8.334	16.668	25.002
1978	1	2	3		8.35	4454	37188	7.367	14.735	22.102
1979	1	0	1		8.35	4799	40073	6.837	0.000	6.837
1980	0	2	2		8.35	4953	41355	0.000	13.250	13.250
1981	0	3	3		8.35	5258	43901	0.000	18.722	18.722
1982	1	2	3		8.35	5426	45306	6.047	12.094	18.142
1983	0	4	4		8.35	5936	49568	0.000	22.109	22.109
1984	0	5	5		8.35	6574	54893	0.000	24.955	24.955
1985	1	5	6		8.35	6715	56071	4.886	24.431	29.317
1986	1	2	3		8.35	6742	56296	4.867	9.733	14.600
1987	0	1	1		8.35	7500	62625	0.000	4.375	4.375
1988	1	0	1		8.35	8147	68027	4.027	0.000	4.027
1989	0	3	3		8.35	7400	61790	0.000	13.302	13.302
1990	4	3	7		8.35	7300	60955	17.979	13.484	31.463
1991	0	3	3		8.35	7100	59285	0.000	13.864	13.864
1992	0	0	0		8.35	7010	58534	0.000	0.000	0.000
1993	0	3	3		8.35	7275	60746	0.000	13.530	13.530
1994	2	3	5		8.35	9138	76303	7.181	10.772	17.953
1995	1	3	4		8.35	10866	90729	3.020	9.059	12.079
1996	2	2	4		8.35	11486	95908	5.713	5.713	11.426
1997	0	7	7		8.35	11602	96877	0.000	19.796	19.796
1998	1	6	7		8.35	12238	102191	2.681	16.086	18.767
1999	0	5	5		8.35	13103	109412	0.000	12.520	12.520
2000	1	3	4		8.35	13607	113616	2.411	7.234	9.646
2001	4	6	10		8.35	13340	111388	9.839	14.758	24.596
2002	1	4	5		8.35	13838	115548	2.371	9.484	11.855
2003	1	6	7		8.35	14385	120112	2.281	13.686	15.967
2004	0	4	4		8.35	14830	123827	0.000	8.850	8.850
2005	5	5	10		8.35	15126	126304	10.846	10.846	21.692
2006 (pre)	1	3	4		8.35	14100	117735	2.939	8.817	11.756
2006 (post)	1	1	2		8.35	14100	117735	11.176	11.176	22.352
2007	1	4	5		8.35	14855	124039	2.209	8.835	11.044
2008	2	4	6		8.35	15277	127563	4.295	8.591	12.886
2009	2	0	2		8.35	16340	136439	5.143	0.000	5.143
2010 (as of 9/30)	0	1	1		8.35	16340	136439	0.000	2.572	2.572
TOTALS	36	107	143							

= Estimated Value

1996-2005	15	48	63	8.35	13355.461	111518	3.685	11.792	15.478	
1/1/1996										
10/16/2006										
3941	16	51	67	8.35	13423.147	112083	3.622	11.546	15.168	
							-0.063	-0.247	-0.310	
10/16/2006										
9/30/2010										
1445	6	10	16	8.35	15382.4	128443	3.233	5.388	8.621	
Before Per Year	1.48	4.72	6.20	8.35	13423.15	112083	3.622	11.543	15.164	
After Per Year	1.52	2.53	4.04	8.35	15382.40	128443	3.233	5.388	8.621	
As of 9-30-2010										
% Change	2.28%	-46.51%	-34.85%	8.35	14.60%	14.60%	-10.75%	-53.32%	-43.15%	

Crashes per Mile

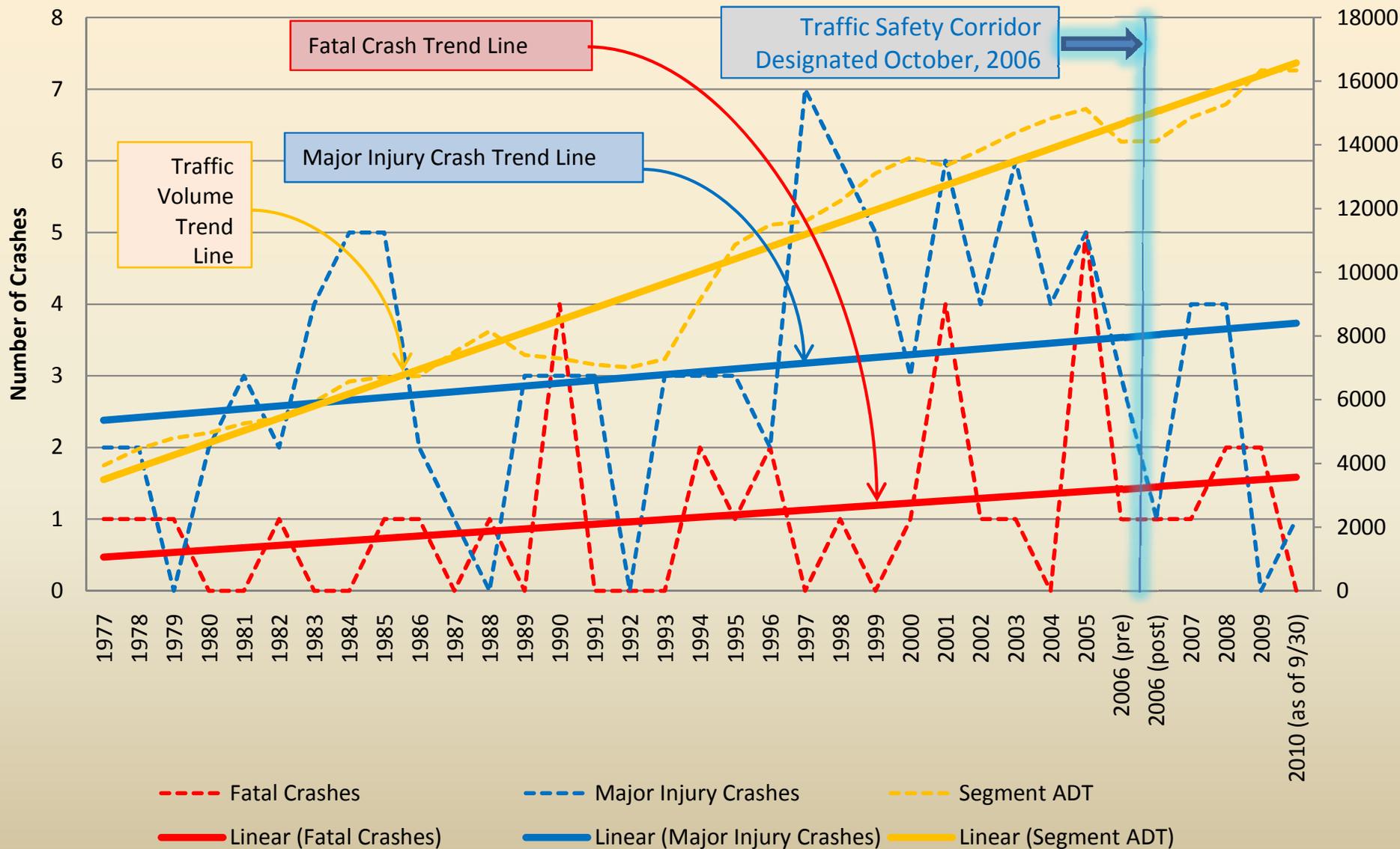
10.79726027	Fatal	Major	Fatal+major
Before	1.916	6.108	8.024
After	0.719	1.198	1.916

Crashes per Mile per year

	Fatal	Major	Fatal+major
Before	0.177	0.566	0.743
After	0.182	0.303	0.484

Parks Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2010*

(*as of 9/30/2010) (2009-2010 major injury crashes approximate)



PARKS HIGHWAY: WASILLA TO HOUSTON 1996 - 2006* FATAL CRASH LOCATIONS - Pre

TRAFFIC SAFETY CORRIDOR DESIGNATION

(Including Major Injury Crashes) * Current Alignment-1996-October 16, 2006

CRASH SUMMARY (7/1996-10/16/2006)

SEGMENT LENGTH: **8.35 MILES**

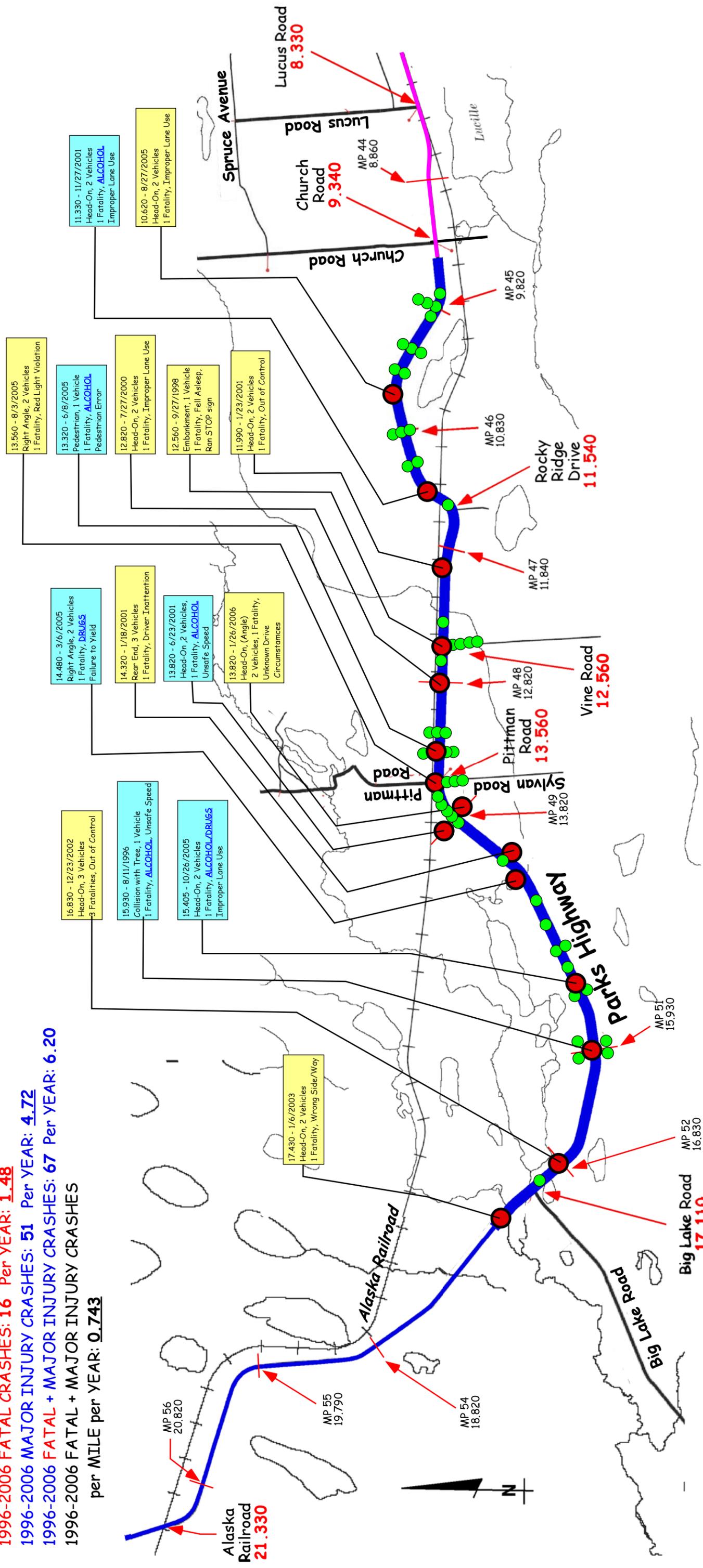
1996-2006 FATAL CRASHES: **16** Per YEAR: **1.48**

1996-2006 MAJOR INJURY CRASHES: **51** Per YEAR: **4.72**

1996-2006 FATAL + MAJOR INJURY CRASHES: **67** Per YEAR: **6.20**

1996-2006 FATAL + MAJOR INJURY CRASHES

per MILE per YEAR: **0.743**



Parks Highway Major Realignments Timeline

Milepost 44-52: Complete July, 1996
 Milepost 52-57: Complete July, 1998

● = Crash Occurred following Highway Realignment
 ● = Major Injury Crash (1996-2006)

Parks Highway Speed Limits

55 Miles per Hour
 Portion for Safety
 Corridor Designation
 45 Miles per Hour



PARKS HIGHWAY: WASILLA TO HOUSTON 2006-2010* FATAL CRASH LOCATIONS - Post TRAFFIC SAFETY CORRIDOR DESIGNATION

CRASH SUMMARY (10/16/2006-9/30/2010)
SEGMENT LENGTH: **8.35 MILES**

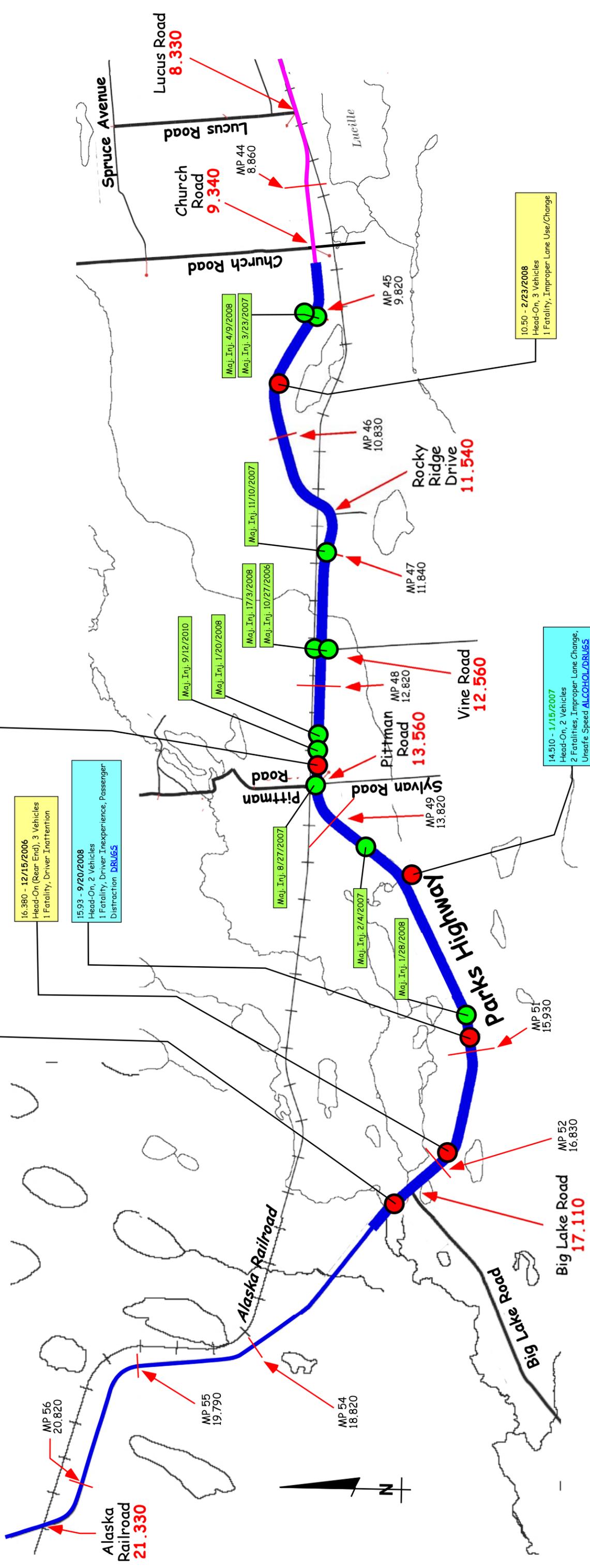
2006-2010 FATAL CRASHES: 6 Per YEAR: 1.52

2006-2010 MAJOR INJURY CRASHES: 10 Per Year: 2.53

2006-2010 FATAL + MAJOR INJURY CRASHES: 16 Per Year: 4.04

**2006-2010 (3 year) FATAL + MAJOR INJURY CRASHES
per MILE per YEAR: 0.484**

(Including Major Injury Crashes) * as of September 30, 2010



Parks Highway Major Realignments Timeline

Milepost 44-52: Complete July, 1996

Milepost 52-57: Complete July, 1998

● = Crash Occurred **following** TSC Designation

● = Major Injury Crash (2006-2009)

Parks Highway Speed Limits

55 Miles per Hour

Portion for Safety

Corridor Designation

45 Miles per Hour



Knik/Goose Bay Road: Parks Highway to Goose Bay Airport

1977-2010 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

(Fatal+MI current to

September 30, 2010) (Major injury crashes for 2009-2010 approximate)

YEAR	Fatal Crashes	Major Injury Crashes	Fatal & Major Injury Crashes	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	1	2		19.04	1100	20944	13.081	13.081	26.162
1978	2	2	4		19.04	1590	30274	18.100	18.100	36.200
1979	1	2	3		19.04	1400	26656	10.278	20.556	30.834
1980	0	0	0		19.04	800	15232	0.000	0.000	0.000
1981	0	0	0		19.04	1200	22848	0.000	0.000	0.000
1982	1	2	3		19.04	1240	23610	11.604	23.209	34.813
1983	1	2	3		19.04	2304	43868	6.245	12.491	18.736
1984	3	2	5		19.04	2640	50266	16.351	10.901	27.252
1985	1	6	7		19.04	3240	61690	4.441	26.647	31.088
1986	1	3	4		19.04	3642	69344	3.951	11.853	15.804
1987	1	0	1		19.04	3136	59709	4.588	0.000	4.588
1988	1	4	5		19.04	2650	50456	5.430	21.720	27.150
1989	1	0	1		19.04	2435	46362	5.909	0.000	5.909
1990	0	5	5		19.04	2500	47600	0.000	28.779	28.779
1991	1	3	4		19.04	2560	48742	5.621	16.862	22.483
1992	1	3	4		19.04	2580	49123	5.577	16.732	22.309
1993	1	2	3		19.04	2755	52455	5.223	10.446	15.669
1994	1	1	2		19.04	3260	62070	4.414	4.414	8.828
1995	2	2	4		19.04	3550	67592	8.107	8.107	16.213
1996	2	3	5		19.04	3304	62908	8.710	13.065	21.776
1997	0	5	5		19.04	3465	65974	0.000	20.764	20.764
1998	0	3	3		19.04	3670	69877	0.000	11.762	11.762
1999	1	3	4		19.04	3914	74523	3.676	11.029	14.705
2000	2	3	5		19.04	3850	73304	7.475	11.212	18.687
2001	1	2	3		19.04	4050	77112	3.553	7.106	10.659
2002	1	6	7		19.04	4110	78254	3.501	21.006	24.507
2003	2	6	8		19.04	4711	89697	6.109	18.326	24.435
2004	2	8	10		19.04	4770	90821	6.033	24.133	30.166
2005	2	7	9		19.04	6130	116715	4.695	16.432	21.126
2006	0	2	2		19.04	6570	125093	0.000	4.380	4.380
2007	2	2	4		19.04	6763	128768	4.255	4.255	8.511
2008	0	2	2		19.04	6126	116639	0.000	4.698	4.698
2009	0	0	0		19.04	6315	120238	0.000	0.000	0.000
2010 as of 9/30)	0	1	1		19.04	6315	120238	0.000	2.279	2.279
TOTALS	35	93	128							
2004-2008	6	21	27		19.04	6071.8	115607	2.844	9.953	12.797
1999-2008	13	41	54		19.04	5099.4	97093	3.668	11.569	15.238

= OLD Pavement & Shoulders
 = NEW Paved Surface & Shoulders

YELLOW Hilight indicates Preliminary Data

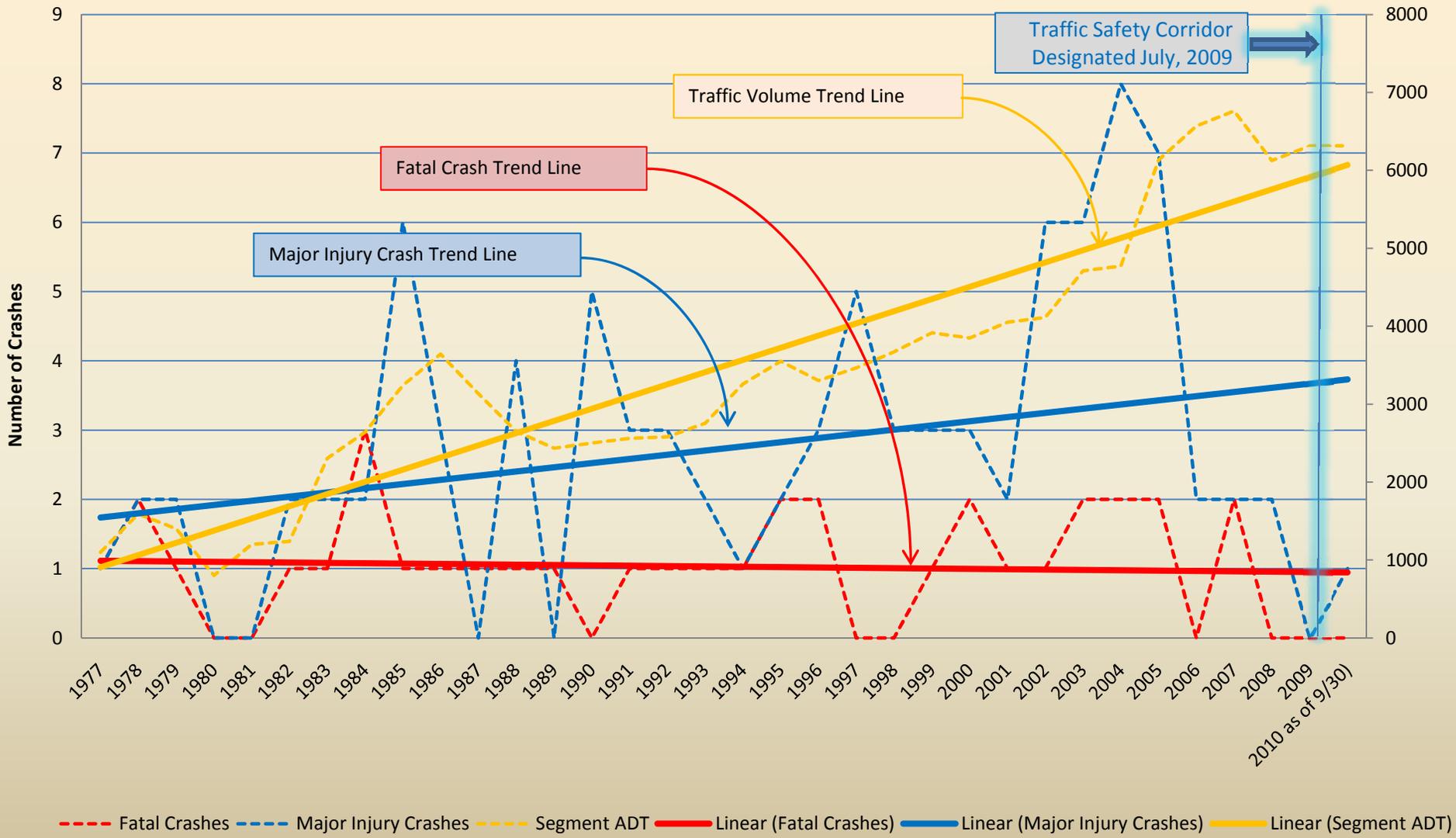
Knik/Goose Bay Road Rate Calculations

1977-2010 Fatal Crashes	35
1977-2010 Major Injury Crashes	93
1977-2010 Fatal+MI Crashes	128
Segment Length (miles)	19.04
Years of Data	1/1/1977 9/30/2010 33.767
1977-2010 Fatal+Major Injury Crashes/mile	6.723
1977-2010 Fatal+Major Injury Crashes/mile/Year	0.199
2004-2008 Fatal + Major Injury Accident Rate	12.797
1999-2008 Fatal + Major Injury Accident Rate	15.238

Knik/Goose Bay Road: Parks Highway to Goose Bay Airport Fatal & Major Injury

Crashes: 1977-2010* (* As of 9/30/2010)

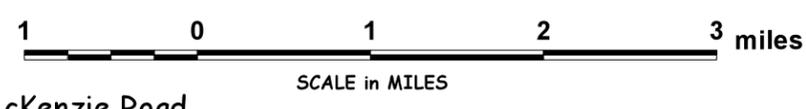
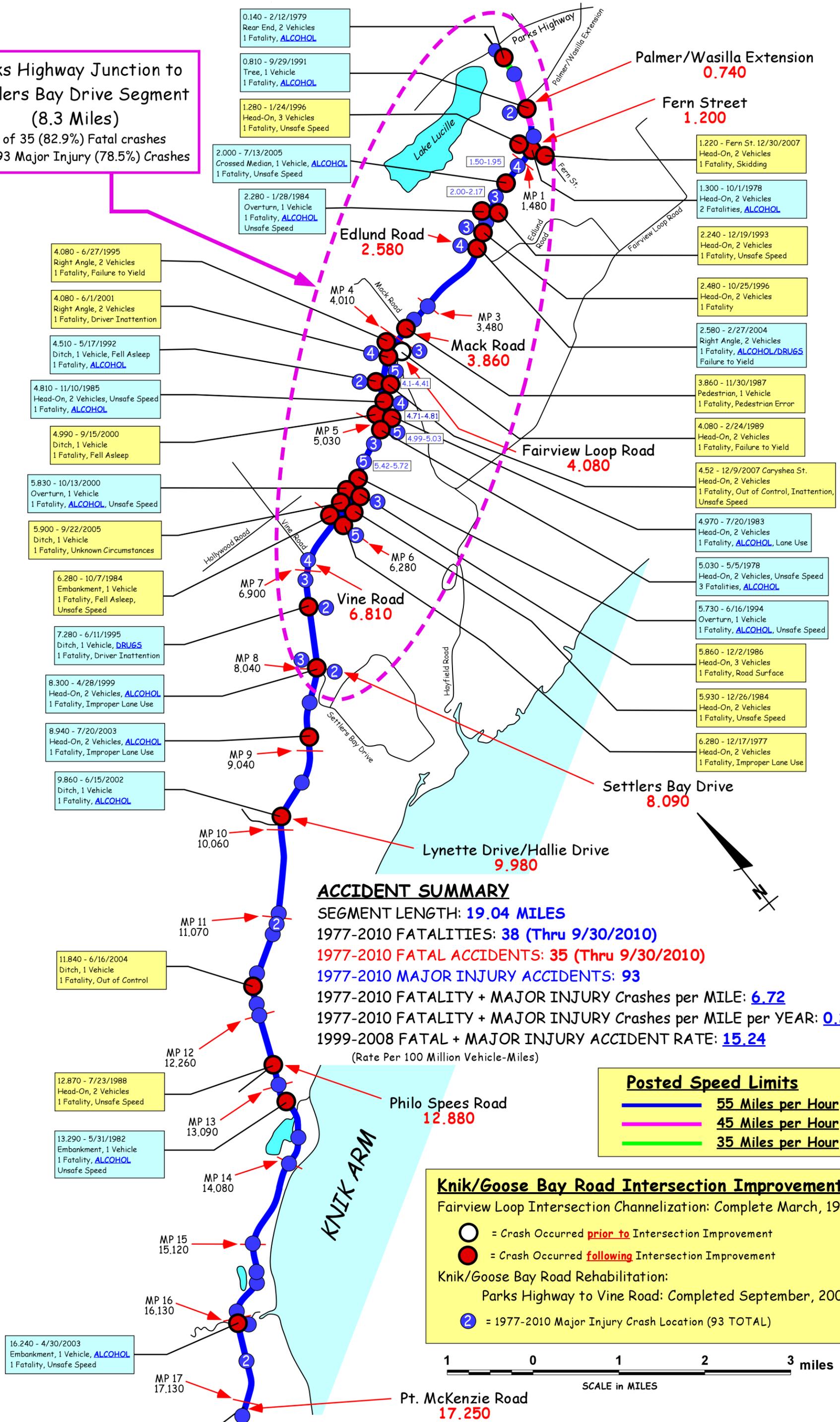
(2009-2010 major injury crashes approximate)



KNIK/GOOSE BAY ROAD: PARKS HIGHWAY TO POINT MCKENZIE ROAD 1977 - 2010* FATAL & MAJOR INJURY CRASH LOCATIONS

*Fatal & Major Injury Crashes thru 9/30/2010

Parks Highway Junction to Settlers Bay Drive Segment (8.3 Miles)
29 of 35 (82.9%) Fatal crashes
73 of 93 Major Injury (78.5%) Crashes



Sterling Highway: Sterling (MP 83) to Soldotna (MP 94)

1977-2010 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

(Fatal current to September 30, 2010) (Major injury crashes for 2009-2010 approximate)

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	3	4		10.99	2050	22530	12.161	36.482	48.642
1978	3	3	6		10.99	2200	24178	33.994	33.994	67.989
1979	0	4	4		10.99	2300	25277	0.000	43.355	43.355
1980	0	0	0		10.99	2450	26926	0.000	0.000	0.000
1981	0	4	4		10.99	2760	30332	0.000	36.129	36.129
1982	0	2	2		10.99	3090	33959	0.000	16.135	16.135
1983	1	5	6		10.99	3685	40498	6.765	33.825	40.590
1984	0	3	3		10.99	4186	46004	0.000	17.866	17.866
1985	2	4	6		10.99	4688	51521	10.635	21.271	31.906
1986	2	4	6		10.99	4688	51521	10.635	21.271	31.906
1987	0	3	3		10.99	4764	52356	0.000	15.699	15.699
1988	0	2	2		10.99	4786	52598	0.000	10.418	10.418
1989	2	3	5		10.99	4956	54466	10.060	15.090	25.151
1990	6	8	14		10.99	5055	55554	29.590	39.453	69.042
1991	0	2	2		10.99	5158	56686	0.000	9.666	9.666
1992	1	3	4		10.99	5700	62643	4.374	13.121	17.494
1993	0	2	2		10.99	5898	64819	0.000	8.453	8.453
1994	1	1	2		10.99	6165	67753	4.044	4.044	8.087
1995	0	4	4		10.99	6406	70402	0.000	15.566	15.566
1996	0	1	1		10.99	6526	71721	0.000	3.820	3.820
1997	1	1	2		10.99	6871	75512	3.628	3.628	7.256
1998	0	3	3		10.99	7278	79985	0.000	10.276	10.276
1999	0	4	4		10.99	7335	80612	0.000	13.595	13.595
2000	0	0	0		10.99	7344	80711	0.000	0.000	0.000
2001	2	1	3		10.99	7731	84964	6.449	3.225	9.674
2002	2	2	4		10.99	8238	90536	6.052	6.052	12.105
2003	1	1	2		10.99	8221	90349	3.032	3.032	6.065
2004	1	3	4		10.99	8311	91338	3.000	8.999	11.998
2005	0	1	1		10.99	8303	91250	0.000	3.002	3.002
2006	1	1	2		10.99	8212	90250	3.036	3.036	6.071
2007	0	3	3		10.99	8430	92646	0.000	8.872	8.872
2008	2	2	4		10.99	8000	87920	6.232	6.232	12.465
2009	1	2	3		10.99	8240	90558	3.025	6.051	9.076
2010 as of 9/30)	0	0	0		10.99	8240	90558	0.000	0.000	0.000
TOTALS	30	85	115							
2004-2008	4	10	14		10.99	8251.2	90681	2.417	6.043	8.460
1999-2008	9	18	27		10.99	8012.5	88057	2.800	5.600	8.401

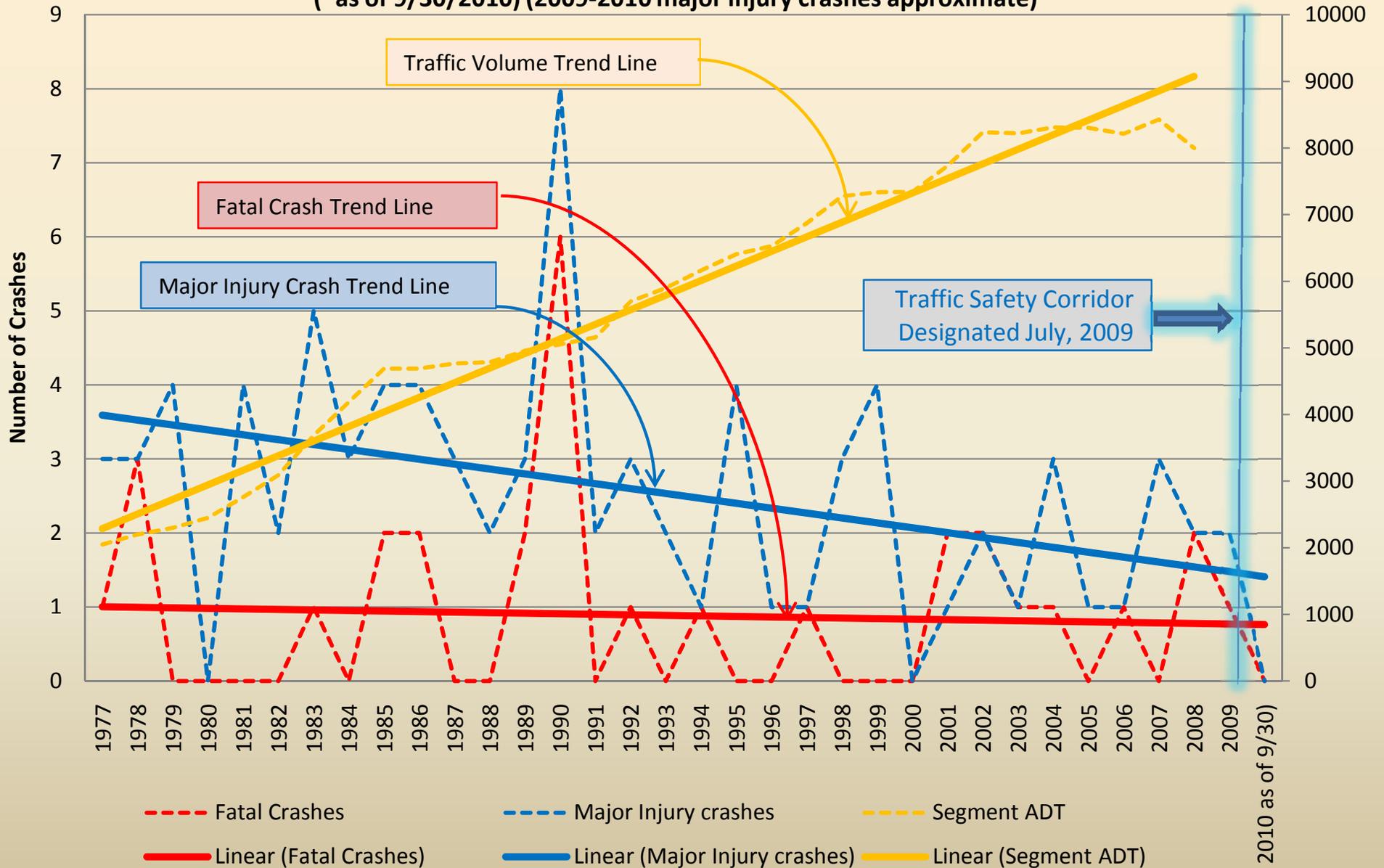
- = OLD Alignment
- = NEW Alignment
- = Estimated Value

Sterling Highway Rate Calculations

1977-2010 Fatal Crashes	30
1977-2010 Major Injury Crashes	85
1977-2010 Fatal+MI Crashes	115
Segment Length (miles)	10.99
Years of Data	1/1/1977 9/30/2010 33.767
1977-2010 Fatal+Major Injury Crashes/mile	10.464
1977-2010 Fatal+Major Injury Crashes/mile/Year	0.310
2004-2008 Fatal + Major Injury Accident Rate	8.460
1999-2008 Fatal + Major Injury Accident Rate	8.401

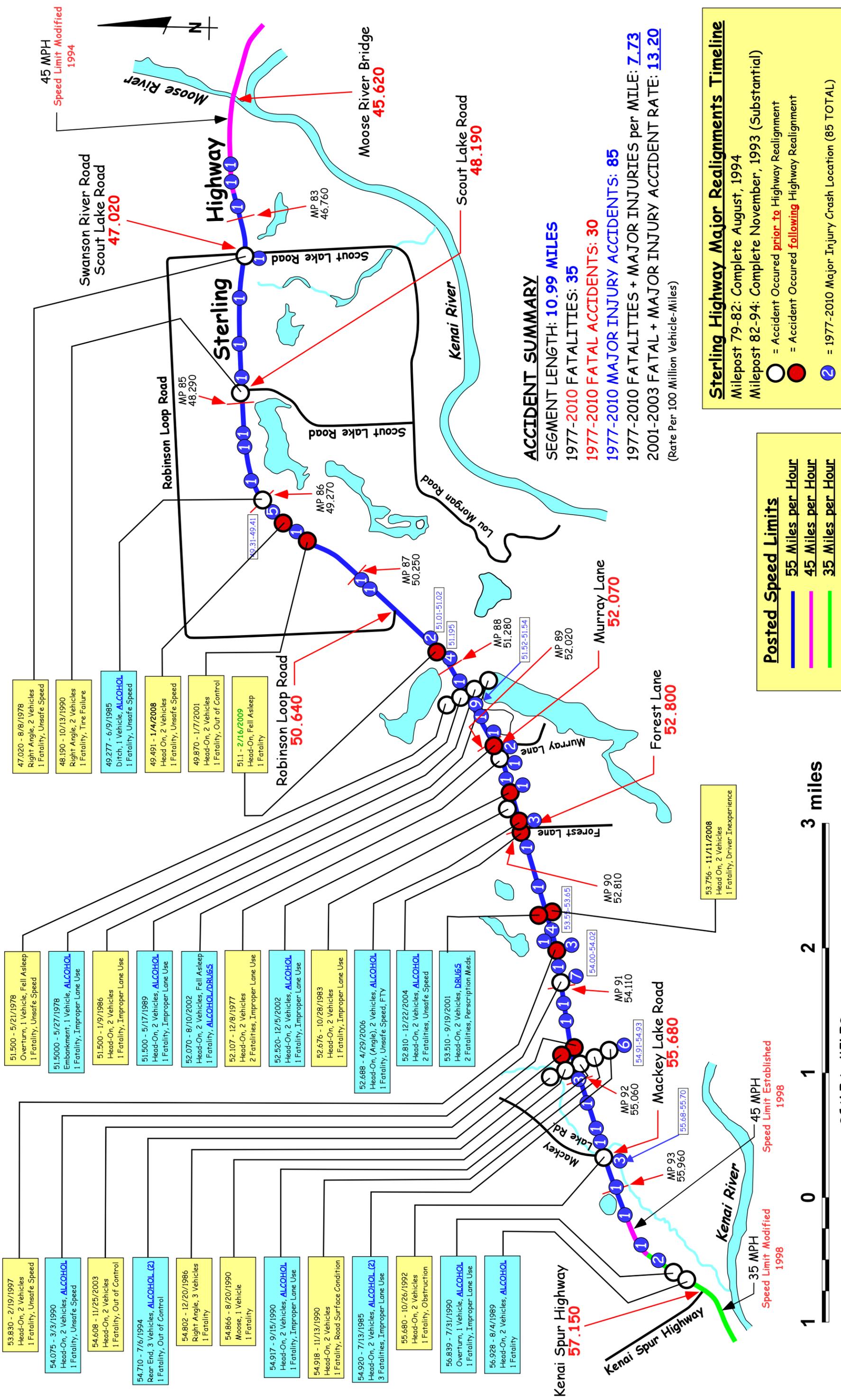
Sterling Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2010*

(*as of 9/30/2010) (2009-2010 major injury crashes approximate)



STERLING HIGHWAY: MOOSE RIVER (STERLING SCALEHOUSE) to KENAI SPUR ROAD (SOLDOTNA) 1977 - 2010*

FATAL & MAJOR INJURY CRASH LOCATIONS *Fatal & Major Injury Crashes thru 9/30/2010



SCALE in MILES



DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS
(From 2006 through current plans as of 10/26/10)

ENGINEERING PROJECTS SUMMARY

Safety Corridor Candidate (Mileposts)	Investment plan since 2006	Actual Miles	Current investment available per mile
Seward Hwy MP 87-117	\$145,067,000	30.6	\$4,740,752
Park s Hwy MP 44-52.5	\$65,367,000	8.2	\$7,971,585
Knik-Goose Bay Rd MP 0.6-17.2	\$13,244,000	16.4	\$807,561
Sterling Hwy MP 83-93	\$14,833,000	9.8	\$1,513,571
Palmer-Wasilla Hwy MP 0-10	\$51,126,000	10	\$5,112,600
<i>TOTAL</i>	\$289,637,000	75	\$3,861,827

Based on funded projects only, not unfunded projects.
Increase of \$41,069,000 in investment from 2009 audit.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS

(From 2006 through current plans as of 10/26/10)

SEWARD HWY MP 87-117: ANCHORAGE TO MP 87, (and Turnagain Pass)

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
51218	HSIP MP 104-115 Seward Hwy Rut Repair	Hwy Safety Improvement Project: Rut repair, overlay to reduce head-on, SVROR crashes	Short Term	\$7,013,000	2008 (Completed)
51047	HSIP Central Region Rumble Strips, Phase II	Hwy Safety Improvement Centerline/shoulder rumble strips to reduce head-on, SVROR crashes	Short Term	\$315,000	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$83,000	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
52121	HSIP MP 88 Curve Improvements	Guardrail removal, slope flattening	Short Term	\$1,127,000	2011
52223	Seward Hwy ITS 2009	DMS Sign upgrades to LEDs at Potters Marsh	Short Term	\$90,000	2011 Constr w/CR Signal Upgrades
52491	Seward Hwy Rut Repair MP 115-124 (MP 104-117 in Safety Corridor)	Potter Valley Rd to Dowling Rd Paving and Guardrail	Short Term	\$3,214,000	2011
53425	Safety Corridors: Seward Hwy Speed Signs, Alyeska JCT divided intersection [UNDERFUNDED]	Dynamic speed signs, power service and pads. Split intersection into two directions,	Short	\$1,650,000 GF	2013-2014
52451	HSIP Passing Lanes, Slow Vehicle Turnouts (Minor fill work)	NB passing lanes Ph I, Bertha Crk to Anchorage. Up to 17 opportunities.	Medium Term	\$8,225,000	2013
56631	MP 104-115 Rehabilitation GF Ph I: MP 105-107 Windy Corner [UNDERFUNDED by up to \$60M]	Passing lanes, sheep viewing turnout, hwy and railroad relocation. Beluga whale issues.	Medium Term	\$47,000,000	2013 (Phase I)
53577	MP 99-104 Rehabilitation [UNDERFUNDED by \$53M]	Bird Point & Indian Improvements. Passing lanes, frontage roads.	Medium Term	\$40,400,000	2014 (Phase I)
58105	MP 75-90 Rehabilitation [UNDERFUNDED by \$185M]	Rehabilitation, pullouts, new bridges, passing lanes	Medium Term	\$37,500,000	2014 (Phase I)
				\$145,067,000	TOTAL

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS
(From 2006 through current plans as of 10/26/10)

PARKS HWY MP 44-52.5: WASILLA TO HOUSTON / BIG LAKE JCT

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
51097	MP 44-52.3 Parks Hwy Rut Repair	M&O overlay repair Wasilla to Big Lake	Short term	\$5,483,000	2008 (Completed)
53160	Parks & Vine Signal	Traffic signal installation	Short Term	\$1,200,000	2008 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Imprvmt Proj: Centerline/shoulder rumble strips	Short Term	\$89,000	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
53425	Safety Corridors GF: Parks Hwy Speed Signs, Parks and Stanley Signal	Dynamic speed signs, power service and pads; Traffic Signal installation	Short Term	\$1,940,000	2013-2014
57178	MP 44-52.3 Reconstruction [UNDERFUNDED by \$110M]	Four lane divided highway, signals	Medium Term	\$56,250,000	2014 (Phase I)
Undet.	Access Mgmt. Study & Implementations	Parks and Glenn Hwys. Develop and plan strategies for access mgmt.	Long Term	\$250,000	Undetermined (Phase I)
				\$65,367,000	TOTAL

Nearby project coordination:

Mat-Su Borough: Machen Drive Extension: Church Rd to Stanley Dr

Mat-Su Borough: Museum Drive Extension

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS
(From 2006 through current plans as of 10/26/10)

KNIK-GOOSE BAY ROAD MP 0.6-17.2: PW HWY TO PT. MACKENZIE RD

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
50951	KGB & Vine Rd Signalization GF	New Traffic Signal	Short term	\$1,335,000	2009 (Completed)
50889	KGB & Fairview Lp Signal GF	New Traffic Signal	Short Term	\$1,300,000	2009 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline / shoulder rumble strips	Short Term	\$174,000	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2011 Construction w/NHS Delin
51896	KGB & Fern St Signal & Turn Lanes GF (\$1.2M; City \$300k) [UNDERFUNDED by \$4.6M]	Potential signal, left turn lanes, to serve Fern Street opening. CITY lead in Design, ~\$4.6 million more desired in project funding for lane extensions	Short Term	\$1,500,000	2012
53425	Safety Corridors: KGB Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Short Term	\$880,000	2013-2014
51717	KGB Widening, Centaur to Vine Environmental Study GF + FHWA (Design) [UNDERFUNDED by \$62M]	Divided 4 lane hwy. Needs Fairview Lp Rd intersection realignment. Coordination with S. Mack project.	Long Term	\$8,000,000	As funding is available
				\$13,244,000	TOTAL

Nearby project coordination:

Fairview Loop Road Rehabilitation

City of Wasilla: South Mack Drive Extension

City of Wasilla/Mat-Su Borough: South Fern Street Extension

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS
(From 2006 through current plans as of 10/26/10)

STERLING HWY MP 83-93: SOLDOTNA TO STERLING

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
51046	Sterling Hwy Rut Repair, MP 90-94	Surface repaving from Soldotna to Forest Lane	Short Term	\$3,043,000	2009 Phase I (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline/shoulder rumble strips	Short Term	\$105,000	2010 (Completed)
52493	Sterling Hwy Resurfacing, MP 82-90	Forest Lane to Sterling resurfacing, guardrail, signing, striping	Short Term	\$7,000,000	2011 (Phase II)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
53425	Safety Corridors: Sterling Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Short Term	\$530,000	2013-2014
Undet.	Sterling Hwy MP 83-94 Rehabilitation [UNDERFUNDED]	Environmental Document. 4 Lane Highway.	Long Term	\$4,000,000	Undetermined
				\$14,833,000	TOTAL

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
ENGINEERING PROJECTS
(From 2006 through current plans as of 10/26/10)

PALMER-WASILLA HWY MP 0-10 (Safety Corridor Candidate Rank #5 Not designated)

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
59981	PW Traffic Signals Ph I	4 new signals to create gaps. [Hyer, Hemmer, Wagon/Schelin, W Equestrian]	Short Term	\$5,250,000	2008 Phase I (Completed)
50900	PW Traffic Signals Ph II	3 new signals to create gaps. [Midtown/Golden Hills, Shoreline, Shennum]	Short Term	\$8,896,000	2009 Phase II (Completed)
51363	Palmer-Wasilla Hwy Eastern Terminus (GF) [UNDERFUNDED by \$9.5M]	Improve east-west mobility to Palmer City ctr, maintain Glenn Hwy function. Dogwood and PW Hwy.	Long Term	\$35,000,000	Moved to 2014
59271	Palmer-Wasilla Hwy Environmental Study (GF)	Widening to four lanes between the Parks Hwy and the Glenn Hwy	Long Term	\$1,980,000	Undetermined
				\$51,126,000	TOTAL

Nearby project coordination:

Seward Meridian Road Improvements, Parks Hwy to Bogard/Seldon Rd, Phases I and II

Trunk Road Reconstruction: Parks Hwy to Wasilla Fishhook Rd, Phases I and II

Bogard Road East Extension: Trunk Rd to Glenn Hwy ROW to complete in 2011

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

ENFORCEMENT CONSIDERATIONS

Contact: Capt. Hans Brinke, BHP

hans.brinke@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009, 2010	Increase traffic patrol staff in the Mat-Su focused on and around the Parks Highway Safety Corridor	<p>Opened Pittman Rd office October 2006.</p> <p>Added 2 Municipal officers to BHP.</p> <p>Trained 2 full time BHP troopers. Assigned them to Girdwood in early 2010.</p> <p>Authorized for 5 more BHP officers total by 2010 and 5 in 2011. Up to 27 total in 2010. Budgeted for 4 DRE's to be filled and trained.</p> <p>Expected to reach goal of 32 BHP officers goal by 2012.</p>	Maintain plan for increasing BHP staffing and assignments in 2011, 2012 to cover events, holidays, and higher risk corridors at desirable shift levels.
2	Audit Group 2009	Target aggressive, reckless/ improper driving, and speeding	<p>Added staff above in 2010, and more local police agreements to BHP in 2009.</p> <p>Increased Seward Hwy enforcement in 2009, further in 2010 with full time staffing.</p> <p>Purchased 5 smart cart in 2009 – deployed radar trailers for mobile use since 2010.</p> <p>Working with DOT/PF on REDDI reporting awareness via radio in 2010, signing in 2011.</p>	No additional actions.
3	Audit Group 2009, 2010	Experiment with aerial enforcement to determine cost-effectiveness in reducing crashes	<p>Not using at this time. Tested in 2006, 2008, 2009. Significant effort in equipment, staffing, assets when still needing to build ground staff. Focus efforts on meeting ground staff activity goals.</p> <p>Work with DOT/PF to request more aerial road marks and redesign them as needed.</p>	Put on Hold. Reexamine as resources and funding for assets become available.
4	Audit Group	Tap Safety	Submitted AST Grant request to	No additional actions.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

ENFORCEMENT CONSIDERATIONS

Contact: Capt. Hans Brinke, BHP

hans.brinke@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		Corridor fines, agency grants, and legislated funds	AHSO for more PCN's in 2009, again for 2010 – 2012.	
5	Audit Group 2009	Explore agreements with local police agencies or rotate staff into traffic work as needed.	<p>Have established BHP in four teams: Palmer Team Soldotna Team Girdwood Team Fairbanks Team</p> <p>Completed agreements with KPD, PPD. WPD is reevaluating.</p> <p>APD ~15 hrs/mo McHugh Crk north. Less severe crashes since designation.</p> <p>ASTEP grants = multiagency enforcement. Will measure contacts as well as citations.</p>	<p>Plan for APD urban intersections joint enforcement plan.</p> <p>Expand agreements with local police where there are opportunities.</p> <p>Review options for visits/patrols to Southeast Alaska.</p>
6	Audit Group 2009	Increase DUI targeting of FRI and SAT, both corridors based on crash data.	<p>Increased BHP staff.</p> <p>Conducted “Sat Nite Blues” plan early SUN am targets in 2010. Intercepting more DUI's before the peak crash period, as the DUI affect begins.</p> <p>Citations in B Detachment at 300 DUI's yr, up 50/yr in 2009. Patrol hours up in 2010.</p> <p>Fatals down specifically in 2009 from previous years, but not specific to corridors. 2010 fatalities down significantly in corridors.</p>	No additional actions.
7	Audit Group 2009	Seward Highway: Explore Midnight to 2 AM any months, and FEB-APR	Expanding with BHP staff scheduling. Crashes are down overall in last 3 years, will adjust schedules.	Evaluate scheduling possibilities using crash data maps and recent history.
8	Audit Group 2009	Consider a “DUI BATmobile” (Blood Alcohol Testing mobile) on weekends to keep	Considered. Added equipment and staff to operated is not cost-effective. All offices now have “datamasters” for DUI work.	Not recommended.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

ENFORCEMENT CONSIDERATIONS

Contact: Capt. Hans Brinke, BHP

hans.brinke@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		officers on the road while processing offenders		
9	Audit Group 2009	Increase traffic patrol targeting aggressive driving by time of day, month to correlate with higher crash periods	Scheduling shifts using DOT/PF times from crash data.	Evaluate scheduling possibilities in 2010-2011 using crash maps, recent history.
10	Audit Group 2009	Document enforcement efforts and potential effectiveness.	<p>Programmed more tracking measurements in 2010.</p> <p>Created beat codes for Safety Corridors event coding.</p> <p>BHP measuring for all fatal crashes and many major injury crashes.</p> <p>2009 Report from B Detachment is for up to 5,000 citations/yr for speeding, insurance, seatbelts, other factors. 2010 report is for about 4,000 citations.</p> <p>Working under DDACTS grant to measure if hwy enforcement intercepts, prevents other crimes.</p>	Work with DOT/PF, AHSO to examine trends and annual ratios of DPS efforts to crashes, traffic volumes, other highway measures over time
11	PUBLIC LEGISL 2009	Provide more Troopers Enforce illegal passing.	Established BHP in 2009. Building staff to goals through the period 2009-2012.	No additional actions.
12	PUBLIC LEGISL 2009	Provide Hotline to report dangerous drivers	<p>Have REDDI reporting program.</p> <p>Planning for increased message, education in 2010.</p>	No additional actions.
13	PUBLIC LEGISL 2009	Install photo radar on the Seward Highway	Considered in 2009. Before 3 E's can be applied requires legislation clarifying fees, fines, tolerances, enabling staffing, rulemaking.	No additional actions.
14	PUBLIC LEGISL 2009	Place unmanned police cars along road. Mark more cars so they can be seen an reduce	Considered by BHP. Concerns for vandalism, liability. No link to effectiveness.	No further action.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

ENFORCEMENT CONSIDERATIONS

Contact: Capt. Hans Brinke, BHP

[**hans.brinke@alaska.gov**](mailto:hans.brinke@alaska.gov)

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		citations.		
15	PUBLIC LEGISL 2009	Create routine volunteer patrols to make REDDI call-ins. Advertise REDDI phone number.	Considered. BHP has AHSO funds for added Dispatch services in 2011-2012. Planning improvements to REDDI program signing, awareness only. Incr. REDDI reporting in Sep 2010. MatSu calls divided well to 2500/mo-911/EMS calls to Palmer; 1000/mo-911/REDDI calls to Wasilla. Kenai Pen KPB/AST all goes to one office – larger volume of 18,000 911 calls!.	Finalize short term Agreement with KPB to cover Dispatch readiness. Increase long term Dispatch positions ability/preparedness on Kenai Peninsula by 2013+.
16	PUBLIC LEGISL 2009	Run patrols, pilot cars at 55 MPH and make others follow	Considered. Limited to existing officer resources. No resources for pilot cars. Most motorists are already creating slower speeds in busier Safety Corridors due to high traffic levels.	No further action.
17	PUBLIC LEGISL 2009	Enforce slow vehicles which delay other vehicles.	Ongoing consideration. Difficulty is to identify the “lead” vehicle on a busy weekend. Not illegal if going the speed limit. Also requires some adequate pullouts to pull over. Enforcing the law where clearly violated and where pullouts available.	No additional action.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

EDUCATION CONSIDERATIONS

Contact: Cindy Cashen, AHSO

cindy.cashen@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	Expand education efforts to include aggressive as well as impaired driving.	<p>In 3rd Year of Statewide Media campaign. Data driven. Marketwise (Radio) , AIPC (Radio, TV, Schools), and AST (Radio, TV). Targeting younger drivers.</p> <p>Click it or Ticket May annually.</p> <p>Started TV Ads for new Safety Corridors added July 1, 2009.</p> <p>Launched radio campaign for drowsy driving, Aug 2009-2011</p> <p>Launched distracted driving, including texting and using hand-held/hands-free phones for radio and tv media campaign, May 2010-2011.</p> <p>Running Road-wise headlights ads September 2009-2011</p> <p>Contracted with AIPC to produce radio, TV ads with agency officials summer 2010-2011. No shooting at signs.</p> <p>Distributed bumper sticker selections for public use/preference 2010 – 2011 to encourage courtesy to others.</p> <p>Hosting teen driving test, “Take the Challenge” on AHSO website</p> <p>Attended KTUU Special on Seward Hwy Spring 2010 as requested.</p>	No additional actions.
2	Audit Group 2009	Continue DUI and seatbelt efforts	<p>Measured 2009 compliance levels at 86.1%, up 1.6% from last year. 2010 at 86.8%. Observational seatbelt survey :</p> <p>http://www.dot.state.ak.us/stwdplng/hwysafety/stats.shtml</p> <p>Promoting messages on the four “corner” holidays each year.</p>	No additional actions.

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HIGHWAY SAFETY CORRIDORS
FALL 2010 AUDIT

EDUCATION CONSIDERATIONS				
Contact: Cindy Cashen, AHSO				
cindy.cashen@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
3	Audit Group 2009; 2010	Target improper passing and speeding. Explain how and when to pass safely, esp. 3 Lane sgmts. Explain how to use Slow Vehicle Turnouts.	Contracted with AK Injury Prevention Center to produce radio and TV ads with agency officials. Commissioners of DPS/DOT/DOL participating in ads.	Examine passing crashes and laws.
4	Audit Group 2009; 2010	Encourage citizen reports of reckless and aggressive driving at the time of occurrence. REDDI reports have contributed to the overall success of past enforcement	Granted funds to BHP/AST to produce media ads and determine REDDI message. New Joint message DOT/DPS. Status of REDDI volumes on Kenai are affecting 911 call volumes. 20-30 calls/day. REDDI calls on Mat-Su valuable, lead to some serious citizen efforts to help.	Define clearly what REDDI drivers are of concern, what “dangerous” means
5	Audit Group 2009	Consider terminology effect – be blunt vs. softpedaling - are crashes “deaths”, “murder”, “disfiguring”, “handicapping”	Grants made to BHP, and to AIPC for media campaigns underway. Newer ads are blunt and serious.	No additional action.
6	Audit Group 2009	Involve DA’s office in Education plan. Help with understanding of agency efforts prior to judging how serious a citation is.	Both the Dept of Law and the Muni of Anchorage have Traffic Safety Resource Prosecutors who assist Prosecutors, the court system, law enforcement agencies and educate the public. These are funded through AHSO to boost understanding.	No additional action.
7	Audit Group 2009	Consider educational materials to be given out at the border, ports of entry. CD’s	Grants made to BHP, AIPC and Market Wise for media campaigns underway. Bumper stickers, brochures are going to police in border communities. No data to suggest RV’s, port of entry visitors are a major crash problem.	Examine out-of-state drivers/addressing involvement in crashes.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		brochures,...etc.		
8	Audit Group 2009	Determine effect of cell phone use on crashes.	Lack of data due to existing crash report forms, however, using national studies to back up TV and radio ads to discourage cell phone use.	Subcommittee has begun meeting to revise the 12-200 crash report forms through the AK Traffic Record Coord. Committee in fall of 2010.
9	Audit Group 2009	Take status reporting to Anchorage Assembly, Public Safety Advisory Committee, other groups.	Met with AMSAC Motorcycle Safety Committee in 2009. Met with ATA Trucking Association in 2010 about passing, visibility, and speeds.	Schedule briefings to safety groups. Make Audit results available in Legislator's packets.
10	Audit Group 2009	Measure education efforts	Completed Alaska 2010 Highway Safety Phone Survey Report: survey: http://www.dot.state.ak.us/stwdplng/hwysafety/stats.shtml federal survey is being conducted annually in 2010.	No additional actions.
11	PUBLIC LEGISL 2009	Gather public and legislative input.	Met with Girdwood public at AFD Chief Chadwick's request 8/7/09. Briefed Senate Transportation Committee 8/24/09 on Safety Corridors. Presented to Joint Judiciary & Transportation Committee 9/1/09 Toured with House Transportation Committee Seward Hwy Corridor 9/30/09 Staffed booth at Annual DOT/PF, DPS Alaska State Fair booths. Safety Corridor, Crash Theme Aug. 2009. Staffed Mat-Su Transportation Fair Booth, Sept 2009, 2010 Ch 2 News Hour Special Input May 20, 2010. Expanded Safety Corridors website info.	Continue briefings as opportunities arise.
12	PUBLIC LEGISL 2009	Use SYLVIA sign at Potters Marsh more frequently for education.	Considered. Will use for education as prescribed by Joint agency signing manual once sign is rebuilt. Current problem is parts obsolete, unavailable. Sign is "down".	No additional actions until 2012.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			Upgrade contract is being bid 2011 Constr.	
13	PUBLIC LEGISL 2009	Education at border; in schools; vehicle & RV rental shops	Considering additional media options besides TV and media grants to AIPC, BHP, including bumper stickers, fliers.	Examine out-of-state drivers/addressing involvement in crashes.
14	PUBLIC LEGISL 2009	Education for teens, stricter age restrictions	Passed Graduated Drivers License program in 2004. DOT&PF and DPS Commissioners directly involved in "Every 15 Min." high school mock crash program. Driver License "Take the Challenge" pre-test available on AHSO main webpage.	Review compliance. Measure crash results. Update the 2007 SHSP in 2011.
15	PUBLIC LEGISL 2009	Public shaming, stickers on license, plates	Voluntary bumper stickers distributed for those supporting courtesy, safe driving	No additional action w/o legislation.
16	PUBLIC LEGISL 2009	Promote video conferencing rather than road travel	Considered. Conferencing determined by economics. This is being left as a private role.	No additional action.
17	PUBLIC LEGISL 2009	Mass text to all texters that texting kills	Evaluating internet, cell media other messaging. 2009 law in AK against texting. Distracted driving message on CMS signs in April 2010, "No texting zone".	No additional actions.
18	PUBLIC LEGISL 2009	Set up "break stops" along the highway	Tested concept in 2009 in Turnagain Pass with BHP/AST. Another test in July 4, 2010. No plans for dedicating highway stops or information. No indication of effectiveness. REACT has provided this in past.	No additional actions.
19	PUBLIC LEGISL 2009	Set up a Highway Watch as a nonprofit oversight group Girdwood. Fund equipment, volunteer shifts to observe and make REDDI reports on regular basis.	Considered. Recommend focusing on funding BHP, REDDI program is ongoing, Education programs, engineering projects, and EMS coordination, and not diverting agency time.	Not recommended.
20	PUBLIC	Public Service	Gathering reports by ASD on rural passing	Check on ASD

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	Announcement on school bus safety.	on the Seward Hwy to measure/target impact.	reporting.
21	PUBLIC LEGISL 2009	Reinstate activities bus for Girdwood to reduce extracurricular driving, vehicles on road.	Reinstated by ASD in 2009. Testing results as sports change in winter. Big in early season and track, drops other times.	Evaluate effectiveness.
22	PUBLIC LEGISL 2009	Eliminate school bus strobes – blinding drivers?	None	Review with school officials.
23	PUBLIC LEGISL 2009	Hire a traffic psychologist, behavior specialist	Considered. AHSO coordinates with NHTSA to gain benefits of these insights. No positions available at this time for added staff.	No further actions.
24	PUBLIC LEGISL 2009	More education on following distance, following too close.	Grants made to AIPC, BHP for planned media.	No additional actions.
25	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	Driver performance is part of driver's test. Driver's training is optional.	Evaluate whether studies show defensive driving classes boost safety records. Consider in 2011 SHSP Update.
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors, these are a large percentage?	<p>Planning continued brush cutting by DOT/PF contract. AMF hand clearing tests in progress, delayed. Existing media and high crash area signs in use.</p> <p>FFY 10 AK Moose Fed. \$20,000 grant for the study of moose migration data along a safety corridor was not completed by local high school students, however tv ads were created and aired. A moose calendar was not published.</p> <p>Planning long term wildlife solutions through projects: Sterling Hwy – Skilak Lake, Parks Hwy MP 44-52, Minnesota Dr, Glenn HwyHSIP fencing, T2 Research on</p>	Design long term solutions with projects separate from ongoing Safety Corridor activities.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			<p>Electromats, Glenn Hwy Illumination</p> <p>Wildlife crashes are not a significant cause of fatal/major injury crashes, but remain a concern.</p> <p>Wildlife crashes are not a primary goal of Safety Corridor designation.</p>	
27	PUBLIC LEGISL 2009	Eliminate “delay of 5 vehicles” rule. Doesn’t work if you are driving the speed limit. Makes the safe driver a lawbreaker.	Considering education, clarification with current grants. Not considered delay or a rule to pull over if driving the speed limit.	No further actions.
28	PUBLIC LEGISL 2009	Apply photo radar to the Seward Highway	<p>No agency work at this time. First must establish effectiveness of radar for length of corridor, not just radar site. Next must link to crash reduction. Requires hardware, staffing to maintain.</p> <p>If results are proven, Then requires legislation, citizen support first, top management approval. Establish Fines, fees, and tolerance schedule. Technical paper plan could guide effort, has to be drafted for mgmt.</p>	Evaluate whether studies show photo radar boosts rural road safety records. If so, forward for legislative consideration
29	AUDIT GROUP 2010	Increase DRE’s available to law enforcement	Being increased with AHSO grants, in 2011, for state and local agencies.	No additional actions.
30	AUDIT GROUP 2010	Examine need for Claims Agencies to collect fines	New	Review court system collections effectiveness to date.
31	AUDIT GROUP 2010	Are “blue” high intensity headlights a measures safety problem	New	Research NHTSA and other sources. Any states regulating? Legal with AK Code?

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PLANNED EDUCATIONAL BUMPER STICKER CANDIDATES since 2010

These bumper stickers planned by AHSO were discussed during the Safety Corridor audit. These would be made available for selection by motorists who wish to promote highway safety. The goal would be to promote safe driving. As more people volunteer to display a bumper sticker, the more they remind others to be safe as well.

A list of vinyl and traditional bumper stickers for motorists to choose:

1. Alaskans buckle up
2. Use headlights 24/7
3. PASS WITH CAUTION
4. REDDI: Report Every Dangerous Driver Immediately- Stop and Call 911
5. Hang Up and Drive
6. Caution -Newly Licensed
7. Don't Speed
8. Road Rage is so last year
9. How's My Teens Driving? call.....

On #9, parents would write their contact number on the bumper sticker, so this could be popular with those who want to monitor their teens driving.

10. Drive friendly
11. Life is short. Don't make it shorter. Drive safe!
12. Chose to arrive alive-Don't speed
13. Save Gas..Drive the speed limit
14. Riders on the Road: Road Rage: Always a bad idea
15. Riders on the Road: Let there be peace on the road
16. Put down the lipstick and drive!
17. Seat Belts Must be worn in this vehicle at all times
18. Please Drive Safe- Baby on Board

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ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	<p>Build low cost road projects, while scheduling major upgrades:</p> <p>Consider ½ MP markers.</p> <p>Verify missing street name signs.</p> <p>Add signing for pullouts.</p> <p>Require headlight use.</p> <p>Increase speed limit signs.</p> <p>Add CMS sign leaving Sterling to help with 911 calls.</p>	<p>Approved HSIP Seward Hwy Passing Lanes/SVT . Began design in 2010. Targeting NB drivers.</p> <p>Approved Sterling Hwy Soldotna – Homer SVT project in 2010.</p> <p>HSIP Rumble Strips construction completed 2010.</p> <p>HSIP NHS Delineation in 2011 Construction, also with HSIP Safety Corridor Signing: Headlights, REDDI, & MP markers.</p> <p>Adding pullout signs, street names on project by project basis.</p> <p>3 NB SVT’s added at Summit Lake and Turnagain Pass in 2009 paving projects.</p> <p>HSIP MP 88 Treatment. Interim MP 88 Reflector test w/3M underway fall 2009. Guardrail striping test at MP 88.5 underway in fall 2010. Hooligan fishery speed zone 45 MPH approved for each May annually.</p> <p>Funding ITS retrofit of two existing SYLVIA signs for 2011 Construction.</p> <p>Grant Project in Design with MSCVE to add portable CMS sign.</p>	<p>Repair striping, signing at some existing Slow Vehicle Turnouts.</p> <p>Review passing lane signing and passing lane effectiveness.</p> <p>Consider an additional CMS message board on the NHS Highways at Alyeska Junction and west of Wasilla.</p> <p>Consider pullouts for enforcement stops with BHP.</p> <p>Seek additional funding needed for major long term project upgrades.</p>

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			Significant long term projects are attached to this audit.	
2	Audit Group 2009	Improve winter sanding/plowing	<p>Paving ruts saved M&O 20% on sanding runs, 50% on Parks.</p> <p>Houston plowing routes to school 30 minutes after DOT plowing.</p> <p>Reviewed EMS concerns with Soldotna M&O.</p> <p>Sanding/roads improved by EMS observation in 2009-2010.</p> <p>M&O testing aggregate sizes, prewetting salts, and D-1 use on Kenai, added chemicals in Mat-Su.</p>	Select best sanding practices in 2010-2011.
3	Audit Group 2009	Cut roadside brush for visibility at night	<p>Prioritizing Safety Corridors, Moose Corridors.</p> <p>Budgets down by 1/3 in Mat-Su. Parks cut in 2009. KGB Corridor cut in 2009.</p> <p>Parks, Sterling cut in 2010.</p>	Maintain frequent ROW clearing.
4	Audit Group 2009	Move edge of traveled way, increase shoulder?	<p>Considered. 12' lanes provide width for traffic movement, rut avoidance.</p> <p>Planned rumble strips fix EOTW location.</p>	No narrowing recommended.
5	Audit Group 2009	Consider Whittier Tunnel operations: Release cars first? Then buses and trucks don't lead to a bunch of passing maneuvers.	<p>Tunnel operation considered – serious implications with changes – Safehouse, safety in tunnel requires releasing buses at larger gaps/headways and leading the pack is the most efficient way to ensure this. Easier to control 8 buses a shot and leave space for remaining citizens, than vice versa, cutting off citizens for buses.</p> <p>Reviewed crash data, no</p>	No further action.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			significant correlation to large vehicles or tunnel traffic.	
6	Audit Group 2009	Reevaluate speed limit in Sterling. Traffic goes faster.	Higher limit unlikely given urban design standards. Would take more highway upgrades in the area to reconsider.	No further action.
7	PUBLIC LEGISL 2009	Build 4 lanes divided hwy now. Build a Turnagain Arm Crossing as an alternative route.	Attached major long term projects list. Major projects funds are increased since 2009 audit.	Seek added funds for major projects.
8	PUBLIC LEGISL 2009	Install continuous median barrier. Concrete or steel rail.	Considered. Costly. Impacts access, shoulder use, emergency response, road width is inadequate without losing shoulders.	Not recommended.
9	PUBLIC LEGISL 2009	Make entire corridors No Passing zones, double yellow. Reduce passing opportunities or ban passing.	Considered. Striping must command respect, serve a purpose. Continuous DY does not remove aggressive or poor driving and is not demonstrated to reduce crashes. Concern is it makes it worse.	Not recommended.
10	PUBLIC LEGISL 2009	Make passing lanes double yellow.	Considered. Not recommended systemwide as it does not command respect, does not guide motorists. Our practice is to stripe for guidance and allow driver judgement, expecting greater compliance and respect. Exception made for Turnagain Hill in 2009 based on fatal crash concentrations unique to hill and this site.	Not recommended.
11	PUBLIC LEGISL 2009	Use transverse markings/chevron striping along corridor.	Designing HSIP NHS Delineation project in Design. Will consider spot location possibility. Concerned with continuous use = loss of effect, poor pavement surface quality. Continuous	Not recommended for continuous use.

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ENGINEERING CONSIDERATIONS

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			application not found in practice.	
12	PUBLIC LEGISL 2009	Lower speed limit. One suggestion at 40 MPH. Evaluate Bird and Indian areas at 45 MPH.	Will consider MP 88 area due to geometric limitations. Speed limit reductions not accepted effective national practice for solving Safety Corridors. Past zones in rural highway communities have not worked as intended at less than 45 MPH. Will consider communities based on DOT Speed Zone Policy. Data gathering ordered in summer 2010.	Reevaluate 65 MPH Alyeska to MP 87. Evaluate Bird and Indian areas in detail.
13	PUBLIC LEGISL 2009	Larger speed limit/ TSC signs.	Considered. Wind loading, post sizes would be costly, problematic, and greater targets. Sign legend is already sized for conventional roadway speeds. BEGIN legend is large two post sign. With education, enforcement, public awareness locally is well known.	Not recommended.
14	PUBLIC LEGISL 2009	Signs to report reckless drivers every 20 miles or signs with eyes	REDDI signs designed for 2010 Construction.	No additional actions.
15	PUBLIC LEGISL 2009	Build the roads to 4 lanes	Long term projects being pursued for more lanes on all the major corridors.	Continue work towards four lane road projects – Seward Hwy.
16	PUBLIC LEGISL 2009	Better marked pullouts. Larger parking/pullout signs/markings. More “Delay of 5 Vehicle signs” or change message	SVT’s must meet standard first, more planned above. Signing projects underway above. Newer Seward Hwy pullouts are marked. Missing signs on older ones. Parking addressed with advance signs and signs as projects come through. Two HSIP projects for pullouts initiated in 2010.	No additional actions.
17	PUBLIC LEGISL	Build more pullouts	Scheduled HSIP project by	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	2009		2013 for Bertha Creek to Anch. Sterling Hwy pullouts project approved for future funding beginning in 2010.	
18	PUBLIC LEGISL 2009	Signs: No texting, No stopping for wildlife, # of road fatalities.	Sign clutter an issue. No link to texting as the main cause of crashes in corridors. Wildlife stops are part of corridor's scenic purpose. No link to fatal posting and crash reduction effectiveness (see moose program). Corridor space should be reserved for site specific messages, not statewide issues.	Not recommended.
19	PUBLIC LEGISL 2009	Widen, straighten curves in Cooper Landing.	Major road project in pre-design. Crash data shows shoulders also needed. Is a head-on crash concentration area. Environmental Document for new alignments being drafted.	No additional actions.
20	PUBLIC LEGISL 2009	Ferry from Anchorage to Nikiski	MSB ferry is funded for testing this route.	No additional actions.
21	PUBLIC LEGISL 2009	Light rail, Anchorage to Seward, Anchorage to Palmer.	Studies completed for ARRC both routes. Underway for DOT/PF H2H project.	No additional short term action available by audit.
22	PUBLIC LEGISL 2009; 2010	Eliminate all 3 lane highway segments - confusing. Use 2 or 4 lanes.	Studies show crash reduction value of 3 lane segments. These improved the overall highway flow and travel time. 3 Lanes in Design: Seward Hwy. 4 Lanes in Design: Parks Hwy, KGB Road. Funding for Sterling Hwy 4 lane being sought. All corridors underfunded, funding needs are documented and being pursued.	No additional actions.
23	PUBLIC LEGISL	Install reflective striping	Best available materials used,	No additional actions.

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	2009		durability greatly improving. Upkeep is difficult given plowing conditions. Continued research goes on in this area. Testing guardrail delineation on Seward, Sterling Highways in 2010, 2011. Delineation in 2011.	
24	PUBLIC LEGISL 2009	Reduce construction delays.	DOT limits to night work, off-peak work and minimizes impact each season, compared to daytime work, weekdays, commuting times.	No additional actions.
25	PUBLIC LEGISL 2009	Increase road maintenance, staffing. Sanding requests don't all go directly to M&O.	Funding requests for winter work are funded each year. Plowing, sanding are within budget allowed, and take priority over other winter maintenance.	No additional actions beyond annual funding requests.
26	PUBLIC LEGISL 2009	Plow pullouts during winter months.	Slow Vehicle Turnouts meeting standards, and Passing Lanes are plowed. Other turnouts not meeting speed criteria are selected for plowing based on use.	No additional actions.
27	PUBLIC LEGISL 2009	Add lighting, reflectors	HSIP NHS Delineation project in Construction 2011. Will have consistent plan. Continuous lighting expensive to install, maintain. Not a short term solution. Nighttime crash patterns not dominant, so crash/benefit not established. Lighting depends on legislation, funding for addition, otherwise reserved for high crash areas.	No additional actions.
28	PUBLIC LEGISL 2009	Consider YOUR SPEED IS ... informational signs such as in Whittier Tunnel	Studying device effect, efficiency underway in MOA Traffic Division. Legislated funds in 2010. Project is in Design Scoping 2010-2011.	No additional actions.

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29	PUBLIC LEGISL 2009	Install light up warning signs	Active warning signs are the next step up after static measures. Reserved for highest crash, anomalous curves. Requires significant work to hook up power source and maintain. Currently upgrading signing and delineation Regionwide on main highways.	No additional actions.
30	Audit Group 2010	Expand cel coverage through Turnagain Pass to Cooper Landing for 911 call response time improvements. Cooper Landing is all volunteer.	e.g. Mat-Su Borough has a Tower Master Plan for radio, cel, ALMR.	Examine incentives for private 911 minimum cel service with KP&B and Planning. Consider no cel service signs NEXT xx MI per AFD.
31	Audit Group 2010	Examine pavements to reduce icing	Rut repairs demonstrated to improve plowing, traction.	Study rubberized asphalt effects on crashes when enough years of data become available (2016).
32	Audit Group 2010	Develop an edge drop standard for Alaska (federal emphasis area)	Safety Corridors recently repaved. All with new edges. M&O repaired/flattened ditches at Big Johns Tesoro in 2010.	No additional actions.
33	Audit Group 2010	Consider adaptive signal control for special events (federal emphasis area)	Hired signals expert in 2009. Building interconnect and web based software, comm. In 2010, 2011+	Tune signal programs when hardware, software is in place
34	Audit Group 2010	Add changeable message boards for Kenai travel at the Wye, Sterling	MSCVE to design portable CMS at Sterling Weigh Station.	Status on Sterling sign
35	Audit Group 2010	Concerned for truck offtracking in Cooper Landing	Paving projects, realignment projects in Design phases.	Review curve radii vs. Autoturn with current design projects
36	AUDIT GROUP 2010	Concerned for Kenai Spur	Last tracking put it at #10 behind 5 other corridors	Review latest fatal and major crash trends, future nominations for changes based on latest data

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EMS/FIRE CONSIDERATIONS Mat-Su, Kenai, Anchorage Chiefs				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	AUDIT GROUP 2010	Improve Preempt emitter equipment for signals	MatSu at 60% of fleet emitters working. Ambulances 1 st . All new ALMR equipment as replaced. 1 st EMS vehicle. Not for volunteer private rigs. Still trains for signal approach with full caution/speed reduction.	Increase emitter installations
2	AUDIT GROUP 2010	Improve radio communications between stations	High volume of older Motorola radios out of date. Good coverage in Safety Corridors. Looking at more repeaters from MP 9.5 south on Pt. MacKenzie. Now buying 200 ALMR radios in all apparatus MSB developing master plan for cel towers. Anchorage on ALMR no comm. Problems. Have to change channels along Turnagain Arm.	Increase percentage of modern radios Review Girdwood Communications
3	AUDIT GROUP 2010	Air ambulances are key to “golden hour” of life saving	2 air ambulances at Wolf Lake, Mat Su. LifeGuard flights, 1 in Soldotna. Mngd. By Providence and YKHC. No availability problems on Kenai Peninsula.	No additional actions.
4	AUDIT GROUP 2010	Extraction training critical to time. Unclear where dispatches change from APD/Kenai to AFD	MacInnes Sta only dedicated truck to extraction equipment, major MOA support. Most training. 8 units have the equipment. New cars always changing structure. Serves MP 104 N out of Anchorage, Jointly with Girdwood to MP 100. Breakpoint south unknown.	Review the Soldotna Dispatch break point to critical EMS routers. Request added extraction training if desired.

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LEGISLATIVE, LEGAL CONSIDERATIONS				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	PUBLIC LEGISL 2009	Consider a “scofflaw” law for seizure of vehicles when there is no license or no insurance for the driver.	Houston reports seizure of 17 vehicles within the Safety Corridor and City limits. There is an apparent high incidence of unlicensed/uninsured drivers on Alaska roads. Examine the first cause of investigation to lead to seizure? The measured correlation to severe crashes is uncertain.	Consider Anchorage’s or Houston’s law’s applicability to the rest of the State.
2	PUBLIC LEGISL 2009	Require CDL for RV’s	Not established: link established between RV’s experience, crashes	No further action.
3	PUBLIC LEGISL 2009	More action on headlight use, make it mandatory	In legislature for review statewide. DOT/PF will institute in Safety Corridors in 2011.	No further action.
4	PUBLIC LEGISL 2009	No stopping for wildlife rule and signs.	Wildlife stops are part of corridor’s scenic purpose.	Not recommended.
5	PUBLIC LEGISL 2009	Double or increase severity of points, sentences, or triple fines for rural driving problems. Consider removing driving privileges 15 years to life when there is a fatal crash.	Fines are doubled in Safety Corridors. Points increase for improper passing. Added points or more extreme penalties requires legislative consideration. Check City fines against state fines for consistency	Consider effectiveness of existing penalties, and desire for any further penalties or use of collection agencies. Revisit with SHSP Update in 2011
6	PUBLIC LEGISL 2009	Write a “No Passing while towing” law	No established overrepresentation of towing vehicles, commercial vehicles and crashes	No further action.
7	PUBLIC LEGISL 2009	Create a stricter tailgate rule.	Understanding of safer following distances may be lacking. Consider education instead.	Consider as part of education program.
8	PUBLIC LEGISL 2009	Email request to establish multiagency leadership to govern highway safety Set up a Highway Watch Board with agency representatives. Work with	DOT/PF Strategic Hwy Safety Plan makes recommendations on this. DOT/PF, DPS has multiagency process for Safety Corridors by	Review SHSP recommendation for Governor’s Road Safety Advisory Commission (GRSAC) (sec. E-22).

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LEGISLATIVE, LEGAL CONSIDERATIONS				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		Insurance companies.	legislation in 2006	
9	PUBLIC LEGISL 2009	Require senior citizen driving tests annually, set age reqmt	Voluntary web challenge on the DOT/PF website.	Recommend considering Rules of the Road review by all drivers every five years, not singling out one segment of the population.
10	PUBLIC LEGISL 2009	Increase the gas tax and revenues for highway work	There is no dedicated state funding for highway work. Alaska's gas tax is suspended, and it is the lowest in the nation, while the ratio of the federal dollar returned to Alaska vs. federal gas taxes at the pump is the highest in the nation.	Recommend consideration of ways to address significant funding needs in Safety Corridors.
11	PUBLIC LEGISL 2009	Ban cell phone use [in vehicles or while driving]	Studies show it "impairs" driving. Legislation in progress for restrictions on cel phone use and driving.	Compile and consider available national studies on cel phone impacts on driving.
12	PUBLIC LEGISL 2009	Run breathalyzer checkpoints on each end of the highway, remove most of the problem.	Cannot run without legislative authorization. Recommend testing BHP impact, DUI Teams during earlier hours, and increased REDDI reporting, as well as bar checks.	Not recommended.

DOT/PF & DPS
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PARTICIPANTS

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DOT/PF & DPS
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Shaded areas are contacts not present, those with meeting conflicts.