



MEMORANDUM

STATE OF ALASKA

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

To: Leo von Scheben, P.E., Commissioner Date: November 16, 2009
Thru: Gordon Keith, P.E., Regional Director *Gordon Keith*

From: Safety Corridor Review Team

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

Captain Hans Brinke, AST HQ, Division *HB*

Kurt Smith, P.E., State Traffic & Safety Engineer, DOT/PF HQ Juneau *KS*

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

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

SUBJECT: Safety Corridors – 2009 Review (Second annual audit)

On October 15-16, 2009 staff from DOT/PF Traffic & Safety, DPS Alaska State Troopers, and the Alaska Highway Safety Office met with local EMS providers (pages 22-24). The audit's purpose was to –

1. review Safety Corridor crashes, and
2. ensure combined efforts reduce fatal and major injury crashes

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 road projects are needed to address traffic volume growth (pages 18-21). Interim enforcement, education, and engineering solutions are recommended to reduce crashes in the short term, with the recognition that major four lane highway projects are needed in Safety Corridors.

CURRENT PERFORMANCE – DESIGNATED SAFETY CORRIDORS

(Before/after comparison - 1996-2006 vs. 2006-2009)

SEWARD HWY	CRASH FREQUENCY			CRASH RATES		
	Fatal crashes / year	Major Injury crashes per year	COMBINED Fatal + Major Injury crashes per year	Fatal / 100 MVM	Major Injury / 100 MVM	Fatal + Major Injury / 100 MVM
Before Safety Corridor (1996-2006)	2.02	7.02	9.03	2.11	7.35	9.46
After Safety Corridor (2006-2009)	2.95	2.95	5.91	2.99	2.99	5.98
% Change	+46%	-58%	-35%	+41%	-59%	-37%

PARKS HWY	CRASH FREQUENCY			CRASH RATES		
	Fatal crashes / year	Major Injury crashes per year	COMBINED Fatal + Major Injury crashes per year	Fatal / 100 MVM	Major Injury / 100 MVM	COMBINED Fatal + Major Injury / 100 MVM RATES
Before Safety Corridor (1996-2006)	1.48	4.81	6.30	3.62	11.77	15.39
After Safety Corridor (2006-2009)	1.67	2.00	3.67	3.68	4.42	8.10
% Change	+13%	-58%	-42%	+2%	-62%	-47%

- Fatal and major injury crashes (F+MI) are down by about **40%** overall since May 2006.
- **However**, fatal crashes are up primarily on the Seward Highway. This is a volatile indicator which can vary year to year. Because there is a very small number of fatal crashes, one fatal crash can have a major impact on fatal crash rates. 2008 had two fatal crashes above average.
- COMBINED Fatal and major injury crash rates are the primary measure of the Alaska Strategic Highway Safety Plan (SHSP) adopted in October 2007.
- Major injury crashes appear to be down significantly based on day-to-day tracking of both agencies. **However**, this is based on limited dispatch information. The final crash records for 2008 and 2009 are not complete and may change. They won't be available until 2010 and 2011.
- Seatbelt use, vehicle type, impairment, fatigue can affect outcomes of a fatality vs. major injury.
- Parks Highway severe crash rates are higher than the Seward Highway.
- **Sterling Highway and Knik-Goose Bay Road** were both designated Safety Corridors on July 1, 2009.

RECOMMENDATIONS

Attached is a review of suggestions and ideas raised during the 2009 Safety Corridors Audit (pages 1-17).

Public and legislative meetings were held in August and September 2009 to gather these suggestions. Suggestions were also gathered from the Review Team's field meetings with local EMS officials in October 2009.

Suggestions are either underway, planned, or scheduled and have been considered in the attached tables. For example, existing focus areas such as seatbelt use and drunk driving enforcement are already high profile programs, thus no additional recommendations are made specific to these areas.

Recommendations for more improvement in 2009-2010 are summarized as follows:

Enforcement

- Increase Bureau of Highway Patrol staffing and tools
- Test aerial enforcement
- Increase joint enforcement
- Document enforcement efforts in/around Safety Corridors

Education

- Plan, schedule 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”
- 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 Whittier Tunnel relationship to traffic performance, crashes

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 a Rules of the Road review, web challenge for driver’s license renewal

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 driver remains significant contributor to whether they are alert and in control of their vehicle. Each driver is the deciding factor towards the successful reduction of severe crashes in Safety Corridors.

cc: Joe Masters, Commissioner, Department of Public Safety
Col. Audie Holloway, Director AST Central Division DPS Anchorage

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2009 AUDIT

ENFORCEMENT CONSIDERATIONS

Contact: Capt. Hans Brinke, BHP

hans.brinke@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions Completed	Recommendations for further Action
1	Audit Group	Increase traffic patrol staff in the Mat-Su focused on and around the Parks Highway Safety Corridor	Opened Pittman Rd office October 2006. Added 2 Municipal officers to BHP. Training 2 full time BHP troopers. Assigning them to Girdwood by early 2010. Planning for 8 BHP officers total by 2010.	Continue increasing BHP staffing and assignments.
2	Audit Group	Target aggressive, reckless/ improper driving, and speeding	Added staff above, and local police agreements to BHP in 2009. Increased Seward Hwy enforcement in 2009. Purchased 5 smart carts – radar trailers for mobile use. Working with DOT/PF on REDDI reporting awareness.	No additional actions.
3	Audit Group	Experiment with aerial enforcement to determine cost-effectiveness in reducing crashes	No aerial enforcement since 2006. Not using at this time. Working with DOT/PF to install more aerial road marks and redesign them as needed.	Test aerial enforcement in 2010. Resolve Parks Hwy use of airspace
4	Audit Group	Tap Safety Corridor fines, agency grants, and legislated funds	Submitted AST Grant request to AHSO for more PCN's in 2009	Pending grant review.
5	Audit Group	Explore agreements with local police agencies or rotate staff into traffic work as needed.	Have established BHP in four teams: Palmer Team Soldotna Team Girdwood Team Fairbanks Team	Plan for APD urban intersections joint enforcement plan. Pursue agreements with SPD, HPD.

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			<p>Girdwood Team Fairbanks Team</p> <p>Completed agreements with KPD, PPD, WPD</p> <p>APD ~15 hrs/mo McHugh Crk north. Less severe crashes since designation. Drivers tend to cool down once closer to Anchorage?</p> <p>ASTEP grants = multiagency enforcement. Will measure contacts as well as citations.</p>	<p>Pursue agreements with SPD, HPD.</p> <p>Review options for Southeast Alaska.</p>
6	Audit Group	Increase DUI targeting of FRI and SAT, both corridors based on crash data.	<p>Increased BHP staff.</p> <p>Planned for "Sat Nite Blues" plan early SUN am targets in 2010. Planning to intercept 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.</p> <p>Fatals down specifically in 2009 from previous years, not specific to corridors.</p>	No additional actions.
7	Audit Group	Seward Highway: Explore Midnight to 2 AM any months, and FEB-APR	Planned with BHP staff in 2010.	No additional actions.
8	Audit Group	Consider a "DUI BATmobile" (Blood Alcohol Testing mobile) on weekends to keep officers on the road while processing offenders	No progress.	Consider AHSO/AST time savings vs. cost of added people/equipment.
9	Audit Group	Increase traffic patrol targeting aggressive driving by time of day, month to correlate with	Scheduling shifts using DOT/PF times from crash data.	No additional actions.

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		higher crash periods		
10	Audit Group	Document enforcement efforts and potential effectiveness.	Programming methods of measurement. Report from B Detachment is for 1500 crashes per year, up to 5,000 citations/yr for speeding, insurance, seatbelts, other factors. Requested DDACTS grant to measure if hwy enforcement intercepts, prevents other crimes.	Improve detail in 2010. Measure against crash reduction. Summarize "Safety Zone" citations. Split citations by Corridor. Establish area involved. Record hours of enforcement both within and surrounding a corridor.
11	PUBLIC LEGISL 2009	Provide more Troopers Enforce illegal passing.	Established BHP in 2009. Increased staff in 2009.	Continue BHP staff planning.
12	PUBLIC LEGISL 2009	Provide Hotline to report dangerous drivers	Have REDDI reporting program. Planning for increased message, education in 2010.	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 and reduce citations.	Considered by BHP. Concerns for vandalism, liability. No link to effectiveness.	No further action.
15	PUBLIC LEGISL 2009	Create routine volunteer patrols to make REDDI call-ins. Advertise REDDI phone number.	Considered. Planning improvements to REDDI program signing, awareness only.	No additional actions.
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 drivers already creating this situation in corridors.	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.	Continue enforcement where the law is clearly violated.

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EDUCATION CONSIDERATIONS

Contact: Cindy Cashen, AHSO

cindy.cashen@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions Completed	Recommendations for further Action
1	Audit Group	Expand education efforts to include aggressive as well as impaired driving.	<p>In 3rd Year of Statewide Media campaign. Data driven.</p> <p>Click it or Ticket May 2009</p> <p>Started TV Ads for new Safety Corridors added July 1, 2009.</p> <p>Launched radio campaign for drowsy driving, Aug 2009.</p> <p>Ran roadwise, headlights ads September 2009</p> <p>Contracted with AIPC to produce radio, TV ads with agency officials.</p> <p>Drafting bumper sticker selections for public use/preference – to encourage courtesy to others. See list below.</p> <p>Hosting “Take the Challenge” website on DOT/PF home page.</p>	No additional actions.
2	Audit Group	Continue DUI and seatbelt efforts	Measured 2009 compliance levels at 86%, up 1.6%.	Continue message on the four “corner” holidays
3	Audit Group	Target improper passing and speeding. Explain how and when to pass safely, esp. 3 Lane sgmts.	Contracted with AIPC. Working to produce radio, TV ads with agency officials.	Participate in ads by DOT/PF, DPS, EMS safety staff
4	Audit Group	Encourage citizen reports of reckless and aggressive driving at the time of occurrence. REDDI reports have contributed to the overall success of past	<p>Granted funds to BHP/AST to produce media ads and determine REDDI message.</p> <p>Status of REDDI volumes on Kenai are affecting 911 call volumes. 20-30 calls/day.</p>	No additional actions.

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		enforcement	REDDI calls on Mat-Su valuable, lead to some serious citizen efforts to help.	
5	Audit Group	Consider terminology effect – be blunt vs. softpedaling - are crashes “deaths”, “murder”, “disfiguring”, “handicapping”	Grants made to BHP, and to AIPC for media campaigns underway.	Consider in media design.
6	Audit Group	Involve DA’s office in Education plan. Help with understanding of agency efforts prior to judging how serious a citation is.		Initiate discussion with DA’s office.
7	Audit Group	Consider educational materials to be given out at the border, ports of entry. CD’s brochures,...etc.	Grants made to BHP, and to AIPC for media campaigns underway.	Consider in media design.
8	Audit Group	Determine effect of cell phone use on crashes.	Reviewed database. No data available in crash reporting.	Perform baseline survey in 2009.
9	Audit Group	Take status reporting to Anchorage Assembly, Public Safety Advisory Committee, other groups.	Met with AMSAC Motorcycle Safety Committee in 2009. Planned meeting with ATA Trucking Association in 2010.	Schedule briefings to safety groups.
10	Audit Group	Measure education efforts	Completing NHTSA survey.	No additional actions.
11	PUBLIC LEGISL 2009	Gather public and legislative input.	Meeting 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	Continue briefings as opportunities arise. Expand Safety Corridors website information.

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			<p>Transportation Committee Seward Hwy Corridor 9/30/09.</p> <p>Staffed booth at Annual DOT/PF, DPS Alaska State Fair booths. Safety Corridor, Crash Theme Aug. 2009.</p> <p>Staffed Mat-Su Transportation Fair Booth, Sept 2009.</p>	
12	PUBLIC LEGISL 2009	Use SYLVIA sign at Potters Marsh more frequently for education.	Considered. Will increase use for education as prescribed by Joint agency signing manual once sign is rebuilt. Current problem is parts obsolete, unavailable. Sign is "down". Upgrade contract being planned.	No additional actions.
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.	Determine where to release bumper stickers, fliers.
14	PUBLIC LEGISL 2009	Education for teens, stricter age restrictions	Passed graduated drivers licensing law in 2004.	Review compliance. Measure crash results.
15	PUBLIC LEGISL 2009	Public shaming, stickers on license, plates	Voluntary bumper stickers planned for those supporting courtesy, safe driving	No additional actions.
16	PUBLIC LEGISL 2009	Promote video conferencing rather than road travel	None	Consider transportation agencies role.
17	PUBLIC LEGISL 2009	Mass text to all texters that texting kills	Evaluating internet, cell media other messaging.	Make recommendations.
18	PUBLIC LEGISL 2009	Set up "break stops" along the highway	<p>Tested concept in 2009 in Turnagain Pass with BHP/AST. Planning another test in 2010.</p> <p>REACT has provided this in past.</p>	Evaluate effectiveness.
19	PUBLIC LEGISL 2009	Set up a Highway Watch as a nonprofit oversight group Girdwood. Fund equipment, volunteer shifts to observe and	Considered. Recommend focusing on funding BHP, Education programs, engineering projects, and EMS coordination, and not diverting agency time.	Not recommended.

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		make REDDI reports on regular basis.		
20	PUBLIC LEGISL 2009	Public Service Announcement on school bus safety.	Gathering reports by ASD on rural passing on the Seward Hwy to measure/target impact.	No additional actions.
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.	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 media work. Addressign through 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. If so, forward to legislative consideration.
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors, these are a large percentage?	<p>Planning continued brush cutting. Existing media and awareness signs in use.</p> <p>Planning long term wildlife solutions through projects</p> <p>Wildlife crashes are not a significant cause of fatal/major injury crashes, but remain a concern.</p> <p>Wildlife crahese are not a primary goal of Safety Corridor designation.</p>	<p>Design long term solutions with projects separate from ongoing Safety Corridor activities.</p> <p>Examine media activities for Safety Corridors for wildlife message opportunities.</p>

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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.</p> <p>Establish Fines, fees, and tolerance schedule.</p> <p>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

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PLANNED EDUCATIONAL BUMPER STICKER CANDIDATES for 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

DOT/PF & DPS
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ENGINEERING CONSIDERATIONS

Contact: Scott Thomas, DOT/PF

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Item	Request From	Suggestion / Comment	Related Actions Completed	Recommendations for further Action
1	Audit Group	<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 to begin design in 2010. Targeting NB drivers.</p> <p>HSIP Rumble Strips construction in 2010.</p> <p>HSIP NHS Delineation in 2010-2011.</p> <p>HSIP Safety Corridor Signing in Design: Headlights, REDDI, & MP markers. Reviewing pullout, street name signing against existing projects.</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. Hooligan fishery speed zone 45 MPH approved for each May annually.</p> <p>Funding ITS retrofit of two existing SYLVIA signs in 2010</p> <p>Grant Project in Design with MSCVE to add portable CMS sign</p> <p>Significant long term projects are attached at the end.</p>	<p>Repair 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>
2	Audit Group	<p>Improve winter sanding/plowing</p>	<p>Paving ruts saved M&O 20% on sanding runs</p> <p>Houston plowing routes to</p>	<p>Discuss further EMS concerns with Soldotna M&O.</p>

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			school 30 minutes after DOT plowing.	
3	Audit Group	Cut roadside brush for visibility at night	Prioritizing Safety Corridors, Moose Corridors. Budgets down by 1/3 in Mat-Su. Parks cut in 2009. KGB Corridor planned in 2009. Planned Parks, Sterling cutting in 2010.	Seek funds for increased ROW clearing.
4	Audit Group	Move edge of traveled way, increase shoulder?	Considered. 12' lanes provide width for traffic movement, rut avoidance. Planned rumble strips fix EOTW location.	No narrowing recommended.
5	Audit Group	Consider Whittier Tunnel operations: Release cars first? Then buses and trucks don't lead to a bunch of passing maneuvers.	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.	Investigate crash times, potential correlation to tunnel use and buses/trucks before making operational changes.
6	Audit Group	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.	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.

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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 application not found in practice.	Not recommended for continuous use.
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.	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	Not recommended.

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			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.	
14	PUBLIC LEGISL 2009	Signs to report reckless drivers every 20 miles or signs with eyes	Planning for REDDI signs under consideration.	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 major road project.
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 at turn depending on visibility	Continue towards actual construction of more pullouts which meet standards first. Install signing with upgraded pullouts.
17	PUBLIC LEGISL 2009	Build more pullouts	Scheduled HSIP project in 3 year plan for Bertha Creek to Anch.	No additional actions.
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. Not a high ranking crash severity as other corridors.	Continue work towards major road project.

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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	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.	Continue work towards major road project.
23	PUBLIC LEGISL 2009	Install reflective striping	Best available materials used, durability greatly improving. Upkeep is difficult given plowing conditions. Continued research goes on in this area.	No additional actions.
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 Design. 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	No additional actions.

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ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
<u>scott.thomas@alaska.gov</u>				
Item	Request From	Suggestion / Comment	Related Actions Completed	Recommendations for further Action
			addition, otherwise reserved for high crash areas.	
28	PUBLIC LEGISL 2009	Consider YOUR SPEED IS ... informational signs such as in Whittier Tunnel	Studying device effect, efficiency underway in MOA Traffic Division. Pending results before further use.	Pending further information on effectiveness.
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.

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LEGISLATIVE, LEGAL CONSIDERATIONS				
Contact:				
Item	Request From	Suggestion / Comment	Related Actions Completed	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 Houston 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.	Continue legislative review.
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.
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 Insurance companies.	DOT/PF Strategic Hwy Safety Plan makes recommendations on this. DOT/PF, DPS has multiagency process for Safety Corridors by legislation in 2006	Review SHSP recommendation for Governor's Road Safety Advisory Commission (GRSAC) (sec. E-22).

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LEGISLATIVE, LEGAL CONSIDERATIONS

Contact:

Item	Request From	Suggestion / Comment	Related Actions Completed	Recommendations for further Action
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.

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ENGINEERING PROJECTS UNDERWAY

Safety Corridor Candidate (Mileposts)	Investment plan since 2006	Actual Miles	Investment per mile
Seward Hwy MP 87-117	\$120,646,000	29.9	\$4,034,000
Parks Hwy MP 44-52.5	\$51,969,000	8.2	\$6,337,000
Knik-Goose Bay Rd MP 0.6-17.2	\$14,464,000	16.4	\$882,000
Sterling Hwy MP 83-93	\$10,303,000	9.8	\$1,051,000
Palmer-Wasilla Hwy MP 0-10	\$51,186,000	10.0	\$5,119,000
<i>TOTAL</i>	<i>\$248,568,000</i>	<i>74.3</i>	<i>\$3,345,000</i>

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 Project: Centerline/shoulder rumble strips to reduce head-on, SVROR crashes	Short Term	\$315,000	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$83,000	2010
56631	MP 105-107 Windy Corner	Passing lanes, sheep viewing turnout, hwy and railroad relocation	Long Term	\$38,532,000	2013
52121	HSIP MP 88 Curve Improvements	Guardrail removal, slope flattening	Short Term	\$1,127,000	2011
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
53577	MP 99-115 Rehabilitation	Bird Point & Indian Improvements	Long Term	\$33,355,000	2012 (Phase I)
TBD	HSIP Passing Lanes, SVT's (Pending FHWA approval)	NB passing lanes Ph I, Bertha Crk to Anchorage. Up to 17 opportunities.	Long Term	\$8,225,000	2013
58105	MP 75-90 Rehabilitation	Rehabilitation, pullouts, Bridges, passing lanes	Long Term	\$31,896,000	2014 (Phase I)
				\$120,646,000	TOTAL

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ENGINEERING PROJECTS UNDERWAY

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 to reduce head-on, SVROR crashes	Short Term	\$89,000	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2010
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
57178	MP 44-52.3 Reconstruction	Four lane divided highway, signals	Long Term	\$45,042,000	2013 (Phase I)
				\$51,969,000	TOTAL

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

AKSAS	Project	Scope	Solution	Cost	Construction Year (Est)
5095	KGB & Vine Rd Signalization	New Traffic Signal	Short term	\$1,335,000	2009 (Completed)
50889	KGB & Fairview Lp Signal	New Traffic Signal	Short Term	\$1,300,000	2009 (Completed)
51896	KGB & Fern St Signal & Turn Lanes	Potential signal, left turn lanes, to serve Fern Street opening. CITY lead in Design, project funding TBD	Short Term	\$3,600,000	2010
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline / shoulder rumble strips to reduce head-on, SVROR crashes	Short Term	\$174,000	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2010
51717	KGB Environmental Study (Design)	Potential four lanes. Fairview Lp Rd intersection realignment. Coordination with S. Mack project.	Long Term	\$8,000,000	As funding is available
				\$14,464,000	TOTAL

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ENGINEERING PROJECTS UNDERWAY

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 to reduce head-on, SVROR crashes	Short Term	\$105,000	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	2010
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	2011
TBD	Sterling Hwy Resurfacing, MP 83-90	Forest Lane to Sterling, MP 83-90	Short Term	\$7,000,000	2011 (Phase II)
				\$10,303,000	TOTAL

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:	Short Term	\$5,250,000	2008 Phase I (Completed)
50900	PW Traffic Signals-Ph II	3 new signals to create gaps:	Short Term	\$8,896,000	2009 Phase II (Completed)
51363	Palmer-Wasilla Hwy Couplet (GF)	Improve east-west mobility to Palmer City ctr, maintain Glenn Hwy function	Long Term	\$35,000,000	2012
59271	Palmer-Wasilla Hwy Environmental Study	Widening to four lanes between the Parks Hwy and the Glenn Hwy	Long Term	\$1,980,000	Uncertain, funding unavailable
TBD	SMS Speed Limit Review	Review actual speeds after adding signals, potential for 45 MPH compliance.	Short Term	\$60,000	Uncertain, funding TBD
				\$51,186,000	TOTAL

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PARTICIPANTS

SAFETY CORRIDOR REVIEW TEAM

Name	Title	Agency	Phone	email
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Capt. Hans Brinke	Captain	BHP Bureau of Hwy Patrol, AST Alaska State Troopers, DPS	269-5682	hans.brinke@alaska.gov
Jeff Jeffers P.E.	Assistant State Traffic Safety Engineer	DOT/PF HQ Juneau	465-8962	jeff.jeffers@alaska.gov
Scott Thomas, P.E.	Regional Traffic Safety Engineer	DOT/PF Central Region, Anchorage	269-0639	scott.thomas@alaska.gov
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ADDITIONAL DOT/PF ATTENDANCE

Name	Title	Agency	Phone	email
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Scott Karner	Mat-Su, Kenai Area Planner	DOT/PF Central Region, Anchorage	269-0520	scott.karner@alaska.gov
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Allen Kemplen	Mat-Su Planner	DOT/PF Central Region, Anchorage	269-0513	allen.kemplen@alaska.gov

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OTHER AGENCY ADVISORS AT SITE MEETINGS:

Name	Title	Agency	Phone	email
Lt. Ken Spadafora	Lieutenant	APD Anchorage Police Dept. Traffic Unit	786-8835	Kspadafora@ci.anchorage.ak.us
Dep. Chief Michelle Weston	Deputy Chief	AFD Anchorage Fire Dept.	267-5058	WestonMR@ci.anchorage.ak.us
Rich Parry (for Bill Chadwick)	Chief	AFD Anchorage Fire Dept. Girdwood Station	783-2511	parryrn@muni.org
Chief James Steele	Chief	Central Mat-Su Fire Department, Station 61, Mat-Su Borough	373-8805	james.steele@matsugov.us
Capt. Dennis Casanovas	Captain	AST 'B' Detachment, Mat-Su	745-2131	dennis.casanovas@alaska.gov
Capt. Peter Mlynarik	Captain	AST 'E' Detachment, Kenai Peninsula	262-4453	peter.mlynarik@alaska.gov
Chief Chris Mokracek	Chief	Kenai Peninsula Borough, Central EMS	262-7492	cmokracek@borough.kenai.ak.us
Assist. Chief Gordon Orth	Assistant Chief	Kenai Peninsula Borough, Central EMS	262-4792	gorth@borough.kenai.ak.us
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Lt. Dane Gilmore	Lieutenant	BHP Bureau of Hwy Patrol, AST 'E' Detachment	260-2726	dane.gilmore@alaska.gov
Chief John Lucking	Chief	SPD Soldotna Police Dept.	262-4455	jlucking@ci.soldotna.ak.us
Sgt. Kelly Swihart	Law Enforcement Liason	WPD Wasilla Police Dept.	352-5404	kswihart@ci.wasilla.ak.us
Lt. Jeff Laughlin	Lietenant	BHP Bureau of Hwy Patrol, AST HQ	227-3330	jeffrey.laughlin@alaska.gov
Mayor Roger Purcell	Mayor	City of Houston	892-6869	purcell@houston-ak.gov
Deputy Chief Greg Wood	Chief	WPD Wasilla Police Dept.	352-5458	gwood@ci.wasilla.ak.us
Thomas Remaley	Commander	PPD Palmer Police Dept.	746-9405	remaley@palmerpolice.com

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AGENDA
October 15-16, 2009

THURSDAY, October 15, 2009

6:45 AM Depart Anchorage from DOT/PF Central Region offices in passenger van

8:00 AM Begin meeting with Mat-Su Central EMS at Lucille Street Station

Local attendance by AST B Detachment, other police agencies, M&O staff

Review crash statistics

Review Enforcement, Engineering, Education Activities against 2008 Audit

Discuss Schedule of 2009-2010 activities for each of 3 E's

10:00 AM DOT/PF, AHSO, BHP drive thru of KGB, Parks Safety Corridors

12:00 AM Lunch Break

1:00 PM DOT/PF, AHSO, BHP drive thru of Palmer-Wasilla Hwy

2:00 Return to Anchorage

FRIDAY, October 16, 2009

6:45 AM Depart Anchorage from DOT/PF Central Region offices in passenger van
Separate vehicle likely for DOT/PF Seward Hwy Project Staff

9:00 AM Begin meeting with Anchorage Fire Department at Girdwood

Local attendance by AST Girdwood, M&O Staff

Review crash statistics

Review Enforcement, Engineering, Education Activities against 2008 Audit

Discuss Schedule of 2009-2010 activities for each of 3 E's

10:30 AM Depart for Soldotna, Review MP 88, Turnagain Pass

12:00 PM Lunch break in Soldotna

1:00 PM Begin meeting with Kenai Central EMS at Binkley St Station

Local attendance by AST B Detachment, other police agencies, M&O staff

Review crash statistics

Review Enforcement, Engineering, Education Activities against 2008 Audit

Discuss Schedule of 2009-2010 activities for each of 3 E's

3:00 PM Depart for Anchorage