



SAFETY CORRIDORS 2011

STATE OF ALASKA

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

Accepted: Marc Luiken, P.E., Commissioner *M. Luiken*

Date: November 2, 2011

Reviewed: Rob Campbell P.E., Regional Director *R. Campbell*

Authors: Safety Corridor Review Team

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

Lt. Tom Dunn, Bureau of Highway Patrol, AST HQ Division *ATD&*

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SUBJECT: Safety Corridors – 2011 Annual Review

Staff from DOT/PF Traffic Safety Section, DPS Alaska State Troopers Bureau of Highway Patrol BHP, and the Alaska Highway Safety Office met October 20-21, 2011 and met with local EMS providers¹. This audit's purpose was to review Safety Corridor crashes, and coordinate ongoing efforts to reduce fatal and major injury crashes².

ACTIONS

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

- Secretary Ray LaHood, FHWA held an onsite dialogue with Girdwood residents on September 27, 2011
- DPS, DOT/PF Commissioners briefed the House Transportation Committee on October 6, 2011
- Roadwise courteous driving bumper stickers were still distributed to agencies and legislators statewide.
- Both aggressive and distracted driving radio and TV ads in statewide media campaigns continued.

Engineering: - Completed installing new daytime and nighttime roadside delineators, curve signs, and guardrail reflectors on main highways. Repaired SYLVIA message signs October 2011.

- Completed sign installation mandating headlight use, ½ mile markers for crash location accuracy, and REDDI signs for reporting as of August 2011.
- Continued design for passing lanes and slow vehicle turnouts ongoing from Turnagain Pass to Anchorage
- Nearly complete with Parks Highway Corridor design for four lanes, divided highway. Preliminary design underway for Seward Hwy, Knik-Goose Bay Road, and Sterling Highway upgrades.

Enforcement: - AST will maintain 26 full time BHP troopers in 2012 after increasing positions in 2010.

BHP reporting upgraded to track resource use in Safety Corridors, focused on citations

- Full time AST Detachment staff and BHP staff continued increased presence in all Safety Corridors

RESULTS

- **Serious crashes are down by 53% overall (fatal and major injury combined (F+MI)).**
- Fatal crashes were up on the Seward Highway in 2008 and 2009, like occasional years in the past. They've dropped significantly in 2010-2011. 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 2010-2011 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

Agency staff will maintain the attached plan for projects, media, and enforcement. Two public and legislative meetings were held during the 2011 Audit. Suggestions and ideas from 2011 have been added to the Safety Corridors Audit for ongoing tracking and investigation. (see attachments).

CURRENT SAFETY CORRIDORS PERFORMANCE (Through 08/05/11)

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	2.5 (+26%)	2.5 (+20%)	Down in 2010-2011
Major Injury Crashes MI	7.0	7.3	3.5 (-49%)	3.5 (-52%)	
Serious Crashes F+MI	9.0	9.5	6.05 (-33%)	6.06 (-36%)	-34%
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	1.3 (-14%)	2.7 (-25%)	
Major Injury Crashes MI	4.7	11.5	2.3 (-51%)	5.0 (-57%)	
Serious Crashes F+MI	6.2	15.2	3.6 (-42%)	7.7 (-49%)	-46%
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	1.2	3.4	0.5 (-60%)	1.1 (-67%)	
Major Injury Crashes MI	3.9	10.8	1.5 (-62%)	3.4 (-69%)	
Serious Crashes F+MI	5.1	14.2	1.9 (-62%)	4.5 (-68%)	-65%
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	1.0	3.0	0.0 (-100%)	0.0 (-100%)	
Major Injury Crashes MI	1.9	5.9	0.0 (-100%)	0.0 (-100%)	
Serious Crashes F+MI	2.9	8.9	0.0 (-100%)	0.0 (-100%)	-100%

WEIGHTED TOTAL -53%

*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 2010 Safety Corridors Audit³**Enforcement**

- Maintain staffing of the Bureau of Highway Patrol (26) to support the Safety Corridors, fatal investigations, special events, and assignments around the state
- Conduct joint enforcement patrols with local police adjacent to Safety Corridors
- Document enforcement efforts in/around Safety Corridors beyond citations. Consider “hours” measure.
- Update areas of concern with historical mapping from DOT/PF

Education

- Plan and schedule media for fatigued and aggressive driving, proper passing
- Dedicate a Safety Corridors website to address “frequently asked questions”
- 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
- Prioritize ROW clearing/brushing in Safety Corridors
- Study speeds and the speed limit through Bird and Indian communities

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
- Consider the potential for more required driver’s training

cc: Joe Masters, Commissioner, Department of Public Safety
Col. Keith Mallard, Department of Public Safety, Division of Alaska State Troopers
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 attached lists). 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.

2011 Safety Corridors Audit

Appendices

Crash Trends Charts and Graphs

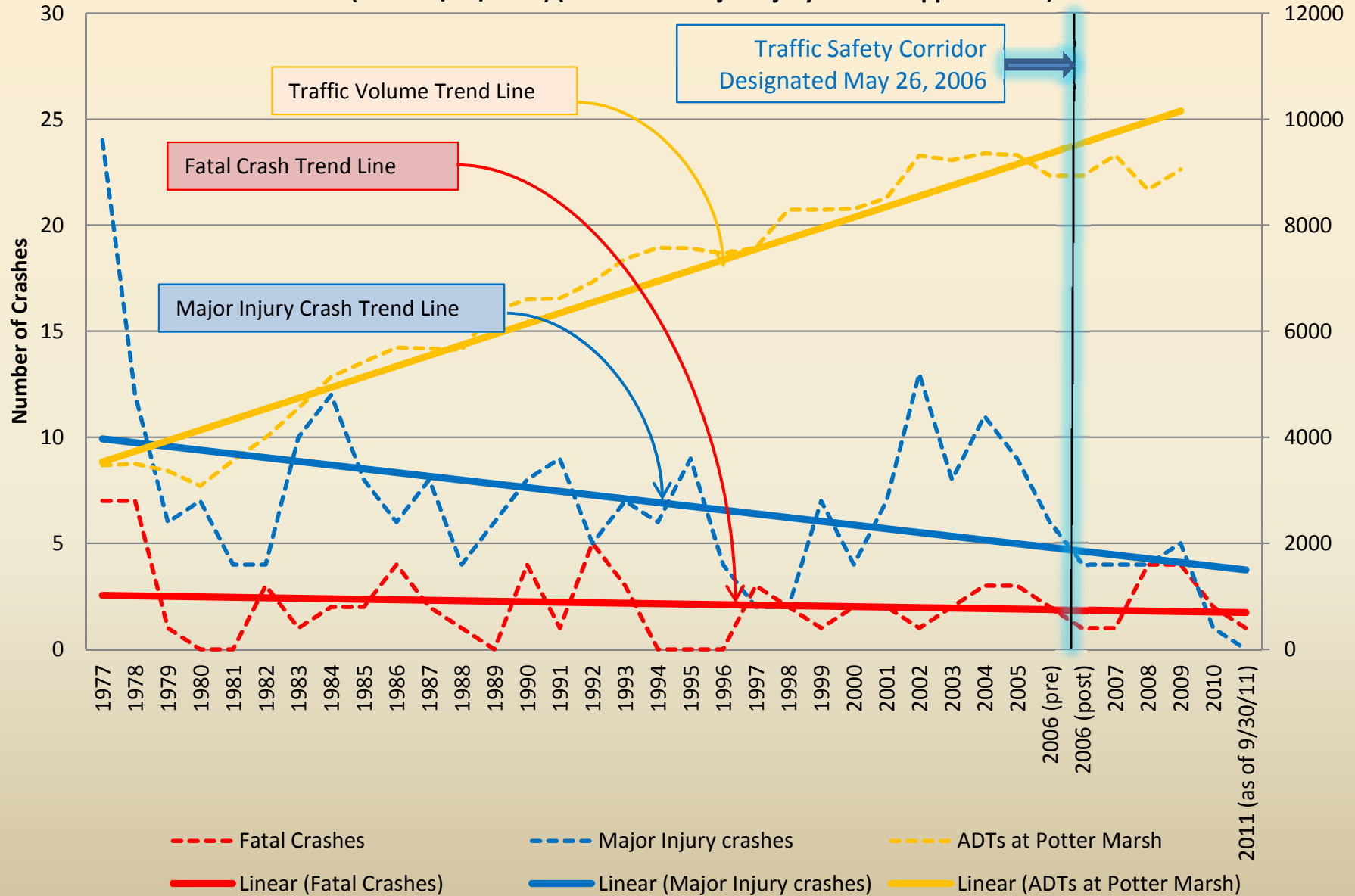
Engineering Projects Underway

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

Participants

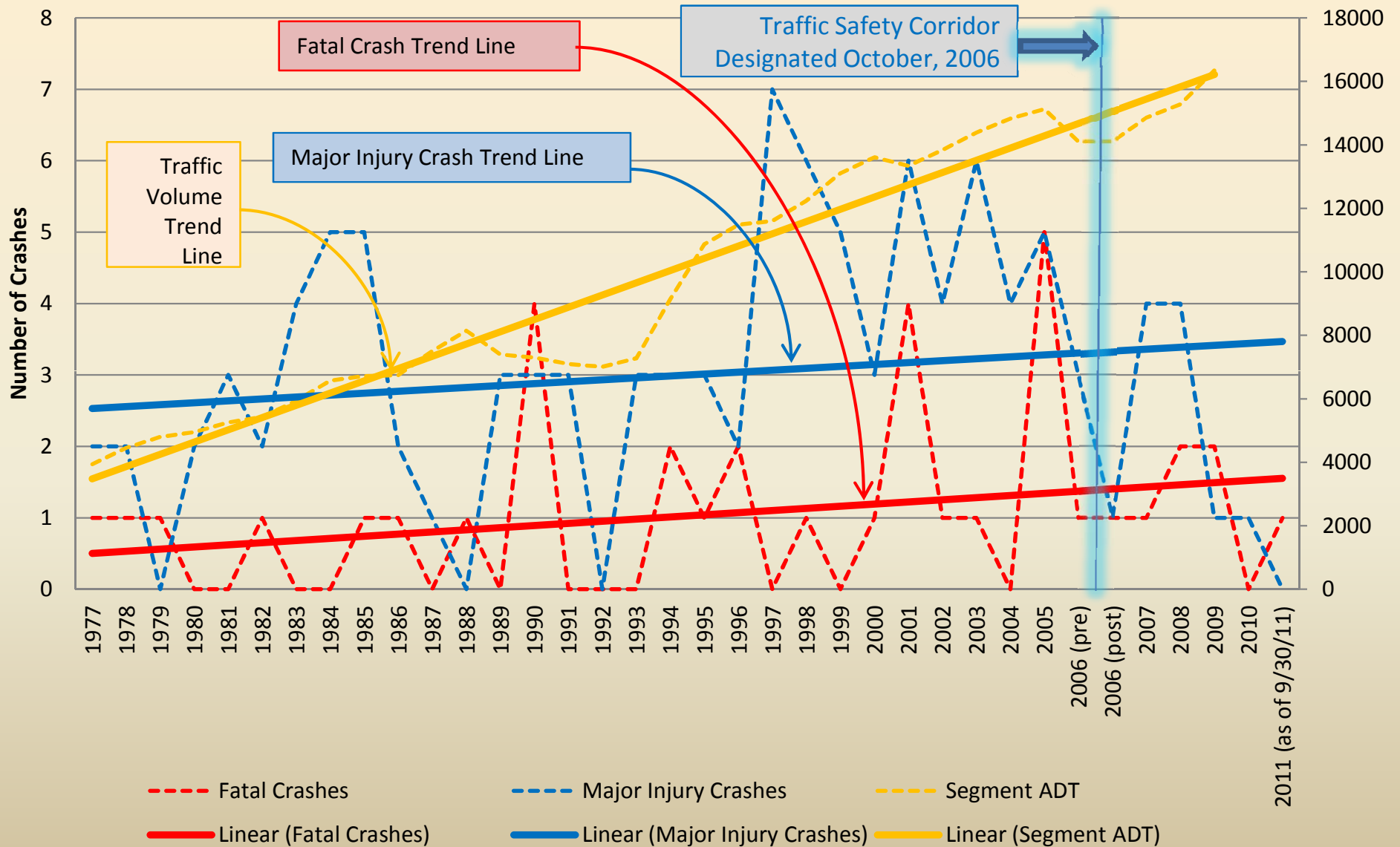
Seward Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2011*

(*as of 9/30/2011) (2010-2011 major injury crashes approximate)



Parks Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2011*

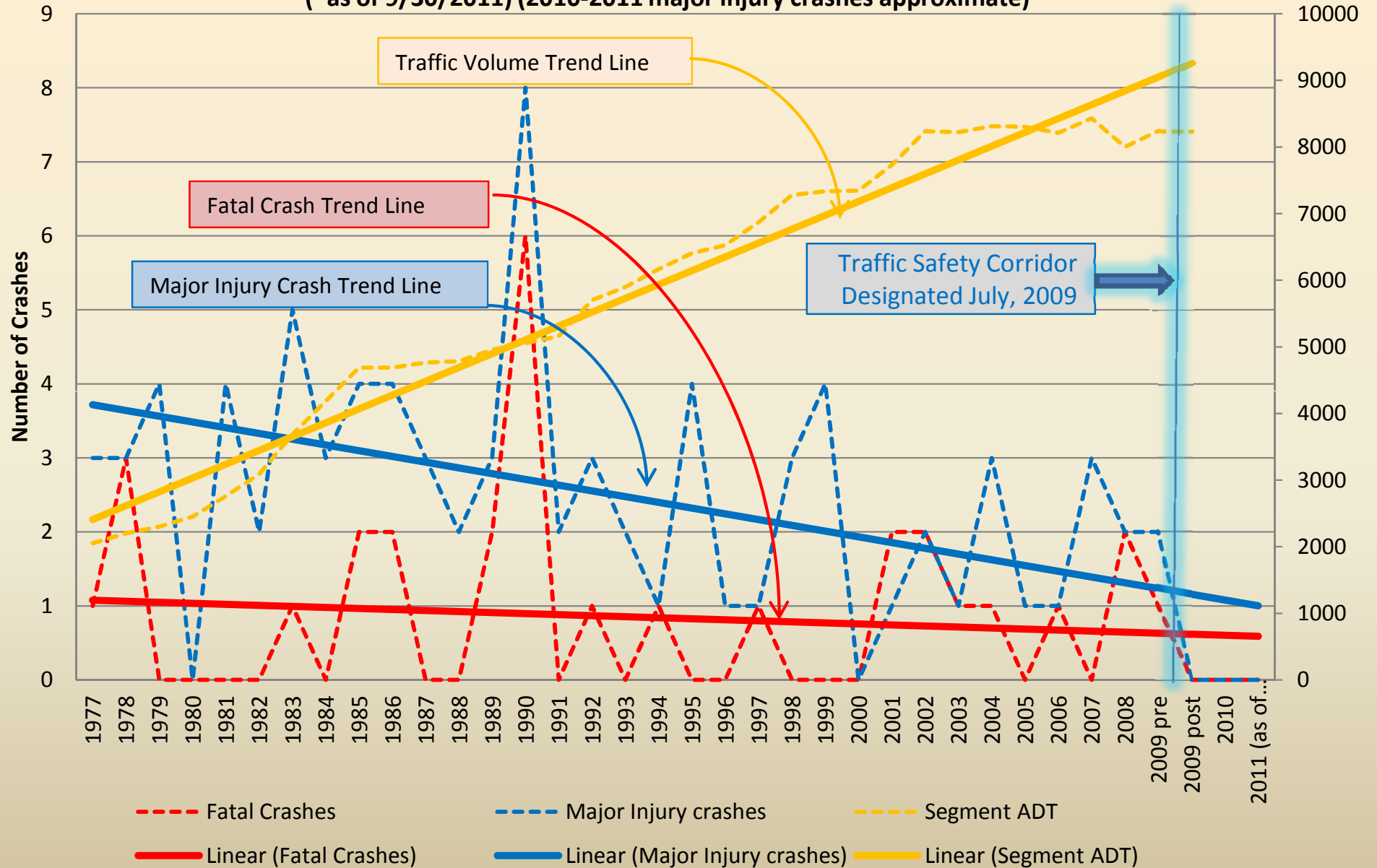
(*as of 9/30/2011) (2010-2011 major injury crashes approximate)



Sterling Highway Traffic Safety Corridor

Fatal & Major Injury Crashes: 1977-2011*

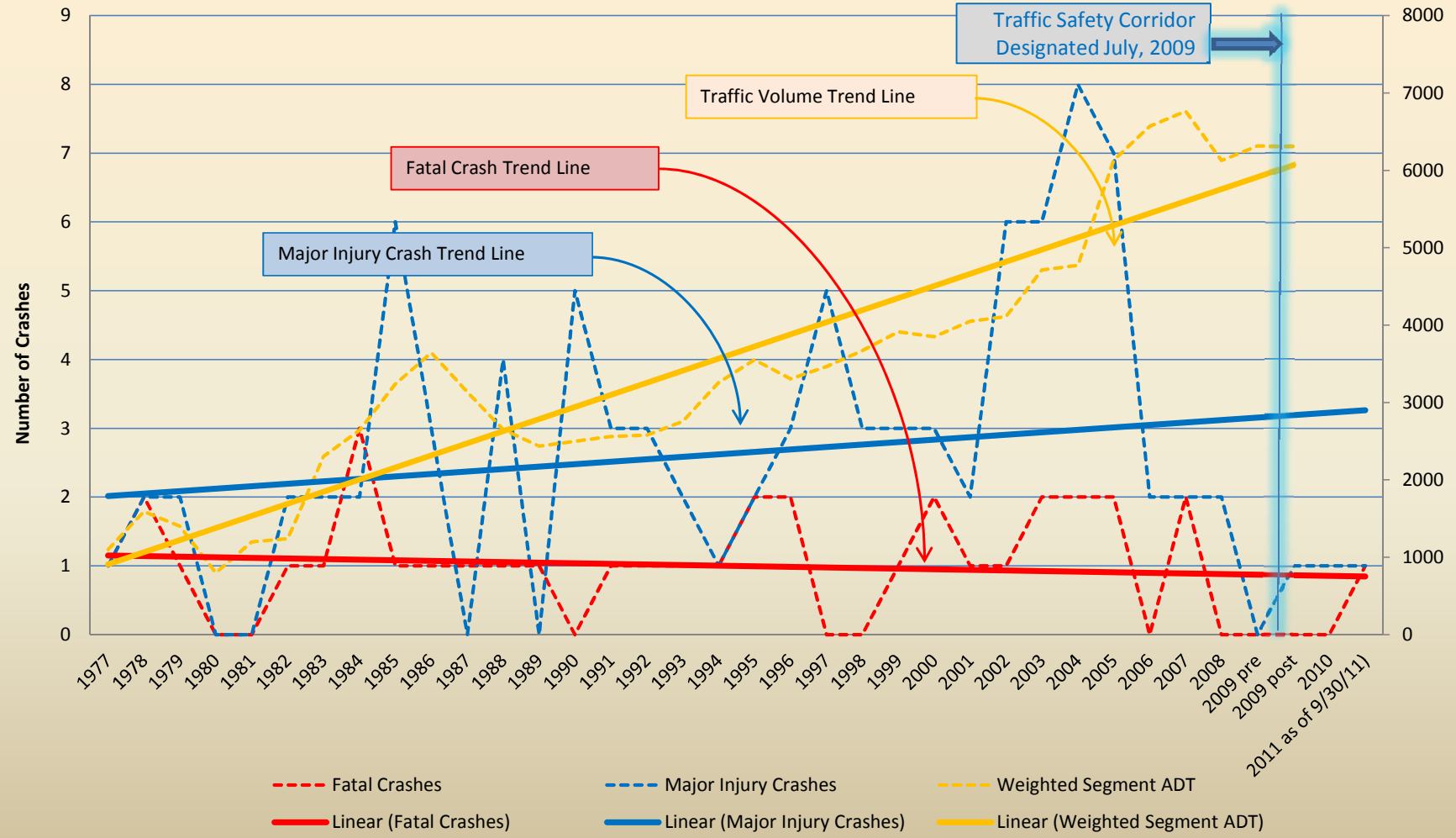
(*as of 9/30/2011) (2010-2011 major injury crashes approximate)



Knik/Goose Bay Road: PW Hwy to Pt. MacKenzie Rd

Fatal & Major Injury Crashes: 1977-2011* (* As of 9/30/2011)

(2010-2011 major injury crashes estimated until reports finalized)



Seward Highway: MP 87 to MP 117 (Potter) CDS Rt #130000 Mipt. 86.336-116.898 (since 10/30/07)

1977-2011 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates, and Trooper Manpower @ Girdwood Station

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	1	4	5	4	30.41	9316	283300	0.967	3.868	4.835
2008	4	4	8	4	30.41	8670	263655	4.157	4.157	8.313
2009	4	5	9	5	30.41	9051	275241	5.099	6.374	11.473
2010	2	1	3	7	30.41	9051	275241	2.550	1.275	3.824
2011 (as of 9/30/11)	1	0	1	7	30.41	9051	275241	1.275	0.000	1.275

TOTALS 77 246 322
 = Estimated Value

1996-2005	19	67	86	30.41	8566	260501	1.998	7.046	9.045
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01/01/1996									
05/26/2006									
3798	21	73	94	30.41	8600	261523	2.114	7.349	9.464
							0.116	0.303	0.419

05/26/2006									
09/30/2011									
1953	13	18	31	30.41	9005	273836	2.431	3.366	5.797

Before Per Year	2.02	7.02	9.03	30.41	8600	261523	2.114	7.349	9.464
After Per Year	2.43	3.36	5.79	30.41	9005	273836	2.431	3.366	5.797

As of 9/30/2010

% Change	20.39%	-52.05%	-35.87%	30.41	4.71%	4.71%	14.97%	-54.20%	-38.75%
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Parks Highway: Wasilla to Big Lake CDS Rt# 170000 Mipt 9.454 - 17.805

1977-2011 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of BHP Troopers (Pittman)	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	1	3		8.35	16340	136439	5.143	2.572	7.715
2010	0	1	1		8.35	16340	136439	0.000	2.572	2.572
2011 (as of 9/30/11)	1	0	1		8.35	16340	136439	2.572	0.000	2.572

TOTALS 37 108 145

 = Estimated Value

1996-2005	15	48	63	8.35	13355	111518	3.685	11.792	15.478
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01/01/1996									
10/16/2006									
3941	16	51	67	8.35	13423	112083	3.622	11.546	15.168

10/16/2006									
09/30/2011									
1810	6	11	17	8.35	15382	128443	2.581	4.732	7.312

Before Per Year	1.48	4.72	6.21	8.35	13423	112083	3.622	11.546	15.168
After Per Year	1.21	2.22	3.43	8.35	15382	128443	2.581	4.732	7.312

As of 9-30-2010

% Change	-18.35%	-53.04%	-44.75%	8.35	14.60%	14.60%	-28.75%	-59.02%	-51.79%
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Sterling Highway: Sterling (MP 83) to Soldotna (MP 94) CDS Rt #110000 Mipt 46.431 - 56.229

1977-2011 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of BHP Troopers (Soldotna)	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 pre	1	2	3		10.99	8240	90558	3.025	6.051	9.076
2009 post	0	0	0		10.99	8240	90558	0.000	0.000	0.000
2010	0	0	0		10.99	8240	90558	0.000	0.000	0.000
2011 (as of 9/30/11)	0	0	0		10.99	8240	90558	0.000	0.000	0.000
TOTALS	30	85	115							

 = Estimated Value

1999-2008	9	18	27
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10.99	8837	97113	2.539	5.078	7.617
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01/01/1999			
06/30/2009	3833	10	20
		30	

10.99	8033	88285	2.955	5.910	8.865
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07/01/2009			
09/30/2011	821	0	0

10.99	8240	90558	0.000	0.000	0.000
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fore Per Year	0.95	1.90	2.86
fter Per Year	0.00	0.00	0.00

10.99	8033	88285	2.955	5.910	8.865
10.99	8240	90558	0.000	0.000	0.000

As of 4-30-2011

% Change	-100.00%	-100.00%	-100.00%	10.99	2.57%	2.57%	-100.00%	-100.00%	-100.00%
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Knik/Goose Bay Road: Parks Highway to Goose Bay Airport. CDS Rt #170044 Mipt 0.868 - 17.306

1977-2011 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Fatal & Major Injury Crashes	Number of BHP Troopers (Pittman)	Segment Length	Weighted 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 pre	0	0	0		19.04	6315	120238	0.000	0.000	0.000
2009 post	0	1	1		19.04	6315	120238	0.000	2.279	2.279
2010	0	1	1		19.04	6315	120238	0.000	2.279	2.279
2011 as of 9/30/11	1	1	2		19.04	6315	120238	11.393	11.393	22.786
TOTALS	36	95	131							

 = Estimated Value

1999-2008	13	41	54
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19.04	5731	109116	3.264	10.294	13.558
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01/01/1999
06/30/2009

3833	13	41	54
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19.04	5210	99197	3.419	10.783	14.202
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07/01/2009
09/30/2011

821	1	3	4
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19.04	6315	120238	1.013	3.039	4.052
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Before Per Year	1.24	3.90	5.14
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19.04	5210	99197	3.419	10.783	14.202
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After Per Year	0.44	1.33	1.78
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19.04	6315	120238	1.013	3.039	4.052
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As of 4-30-2011

% Change	-64.09%	-65.84%	-65.42%	19.04	21.21%	21.21%	-70.37%	-71.82%	-71.47%
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Safety Corridor Candidate (Mileposts)	Investment plan since 2006	Corridor Length (mi)	Current investment plan per mile	Underfunded needs estimated	Underfunded need per mile	Median Barrier with 4'/6' Shoulders Full Length?	4 Lane Divided Highway Cost Estimate Full Length?	
Seward Hwy MP 87-117	\$122,173,120	30.6	\$3,992,586	(\$177,645,400)	(\$5,805,405)	\$310,957,200	\$750,000,000	Mtn, ARRC, Inlet limitations
Parks Hwy MP 44-52.5	\$59,731,982	8.2	\$7,284,388	(\$121,126,591)	(\$14,771,535)	\$34,128,400	\$164,000,000	
Knik-Goose Bay Rd MP 0.6-17.2	\$9,789,850	16.4	\$596,942	(\$103,378,100)	(\$6,303,543)	\$68,256,800	\$328,000,000	
Sterling Hwy MP 83-93	\$19,675,682	9.8	\$2,007,723	\$0	\$0	\$40,787,600	\$196,000,000	
Palmer-Wasilla Hwy MP 0-10	\$19,376,000	10	\$1,937,600	(\$28,553,000)	(\$2,855,300)	\$62,740,000	\$200,000,000	ROW Limitations
<i>TOTAL</i>	<i>\$230,746,634</i>	<i>75</i>	<i>\$3,076,622</i>	<i>(\$430,703,091)</i>	<i>(\$5,742,708)</i>	<i>\$516,870,000</i>	<i>\$1,638,000,000</i>	

AKSAS	Project	Scope	Solution	Funding Source Identified through FFY 14	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	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	\$0	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	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$83,000	\$0	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	\$0	2011
52223	Seward Hwy ITS 2009	DMS Sign upgrades to LEDs at Potters Marsh	Short Term	\$90,000	\$0	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	\$0	2011
52121	HSIP MP 88 Curve Improvements	Guardrail removal, slope flattening	Short Term	\$1,820,600	\$0	2012
52991	Seward Hwy MP 89-96.6 Resurfacing	Girdwood to Bird. Repaving, signing, striping, guardrail replacement.	Short Term	\$8,980,000	\$0	2012
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	\$8,247,000	\$0	2012
53425	Safety Corridors: Seward Hwy Speed Signs,	Dynamic speed signs, power service and pads.	Short Term	\$1,423,920	\$0	2013
53425	Safety Corridors: Alyeska JCT divided unsignalized intersection	Split intersection into two directions, unsignalized.	Long Term	\$0	\$13,000,000	Undetermined, larger impacts than anticipated
56631	MP 104-115 Rehabilitation	Passing lanes, sheep viewing turnout, hwy and railroad relocation. Beluga whale issues.	Long Term	\$0	\$0	As funding is available
	Ph I: MP 104-107 Windy Corner GF		Medium Term	\$34,354,500	\$13,645,500	2013 (Phase I)
52784	MP 99-104 Rehabilitation	Bird Point & Indian Improvements. Passing lanes, frontage roads.	Medium Term	\$40,132,000	\$0	2014 (Phase I)
58105	MP 75-90 Rehabilitation	Rehabilitation, pullouts, new bridges, passing lanes	Long Term	\$16,400,100	\$150,999,900	As funding is available
	Seward Hwy Visioning Effort	Scoping, Function, and Vision for Seward Hwy as an NHS Corridor	Long Term	\$400,000	\$0	2014+
				\$122,173,120	\$177,645,400	TOTAL

Short Term = Interim Improvements 1-2 years
 Medium Term = Permanent Improvements within 1-3 years in STIP
 Long Term = Beyond committed or certain STIP funds, funds uncertain

AKSAS	Project	Scope	Solution	Funding Source Identified through FFY 14	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	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	\$0	2008 (Completed)
53160	Parks & Vine Signal	Traffic signal installation	Short Term	\$1,200,000	\$0	2008 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Imprvmt Proj: Centerline/shoulder rumble strips	Short Term	\$89,000	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	\$0	2011
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Short Term	\$100,000	\$0	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	\$1,881,573	\$0	2013
Undet.	Access Mgmt. Study & Implementations	Parks, Glenn, KGB Hwys. Develop and plan strategies for access mgmt.	Short Term	\$250,000		Undetermined (Phase I)
57178	MP 43.5-44.5 Reconstr. (Ph I)	Lucas Rd to Church Rd: Extend 5 Lane Section	Medium Term	\$3,212,999	\$12,994,726	2014 (Phase I)
	MP 44.5-48.8 Reconstr. (Ph II)	Church Rd to Pittman Rd: Four Lane Divided Hwy	Medium Term	\$47,460,410	\$7,524,390	2014 (Phase II)
	MP 48.8-52.3 Reconstr. (Ph III)	Pittman Rd to Big lake Rd: Four Lane Divided Hwy	Long Term	\$0	\$100,607,475	(Phase III) As funding is available
				\$59,731,982	\$121,126,591	TOTAL

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AKSAS	Project	Scope	Solution	Funding Source Identified through FFY 14	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction Year (Est)
50951	KGB & Vine Rd Signalization GF	New Traffic Signal	Short term	\$1,335,000	\$0	2009 (Completed)
50889	KGB & Fairview Lp Signal GF	New Traffic Signal	Short Term	\$1,300,000	\$0	2009 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline / shoulder rumble strips	Short Term	\$174,000	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	\$0	2011 Construction w/NHS Delin
53425	Safety Corridors: KGB Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Short Term	\$880,000	\$0	2013
51896	KGB & Fern St Signal & Turn Lanes GF (\$1.2M; City \$300k)	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	\$573,950	\$4,600,000	As funding is available
Undet.	Access Mgmt. Study & Implementations	Parks, Glenn, KGB Hwys. Develop and plan strategies for access mgmt.	Short Term	\$250,000		Undetermined (Phase I)
52464	KGB Widening MP 0.3-6.8: Centaur to Vine GF + FHWA (Design)	Divided 4 lane hwy. Needs Fairview Lp Rd intersection realignment. Coordination with S. Mack project.	Long Term	\$5,221,900	\$98,778,100	As funding is available
				\$9,789,850	\$103,378,100	TOTAL

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AKSAS	Project	Scope	Solution	Funding Source Identified through FFY 14	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction Year (Est)
51046	Sterling Hwy Rut Repair, MP 90-94	Surface repaving from Soldotna to Forest Lane	Short Term	\$3,043,000	\$0	2009 Phase I (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline/shoulder rumble strips	Short Term	\$105,000	\$0	2010 (Completed)
52493	Sterling Hwy Resurfacing, MP 82-90	Forest Lane to Sterling resurfacing, guardrail, signing, striping	Short Term	\$4,842,682	\$0	2011 (Phase II)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Short Term	\$55,000	\$0	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	\$0	2011
53425	Safety Corridors: Sterling Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Short Term	\$530,000	\$0	2013
52441	Sterling Hwy MP 79-92.5: Sterling to Mackey Lake Rd GO	Resurfacing and adding passing lanes as funding allows	Long Term	\$11,000,000	\$0	As funding is available
				\$19,675,682	\$0	TOTAL

Short Term = Interim Improvements 1-2 years

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Long Term = Beyond committed or certain STIP funds, funds uncertain

AKSAS	Project	Scope	Solution	Funding Source Identified through FFY 14	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	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	\$0	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	\$0	2009 Phase II (Completed)
51363	Palmer-Wasilla Hwy Eastern Terminus (GF)	Improve east-west mobility to Palmer City ctr, maintain Glenn Hwy function. Dogwood and PW Hwy.	Long Term	\$3,250,000	\$14,969,000	2014
59271	Palmer-Wasilla Hwy Environmental Study (GF)	Widening to three or more lanes between the Parks Hwy and the Glenn Hwy, Advance ROW work	Long Term	\$1,980,000	\$13,584,000	As funding allows
				\$19,376,000	\$28,553,000	TOTAL

Short Term = Interim Improvements 1-2 years

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DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2011 AUDIT

ENFORCEMENT CONSIDERATIONS				
Contact: Lt. Tom Dunn, BHP				
Arthur@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 by 2010 and 5 in 2011. Total commissioned positions funded is 26. A DRE grant has provided funds to identify and train 4 additional DRE's statewide.</p>	<p>Maintain current staffing levels and attempt to fill vacant ABHP positions as soon as possible. Shift BHP resources as needed in 2011, 2012 to cover events, holidays, and higher risk corridors at desirable shift levels.</p>
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. Increased Seward Hwy enforcement in 2009, further in 2010 with two BHP units assigned to Girdwood.</p> <p>Purchased 5 smart cart in 2009 – deployed radar trailers for mobile use since 2010. Working with DOT/PF on REDDI reporting awareness via radio in 2010, signing in 2011, will continue.</p>	<p>Research what other States have done to define and enforce aggressive driving. Explore options to define aggressive driving for Alaska and look at possible statutory amendment to address aggressive driving behavior.</p>
3	Audit Group 2009, 2010	Experiment with aerial enforcement to determine cost-effectiveness in reducing crashes	<p>Tested in 2006, 2008, 2009. Program still being monitored. Preliminary testing proved challenging due to summer traffic congestion, winter conditions covering aerial markers and lack of full time dedicated staff for areal enforcement.</p> <p>Work with DOT/PF to request more aerial road marks and redesign them as needed.</p>	<p>Put on Hold. Reexamine as resources and funding for assets become available.</p>
4	Audit Group	Tap Safety Corridor fines, agency grants, and legislated funds	<p>Submitted AST Grant request to AHSO for more PCN's in 2009, again for 2010 – 2011. Will continue.</p>	<p>No additional actions.</p>
5	Audit Group 2009	Explore agreements with local police agencies or rotate	<p>Have established BHP in four teams: Palmer Team Soldotna Team Girdwood Team</p>	<p>Work to organize with APD an urban intersections joint enforcement plan.</p>

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
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ENFORCEMENT CONSIDERATIONS				
Contact: Lt. Tom Dunn, BHP				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		staff into traffic work as needed.	<p>Fairbanks Team</p> <p>Completed agreements with KPD, PPD and FPD (recently pulled off due to PD staffing issue. Agreement still in place for expected return). WPD is reevaluating.</p> <p>APD ~15 hrs/mo McHugh Crk north. Less severe crashes since designation. ASTEP grants = multiagency enforcement. Will measure contacts as well as citations.</p>	<p>Expand agreements with local police where there are opportunities.</p> <p>Review options for visits/patrols to Southeast Alaska as resources and funding allows.</p>
6	Audit Group 2009	Increase DUI enforcement on weekends. Corridors to be included in enforcement. Shifts for location focus will be based off data review.	<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 fatals down significantly in corridors.</p> <p><i>Will be a continued focus in 2011, 2012.</i></p>	Continued effort, otherwise, no additional actions.
7	Audit Group 2009	Seward Highway: Explore Midnight to 2 AM any months, and FEB-APR	<p>2009 Expanding with BHP staff scheduling.</p> <p>2011 Crashes are down overall in last 5 years, will continue to adjust schedules to address alcohol related incidents.</p>	Reevaluate scheduling possibilities in 2012 using crash data maps and updated history.
8	Audit Group 2009	Consider a "DUI BATmobile" (Blood Alcohol Testing mobile) on weekends to keep officers on the road while processing offenders	<p>Considered. Added equipment and staff to operated is not cost-effective. All offices now have "datamasters" for DUI work.</p>	Not recommended.
9	Audit Group 2009	Increase traffic patrol targeting	<p>Scheduling shifts using DOT/PF times from crash data.</p>	Reevaluate scheduling possibilities in 2012

DOT/PF & DPS
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ENFORCEMENT CONSIDERATIONS				
Contact: Lt. Tom Dunn, BHP				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		aggressive driving by time of day, month to correlate with higher crash periods		using crash maps, updated 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 in 2010.</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 format to measure if hwy enforcement intercepts, prevents other crimes.</p>	Work with DOT/PF, AHSO to examine updated trends in crashes, traffic volumes, and other highway measures over time to assist DPS in more effectively deploying resources. Explore similar methods to beat code tracking of time invested in corridors. Utilize DDACTS methodology to identify crash / crime hot spots for resource shifts
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. Signing installed in August 2011 in the Safety Corridors.</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 citations.	Considered by BHP. Concerns for vandalism, liability. No link to effectiveness.	No further action.
15	PUBLIC	Create routine	Considered. Planning improvements to	

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ENFORCEMENT CONSIDERATIONS				
Contact: Lt. Tom Dunn, BHP				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	volunteer patrols to make REDDI call-ins. Advertise REDDI phone number.	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 KPBA/AST all goes to one office – larger volume of 18,000 911 calls!. Signing for REDDI Call 911 posted in Safety Corridors in Aug '11 and media notice through Commissioners is ongoing.	Continue to work with KPBA to ensure Dispatch readiness. Explore the need and cost to increase long term Dispatch positions ability/preparedness on Kenai Peninsula
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
2011 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> <p>2011 UPDATE: Due to federal funding reductions and tighter restrictions there will more impaired driving messages.</p>	Continue media work, otherwise, no additional expansion required.
2	Audit Group 2009	Continue DUI and seatbelt efforts	<p>Measured 2009 compliance levels at 86.1%, up 1.6% from 2010 at 86.8% to 2011 at 89.3%. Observational seatbelt survey : http://www.dot.state.ak.us/stwdplng/hwysafety</p>	Continue surveys, otherwise no additional

DOT/PF & DPS
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EDUCATION CONSIDERATIONS				
Contact: Cindy Cashen, AHSO				
cindy.cashen@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			/pubs.shtml Promoting messages on the four “corner” holidays each year.	actions.
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.	Pending due to lack of federal funding.
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	AST produced REDDI media ads and. With Gov Parnell, Commissioners, managers including DOT&PF/DPS/Law and Labor in 2009, 2010, 2011. REDDI signs incorporated into corridors in August 2011.	Continue education efforts, otherwise no additional actions.
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.	Done.
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.	The Municipality of Anchorage has a Traffic Safety Resource Prosecutor who assists and educates state and municipal Prosecutors, the court system, law enforcement agencies and the public primarily in Anchorage where most crashes are and a significant share of the traffic injury and fatalities.	No additional action at this time. Consider TSRP at the state level.
7	Audit Group 2009	Consider educational materials to be	Grant agreements are being developed with AST, AIPC, Market Wise and Soldotna PD for media campaigns. No data to suggest RV’s,	Continue education efforts, otherwise no

DOT/PF & DPS
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EDUCATION CONSIDERATIONS				
Contact: Cindy Cashen, AHSO				
cindy.cashen@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		given out at the border, ports of entry. CD's brochures,...etc.	port of entry visitors are a major crash problem. As of 2011 Ads are now in the Milepost, on Buses and on Facebook. Will look at new methods with Strategic Communications Alliance.	additional actions
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. As of 2011, Subcommittee has revised the 12-200 crash report forms and local agencies have begun to test it.	Analyze data when it becomes available (estimated in 2017).
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. 2011: Limited staffing available for field meetings. Transportation funding is being reduced.	Continue placing the Safety Corridor Annual Audit on the AHSO Safety Corridor webpage, notify officials by email through the Commissioner, otherwise no additional action.
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.	AST, Market Wise and AIPC will combine resources to have AIPC produce one single survey
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.	Continue briefings as opportunities arise.

DOT/PF & DPS
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EDUCATION CONSIDERATIONS				
Contact: Cindy Cashen, AHSO				
cindy.cashen@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			Staffed Mat-Su Transportation Fair Booth, Sept 2009, 2010 Ch 2 News Hour Special Input May 20, 2010. Expanded Safety Corridors website info. Secretary of Transportation LaHood and Commissioner of DOT/PF conducted Girdwood roundtable Sep 27, 2011. Commissioners of DPS, DOT/PF gave legislative briefing Oct 6, 2011	
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 was “down” in 2010 and until Oct 2011 for upgrade contract. Operational by Oct 2011.	No additional actions. Use CMS Sign Messaging Manual.
13	PUBLIC LEGISL 2009	Education at border; in schools; vehicle & RV rental shops	2009-2010 Pursued additional media options besides TV and media grants to AIPC, BHP, including bumper stickers, fliers.	No additional recommendation .
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.” (EFM)high school mock crash program. Driver License “Take the Challenge”(TTC) online practice test available on AHSO main webpage. Updated the 2007 SHSP in 2011. 2011 Examining funding for grantees for teen education in high schools about impaired driving.	Continue funding EFM and TTC projects. Provide GDL related studies and data on AHSO Teen Driving webpage.
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 messages. 2009 law in AK against texting. Distracted driving message on CMS signs in April 2010, “No texting zone”.	No additional actions.

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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 LEGISL 2009	Public Service Announcement on school bus safety.	Gathering reports by ASD on rural passing on the Seward Hwy to measure/target impact.	Considered but not possible because of a lack of funding.
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. Continued use through 2011.	No additional action at this time.
22	PUBLIC LEGISL 2009	Eliminate school bus strobes – blinding drivers?	None. No frequent concerns noted at the State level.	Not recommended at this time.
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 additional actions.
24	PUBLIC LEGISL 2009	More education on following distance, following too close.	Grants made to AIPC, BHP for planned media.	Not recommended at this time.
25	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	Moved to LEGISLATIVE CONSIDERATIONS for tracking.	No additional action. Consider further at executive or legislative level.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors, these are a large percentage?	Moved to ENGINEERING CONSIDERATIONS for tracking	No additional actions.
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.	Increase education messages when funding becomes available
28	PUBLIC LEGISL 2009	Apply photo radar to the Seward Highway	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. 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.	Find effectiveness summaries in other states through T2.
29	AUDIT GROUP 2010	Increase DRE’s available to law enforcement	Being increased with AHSO grants, in 2011, for state and local agencies. Revised and improved the Drug Recognition Expert program to include more local law enforcement input and provide essential recertification of DREs.	Continue DRE program through AST.
30	AUDIT GROUP 2010	Examine need for Claims Agencies to collect fines	Reviewed court system collections effectiveness in 2009.	No action recommended at this time.
31	AUDIT GROUP 2010	Are “blue” high intensity headlights a safety problem	Headlight studies are unknown at this time. Requires national review as this is not only common to Alaska.	No action recommended at this time

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ENGINEERING CONSIDERATIONS				
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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. Pullouts will serve for enforcement stops, use as well.</p> <p>Approved Sterling Hwy Soldotna – Homer SVT Slow Vehicle Turnout project in 2010.</p> <p>Parks Hwy major upgrades imminent to Pittman Road, will have space for pulling over on shoulders. Entire road has wider shoulders. KGB, Parks, and Sterling have many access points for pulling over.</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 Guardrail Treatment in 2009-2010. Seward guardrail striping, Sterling guardrail reflectors completed fall 2011.</p> <p>Hooligan fishery speed zone 45 MPH approved for each May annually.</p> <p>Completed LED retrofit of two existing SYLVIA signs for 2011.</p> <p>Grant Project completed by MSCVE to add portable CMS sign to Sterling.</p> <p>Significant long term projects are attached to this audit. Additional funding sought for</p>	<p>Repair striping, signing at some existing Slow Vehicle Turnouts.</p> <p>Review passing lane signing and passing lane effectiveness.</p>

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			major long term project upgrades, as documented in the 2011 STSP Draft. Additional permanent CMS message boards on the NHS Highways at Alyeska Junction and west of Wasilla rejected due to maintenance costs. Portable signs are upgraded at the main Maintenance Stations.	
2	Audit Group 2009	Improve winter sanding/plowing	Paving ruts saved M&O 20% on sanding runs, 50% on Parks. Houston plowing routes to school 30 minutes after DOT plowing. Reviewed EMS concerns with Soldotna M&O. Sanding/roads improved by EMS observation in 2009-2010. M&O testing aggregate sizes, prewetting salts, and D-1 use on Kenai, added chemicals in Mat-Su.	Review best sanding practices from 2010-2011.
3	Audit Group 2009	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 cut in 2009. Parks, Sterling cut in 2010.	Maintain frequent ROW clearing schedule.
4	Audit Group 2009	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 2009	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. Reviewed crash data, no significant correlation to large vehicles or tunnel traffic.	No further action.
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. Some urban businesses, no significant change in commercial use over time.	No further action.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
7	PUBLIC LEGISL 2009, 2011	Build 4 lanes divided hwy now, or Build a Turnagain Arm Crossing as an alternative route.	Attached major long term projects list. Major projects funds are increased since 2009 audit. Significant long term projects are attached to this audit. Additional funding sought for major long term project upgrades, as documented in the 2011 STSP Draft. Otherwise, no funding currently available or foreseeable for 4 Lane Divided Hwy on the Seward Hwy over the next 5-10 years.	No additional action for Auditing.
8	PUBLIC LEGISL 2009, 2011	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 on the Seward Highway, Knik-Goose Bay Road without widening. Parks, Sterling have access and scheduling concerns.	Will evaluate further. Examine California use of barrier in Safety Corridors.
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	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	Evaluate Bird and Indian areas in detail.

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		MPH.	summer 2010. 2011 Field observations of traffic on the Seward MP 87-90 suggests current speed limits match rural condition of road. MP 88 will be treated individually as per existing devices and pending projects.	
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 is well known and observable in large numbers of changed driver behavior.	Not recommended.
14	PUBLIC LEGISL 2009	Signs to report reckless drivers every 20 miles or signs with eyes	REDDI CALL 911 signs installed August 2011, all four Safety Corridors. Program works per GFD, APD, BHP with real field results preventing crashes.	No additional actions.
15	PUBLIC LEGISL 2009, 2011	Build the roads to 4 lanes	Long term projects being pursued for more lanes on all the major corridors. Additional funding being sought for major long term project upgrades, as documented in the 2011 STSP Draft.	No additional actions.
16	PUBLIC LEGISL 2009, 2011	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.	Signs will be upgraded with Seward Hwy MP 89-96 project. All 3R projects upgrade parking signs ahead of pullouts. NOT the same as always being a Slow Vehicle Turnout.
17	PUBLIC LEGISL 2009	Build more pullouts	Scheduled HSIP project by 2013 for Bertha Creek to Anch. Sterling Hwy pullouts project approved for future funding beginning in 2010. Parks Hwy has significant shoulders and access	No additional actions.

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			points, with major widening 4 lane project in next few years. KGB widening is in Design.	
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. Interim design underway with striping visibility tests.	No additional actions.
20	PUBLIC LEGISL 2009	Ferry from Anchorage to Nikiski	MSB ferry is intended 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. Considered by 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 2009	Install reflective striping	Best available materials used, durability greatly improving. Upkeep is difficult given plowing conditions. Continued research goes on in this area. Installed guardrail delineation on Seward, Sterling Highways in 2011. Delineation posts also installed in 2011.	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	Funding requests for winter work are funded each year. Plowing, sanding are within budget allowed, and take priority over other	No additional actions beyond annual funding

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		requests don't all go directly to M&O.	winter maintenance.	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 constructed 2011. 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 2010-2011. Will examine archive speed trends, test for volume data, for linking with future crash, enforcement reports.	No additional actions.
29	PUBLIC LEGISL 2009	Install light up warning signs	Active warning signs are the next step up after static measures. Will reserve for highest crash, anomalous curves only after trying all other low tech measures. Requires significant work to hook up power source and maintain. Upgraded signing and delineation Regionwide on main highways in 2011.	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. MP 7 south on KGB Road becomes hit or miss for cel signal. Other Safety Corridors have coverage. AHSO has investigated crashes versus coverage areas.	Explore status of private cel service with phone companies. 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. Deicing asphalts being investigated 2011.	Study rubberized asphalt effects

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
				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. Current studies show no statistically significant benefit in mandating a Safety Edge. However, DOT is in process of developing a standard drawing for use of devices versus roadside conditions. Safety Edge paving will be considered in that process.	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+ installed much hardware in Mat-Su, Kenai. Anchorage funded for multiyear changeout 2012-2017. Only signals in Safety Corridors are on KGB, Parks, will interconnect where feasible.	Revisit timing when new hardware is in place (2012 to 2013).
34	Audit Group 2010, 2011	Add changeable message boards for Kenai travel at the Wye, Sterling	With AHSO funding, MSCVE obtained portable CMS for the Sterling Weigh Station, delivered in October 2011. No sign planned for the Wye due to M&O costs, other than the portable use. Or more 511 signs	Verify, consider more 511 signs before the mountain areas.
35	Audit Group 2010	Concerned for truck offtracking in Cooper Landing	Paving projects, realignment projects in Design phases.	Review curve radii for truck turning 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
37	AUDIT GROUP 2011	Finish ARR/Hwy MP conversion. MP 82. Others?	Originally done in 2006 after EMS briefing.	Check for remainders.
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors,	<i>Moved from EDUCATION CONSIDERATIONS for tracking</i> Planning continued brush cutting by DOT/PF	No additional actions.

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		these are a large percentage?	<p>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>Three of corridors: the Parks, Knik-Goose Bay, and Sterling Safety Corridors rank as high moose-vehicle crash areas. In all three cases multiagency coordination is ongoing and right of way clearing is ongoing. Mitigation is being considered in the design of all of these projects.</p> <p>Planning other long term wildlife solutions through projects: Sterling Hwy – Skilak Lake, Parks Hwy MP 44-52, Minnesota Dr, Glenn HwyHSIP fencing, T2 Research on 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> <p>Introduced two STSP Strategies in 2011: “Animal-vehicle collision reduction through infrastructure” and “Animal-vehicle collision reduction through wildlife management”.</p>	

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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. All new equipment gets emitters.	Increase emitter installations
2	AUDIT GROUP 2010	Improve radio communications between stations	<p>Good coverage in Safety Corridors. Older radios no longer a problem.</p> <p>MSB: Looking at more repeaters from MP 9.5 south on Pt. MacKenzie. 2 more in the works. MSB developing master plan for cel towers. Many more private towers going in in the MatSu.</p> <p>AFD: AFD, GFD on ALMR no communications problems. Legacy channels about gone on Turnagain Arm, have all new radios. Solved with changing channels, scanning along Turnagain Arm.</p> <p>KPB: ALMR improved Cooper Landing comm. Uses radio to dispatch first, then ALMR.</p> <p>Emergencies properly routing through Dispatch, not ALMR. Some overlap in Dispatch worked out. Proper incident command channel priority, encryption are in place.</p> <p>DOT reachable by EMS thru ALMR. DOT 100% on ALMR can talk to any camp.</p>	Improved. No additional action.
3	AUDIT GROUP 2010	Air ambulances are key to “golden hour” of life saving	<p>Down to one air ambulance service in 2011. At Wolf Lake, Mat Su. LifeMed flights, 1 in Soldotna. Mngd. By Providence and YKHC. No availability problems on Kenai Peninsula.</p> <p>“Guardian-“ service on Trunk Road N of 3 Bears no longer in service due to low call volume.</p>	No additional actions.

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EMS/FIRE CONSIDERATIONS Mat-Su, Kenai, Anchorage Chiefs				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
4	AUDIT GROUP 2010, 2011	Extraction training critical to time.	<p>AFD: 2010 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 is at Ingram Creek, but EMS serves farther as needed.</p> <p>GFD: More extraction/training grants in progress for 2012. AFD has instructors to train GFD staff. (\$22k for 30 person training.)</p> <p>MSB: 2011 reports good distribution of equipment. jaws of life (~\$4800 item) at 4 stations, available on Safety Corridors – esp. KGB.</p>	Requesting performing added extraction training. In 2012. On track. No additional actions.
5	AUDIT GROUP 2010, 2011	Unclear where dispatches change from APD/Kenai to AFD	Girdwood EMS works south of Ingram in times of need. All calls go through Dispatch, and are coordinated with Soldotna as needed.	Clarified. Internal workings ok. No additional action.
6	AUDIT GROUP 2011	Safety vests for responders GFD and others	Could use in field for improved visibility, shortage of vests	Request statewide grant in 2012 for safety vests – online forms.

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REGULATORY 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.	DOT Consider Forwarding entire list in 2011-2012 to appropriate Legislative Committees.
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. Exists for Seward Hwy as of 1995. DOT/PF, DPS added requirement to Safety Corridors in August 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 Revisited with STSP Update in Nov 2011	Consider forward to Legislative Committees.
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 forward to Legislative Committees. Consider as part of education program.
8	PUBLIC LEGISL 2009	Email request to establish multiagency leadership to govern highway	DOT/PF Strategic Hwy Safety Plan makes recommendations on this. DOT/PF, DPS has multiagency process for Safety Corridors by legislation in 2006	Consider forward to Legislative Committees. . Review as part of

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REGULATORY CONSIDERATIONS				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		safety Set up a Highway Watch Board with agency representatives. Work with Insurance companies.		Finalizing STSP recommendation for Governor's Road Safety Advisory Commission (GRSAC) (sec. E-22).
9	PUBLIC LEGISL 2009	Require senior citizen driving tests annually, set age reqmt	Voluntary web "Take the Challenge" on the DOT/PF website.	Consider forward to Legislative Committees. . Consider 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 current fuel tax would provide less than 15 percent of the annual highway program. By itself, the current gas tax will not be sufficient to meet Alaska's highway infrastructure needs.	Recommend consideration of diversifying ways to fund and address significant injury and loss of life 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.	Being considered by House Transp. Committee. Compile and consider what data shows from national studies on cel phone impacts on driving.
12	PUBLIC	Run breathalyzer	Cannot run without legislative authorization.	Not

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REGULATORY CONSIDERATIONS				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	checkpoints on each end of the highway, remove most of the problem.	Recommend testing BHP impact, DUI Teams during earlier hours, and increased REDDI reporting, as well as bar checks.	recommended.
13	AUDIT GROUP 2011	Is it possible to mandate cel phone service in unserved main corridors?	Such as Turnagain Pass. Can 911 be a required service as a means of doing business in Alaska? Added cost or existing 911 surcharges?	Consider forwarding to Legislative Committees.
14	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	<p><i>Moved from EDUCATION CONSIDERATIONS 2011.</i></p> <p>Driver performance is part of driver's test. Driver's training is optional.</p> <p>A driver education strategy is in the 2011 Strategic Traffic Safety Plan (STSP) Update: "Educate youth on Responsible Behavior and Driving".</p>	Consider further at executive or legislative level.

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Shaded areas are contacts not present, those with meeting conflicts.