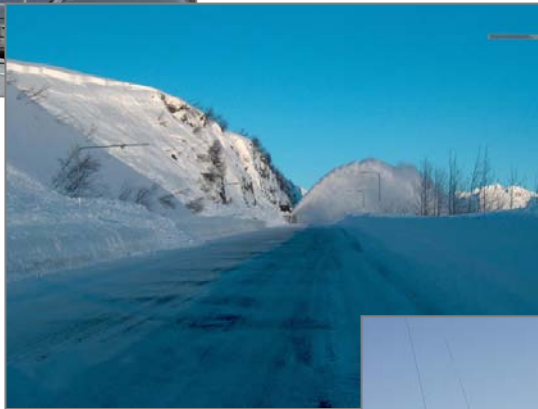




ALASKA HIGHWAY SAFETY OFFICE

2011 Annual Report



Governor Sean Parnell

Marc A. Luiken, Commissioner
Department of Transportation & Public Facilities

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Cover Photos: *Alaska No Phone Zone*, photo by Scott Thomas, Alaska DOT&PF. *Clearing an Avalanche, Richardson Hwy. Mile 23*, photo by Mark Walker, Alaska DOT&PF. *Riding Along Turnagain Arm*, photo by Amy Breshears, Alaska DOT&PF.

Executive Summary

December 29, 2011

I am pleased to present Alaska's annual evaluation report of highway safety programs during the federal fiscal year 2011 (October 1, 2010-September 30, 2011). The report meets a federal requirement to measure the performance and describe the accomplishments and challenges of grant funded highway safety projects.

AHSO administers federal funds to data driven programs which encourage safe driving behavior. In 2010 states began using national performance measures to track progress. In addition, an annual statewide attitude survey began with questions about occupant protection, alcohol and speeding behavior and perceptions about enforcement and media.

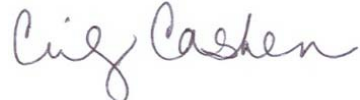
By 2011, AHSO had already adopted the goal of the 2007 Alaska Strategic Highway Safety Plan (SHSP) to reduce the rate of fatalities and major injuries by one third over the next 10 years. Both plans share the same priorities; impaired driving, seat belt usage, speeding (aggressive) driving, distracted driving, young drivers and safety corridors.

The data in this report will show that Alaska's impaired driving, seatbelt usage, young drivers and safety corridor traffic fatalities were reduced in 2011. Although we still lack sufficient data on distracted driving fatalities, law enforcement agencies have begun pilot testing a new crash form which includes this driving behavior. Speed related fatalities increased; along with motorcycle and pedestrian fatalities. The Highway Safety Office supports strategies in the draft-2011 Alaska Strategic Traffic Safety Plan to change these dangerous driving behaviors through enforcement, education, engineering and EMS:

<http://dot.alaska.gov/stwdplng/stsp/index.shtml>

The key is collaboration: the Alaska Traffic Records Coordinating Committee, the TraCS Steering Committee, the Alaska Motorcycle Safety Advisory Committee and the Law Enforcement Liaisons play active roles in improving highway safety through multi-agency projects. The Bureau of Highway Patrol and the Anchorage Traffic Safety Resource Prosecutor are committed to preventing impaired driving through enforcement and prosecution. The DUI Therapeutic Courts, local law enforcement and child passenger safety agencies work to change dangerous driving behavior and prevent injuries and deaths on Alaska's roads. Local groups including the Alaska Injury Prevention Center and Market Wise provide and track educational programs to targeted groups including teen drivers. I hope you will use this report to support "Toward Zero Deaths" because everyone counts on Alaska's roadways.

Cindy Cashen



Governor's Representative for Highway Safety
Alaska Highway Safety Office

Measurable Progress

Federal regulations require the State Annual Evaluation Report to contain adequate project and system-specific information to demonstrate measurable progress, using performance-based measures. The Alaska Highway Safety Office is responsible for traffic fatality data and the Fatality Analysis Reporting System (FARS) for the National Highway Traffic Safety Administration (NHTSA). The DOT&PF Transportation Data Services Office is responsible for the Highway Analysis System (HAS) which houses all other motor vehicle traffic crash and traffic injury data. The following performance goals and measures are from the FFY 2010 Alaska Highway Safety Performance Plan. All 2011 data are preliminary only. Data from previous years have been revised where necessary.

Alaska Crash Data / Trends										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fatalities (Actual)	89	98	101	73	74	82	62	64	56	69
	2000-2002	2001-2003	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011
3-Year Averages of Fatalities	95	92	96	91	83	76	73	69	61	63
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fatality Rate /100 million VMT	1.82	1.98	2.02	1.45	1.49	1.59	1.29	1.30	1.17	
# of Serious Injuries	664	655	584	580	437	433	391	452		
# of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	30	29	27	29	19	25	21	20	15	
# of Unrestrained Passenger Vehicle Occupant Fatalities	24	30	34	22	17	28	23	12	12	20
# of Speeding-Related Fatalities	38	41	38	28	30	34	27	29	26	
# of Motorcyclist Fatalities	12	12	8	4	9	6	8	7	9	10
# of Unhelmeted Motorcyclist Fatalities	7	6	5	1	2	1	2	2	6	1
# of Drivers Age 20 or Younger Involved in Fatal Crashes	18	21	17	13	17	21	17	10	7	9
# of Pedestrian Fatalities	16	9	10	7	9	13	3	10	6	9
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	65.8%	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	86.8%	89.3%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities								5,178	3,290	3,115
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities								2,459	2,089	1,829
# of Speeding Citations Issued During Grant-Funded Enforcement Activities								8,471	8,195	11,694
<i>Note: Blue Fields Represent Data Not Available</i>										

Performance Goals and Trends

Goal: Reduce Fatalities from 62 in 2008 to 58 by 2010

Baseline: 2008 Calendar year of 62 fatalities

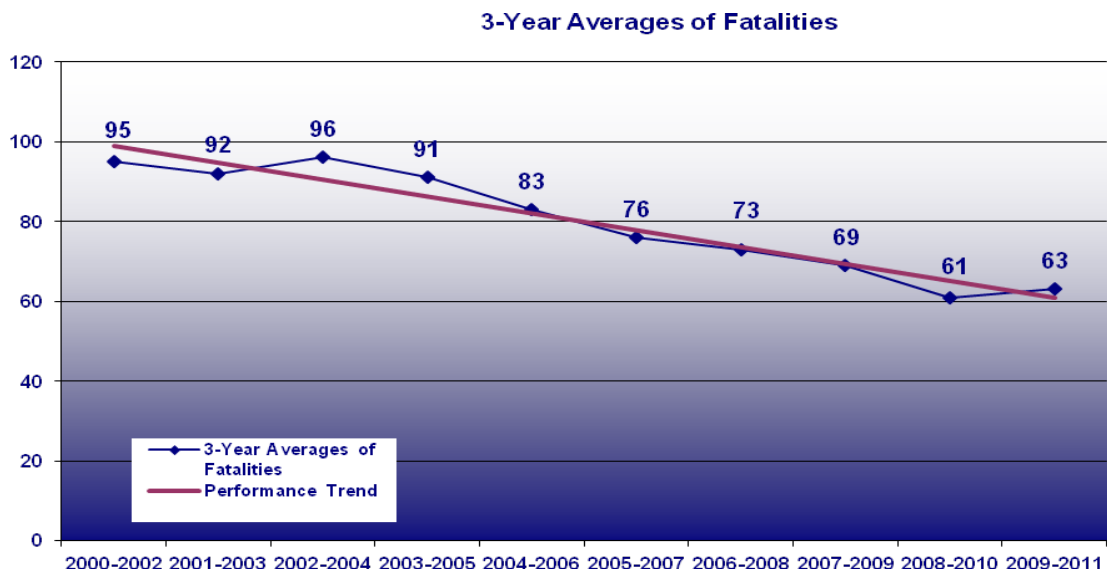
Alaska achieved the goal by decreasing the traffic fatalities to 56 in Calendar Year 2010.



Goal: Reduce 3-Year Average Fatalities from 73 in 2006-2008 to 61 in 2008-2010

Baseline: 2006-2008 Calendar Years Average of 73 fatalities

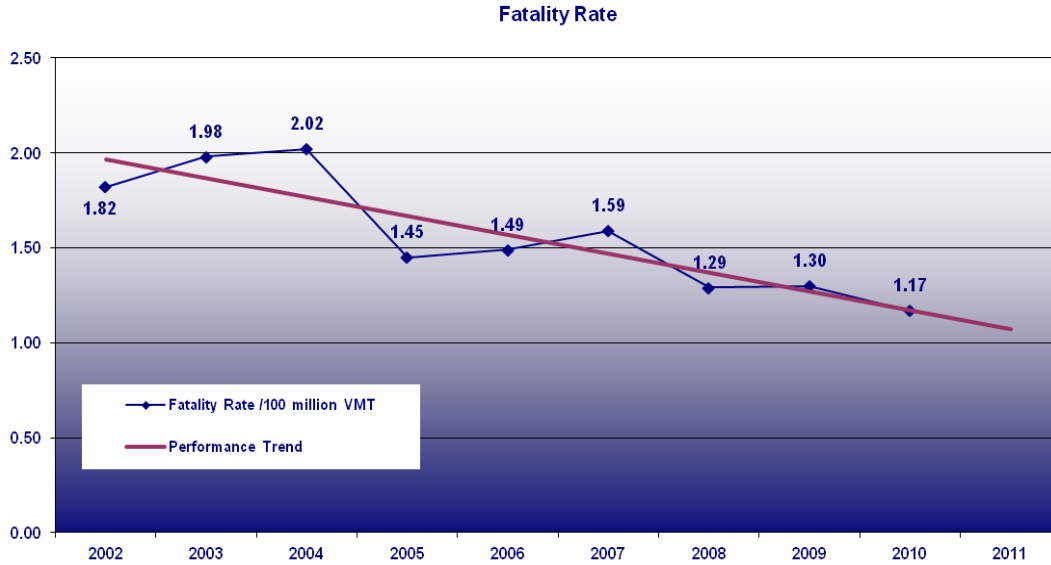
Alaska achieved the goal by decreasing the 3-Year Average of fatalities to 61 in 2008-2010.



Goal: Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.19 by 2010

Baseline: 2008 Calendar year of 1.29

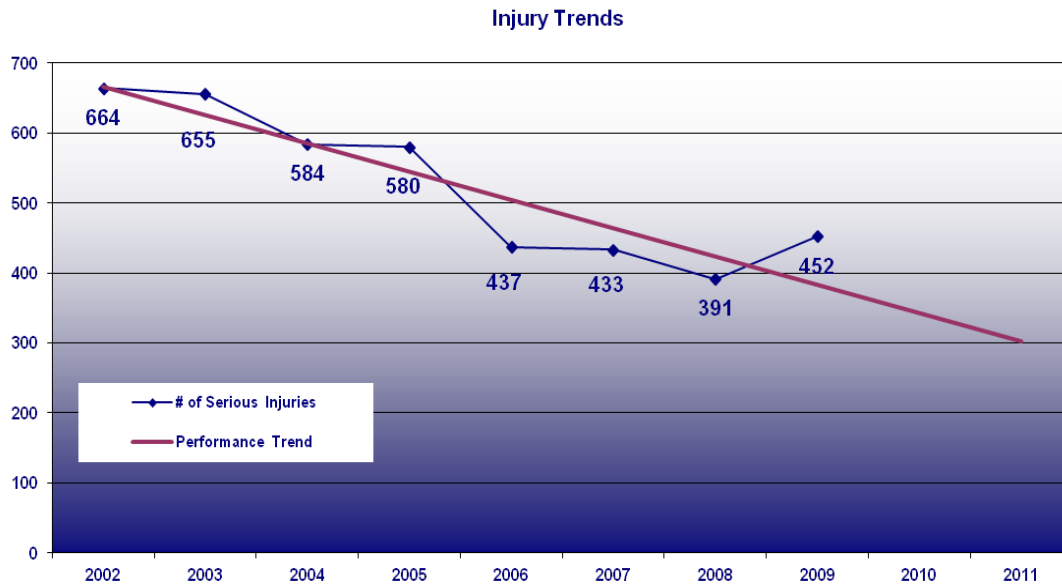
Alaska achieved the goal by decreasing the number of traffic fatalities per 100 million vehicle miles traveled in Alaska for 2010 to 1.19.



Goal: Decrease Serious Injuries from 433 in 2007 to 385 by 2010

Baseline: 2007 Calendar Year of 433 Serious Injuries

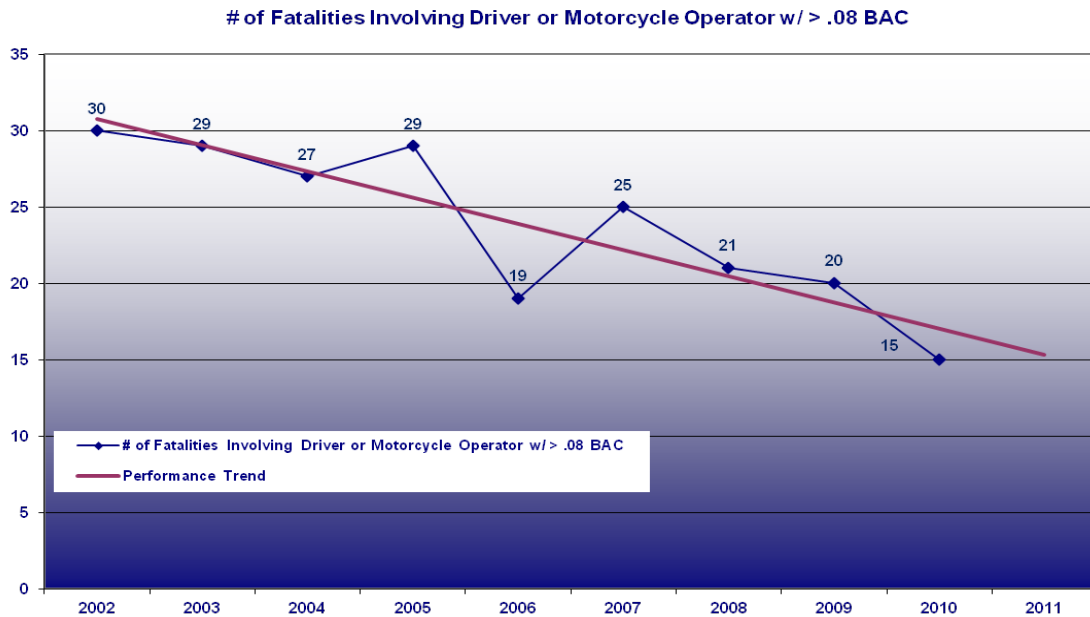
We do not know if Alaska achieved the goal to reduce serious injuries because of the lack of non-fatal injury crash data. However, Alaska's number of serious injuries increased from 391 in 2008 to 452 in 2009.



Goal: Decrease Fatalities at .08 or Above from 21 in 2008 to 18 by 2010

Baseline: 2008 Calendar Year of 21 Fatalities

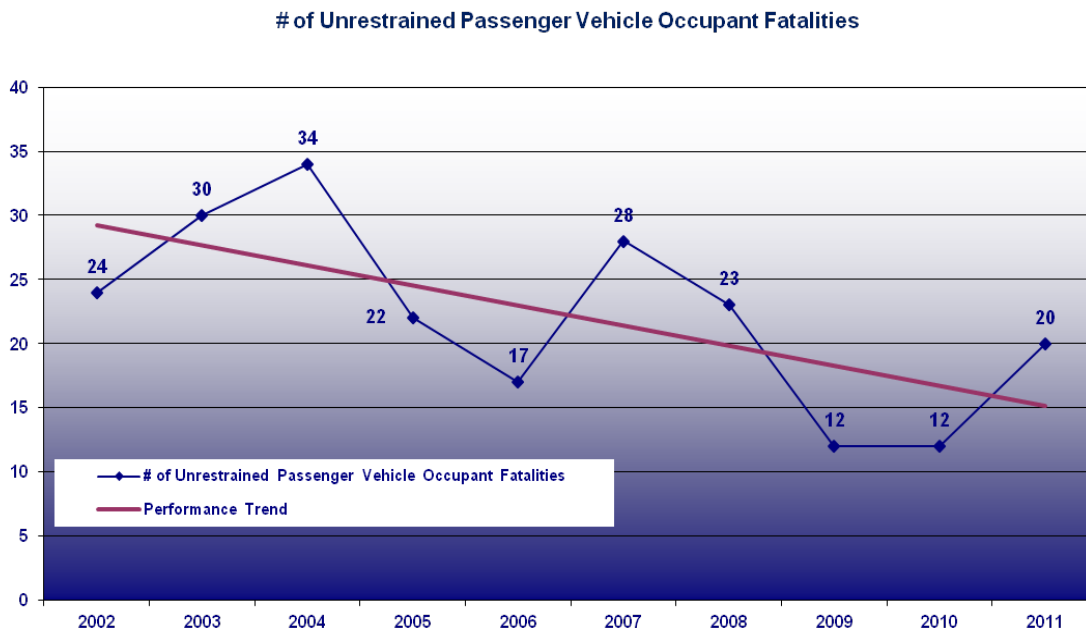
Alaska achieve the goal by reducing the number of traffic fatalities with a blood alcohol contact at .08 or above to 15 in 2010.



Goal: Decrease Unrestrained Fatalities from 24 in 2008 to 22 by 2010

Baseline: 2008 Calendar Year of 24 Fatalities

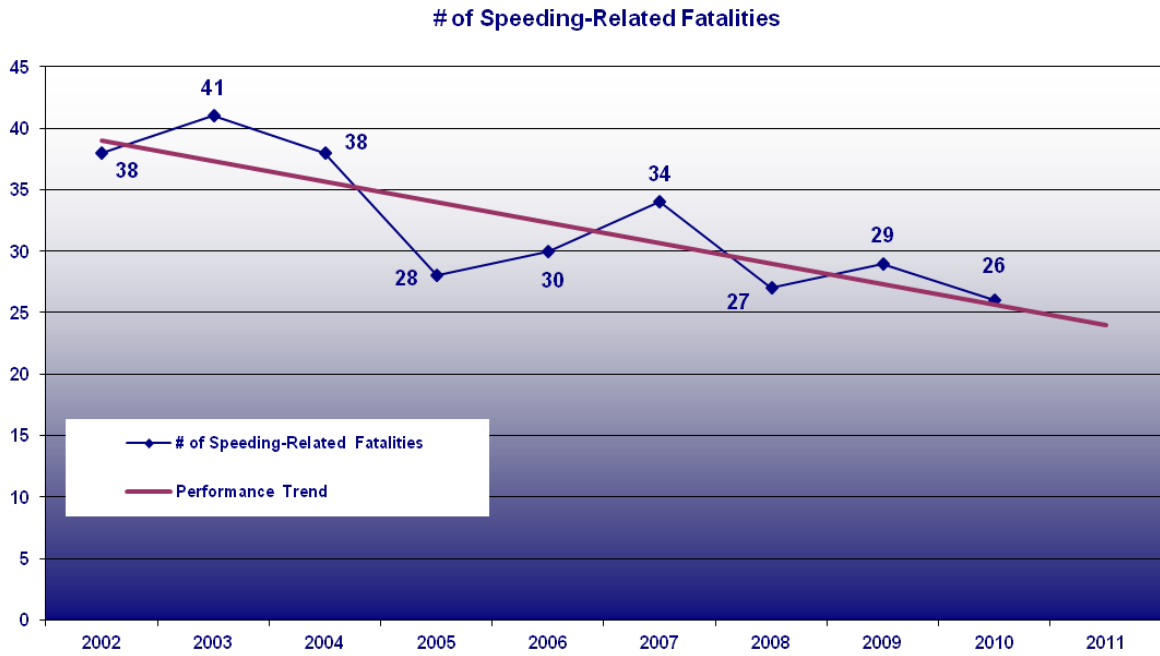
Alaska achieved the goal to decrease unrestrained traffic fatalities in 2010 by reducing the number to 12 in 2009 and 2010.



Goal: Reduce Speeding-Related Fatalities from 27 in 2008 to 24 in 2010

Baseline: 2008 Calendar Year of 27 Fatalities

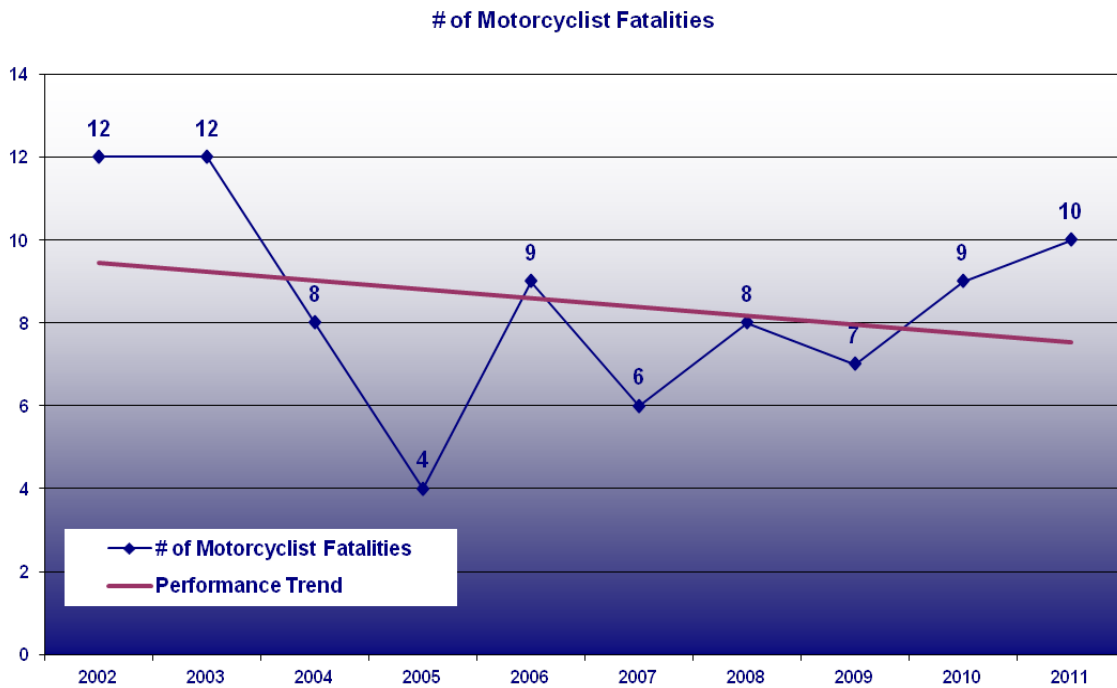
Alaska did not achieve the goal to reduce Speeding-Related Fatalities in 2010 as there were 26 fatalities.



Goal: Reduce Motorcyclist Fatalities from 8 in 2008 to 7 by 2010

Baseline: 2008 Calendar Year of 8 Fatalities

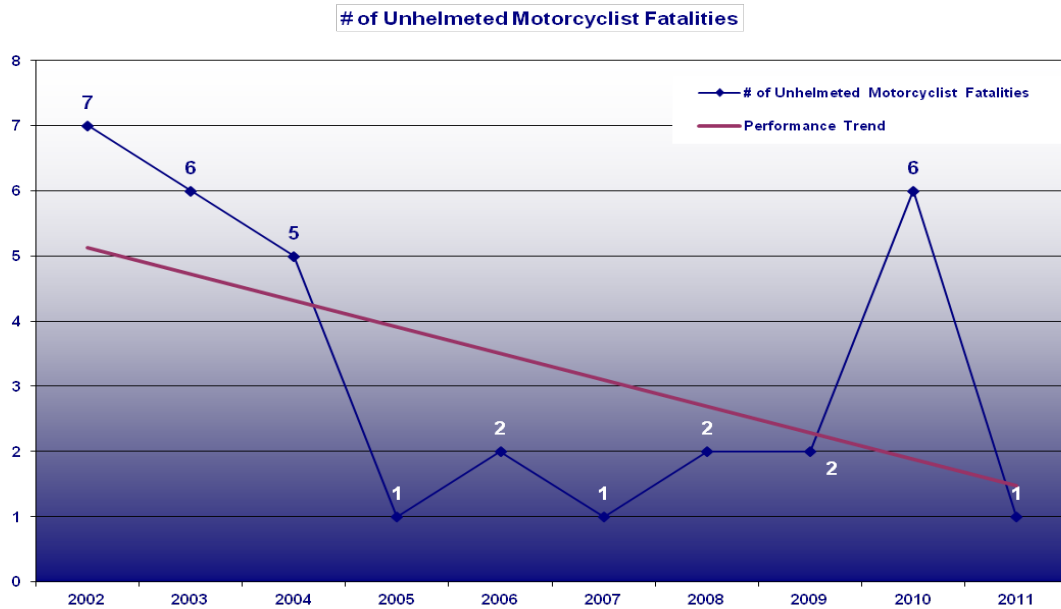
Alaska did not achieve the goal to reduce motorcyclist fatalities to 7 as the number increased to 9 fatalities.



Goal: Maintain Unhelmeted Motorcyclist Fatalities at 2 by 2010

Baseline: 2008 Calendar year of 2 Fatalities

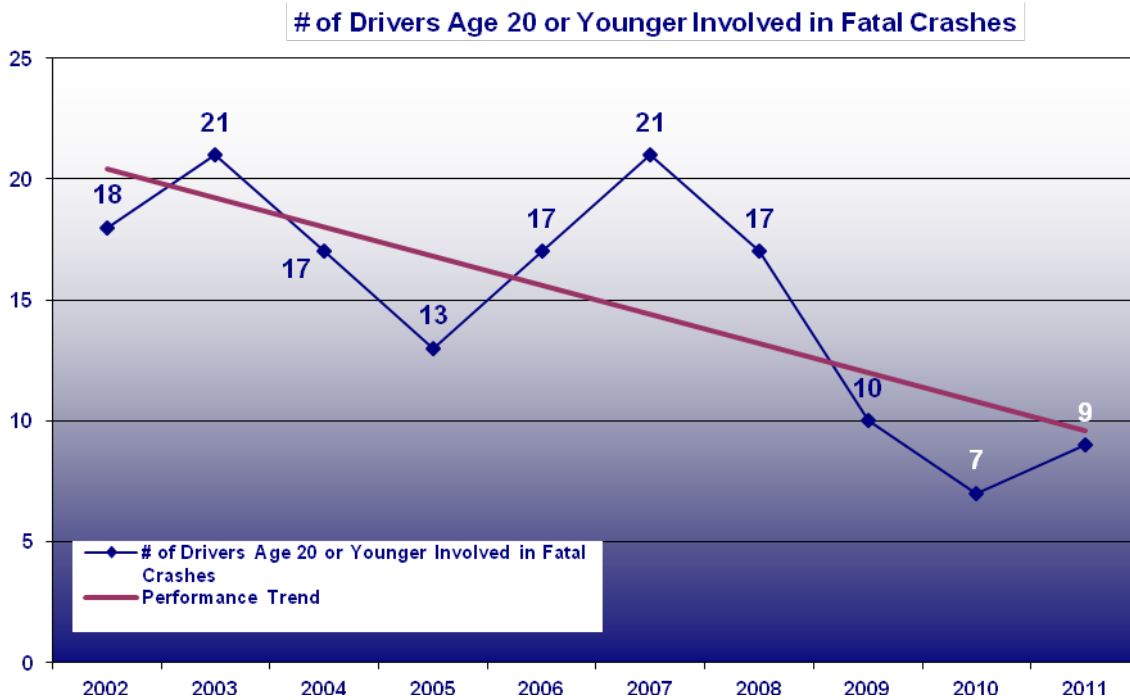
Alaska did not achieve the goal to maintain the number of 2 un-helmeted motorcyclist fatalities in 2010, as the number increased to 6. Sixty percent of Alaska’s motorcyclist fatalities in 2010 were not wearing a helmet when they crashed.



Goal: Reduce Driver 20 or Under Involved in Fatal Crashes from 17 in 2008 to 16 by 2010

Baseline: 2008 Calendar year of 17 Drivers

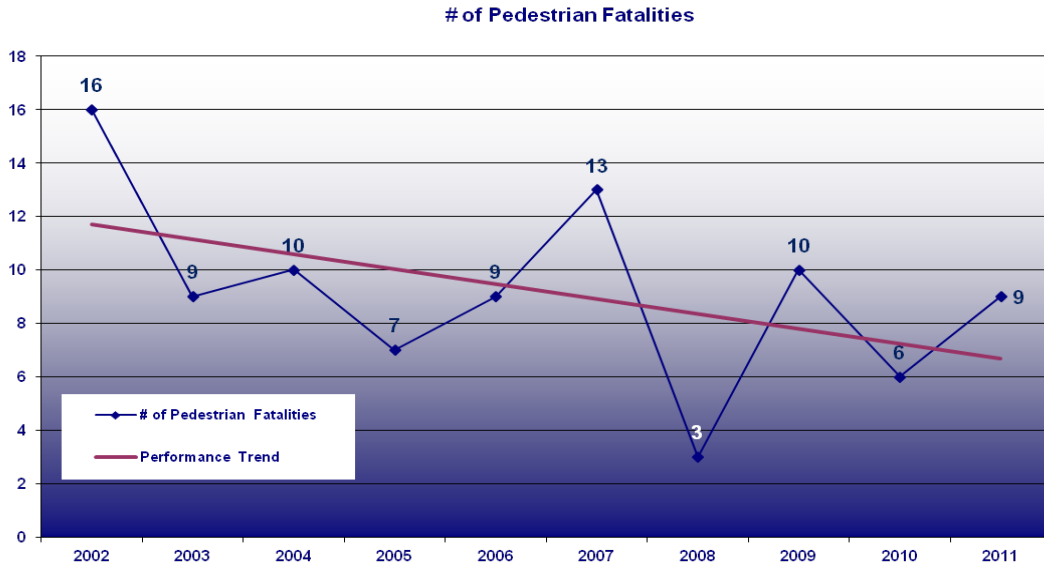
Alaska has achieved this goal with the actual numbers dropping from 17 in 2008 to 7 in 2010.



Goal: Maintain Pedestrian Fatalities at 3 by 2010

Baseline: 2008 Calendar year of 3 Fatalities

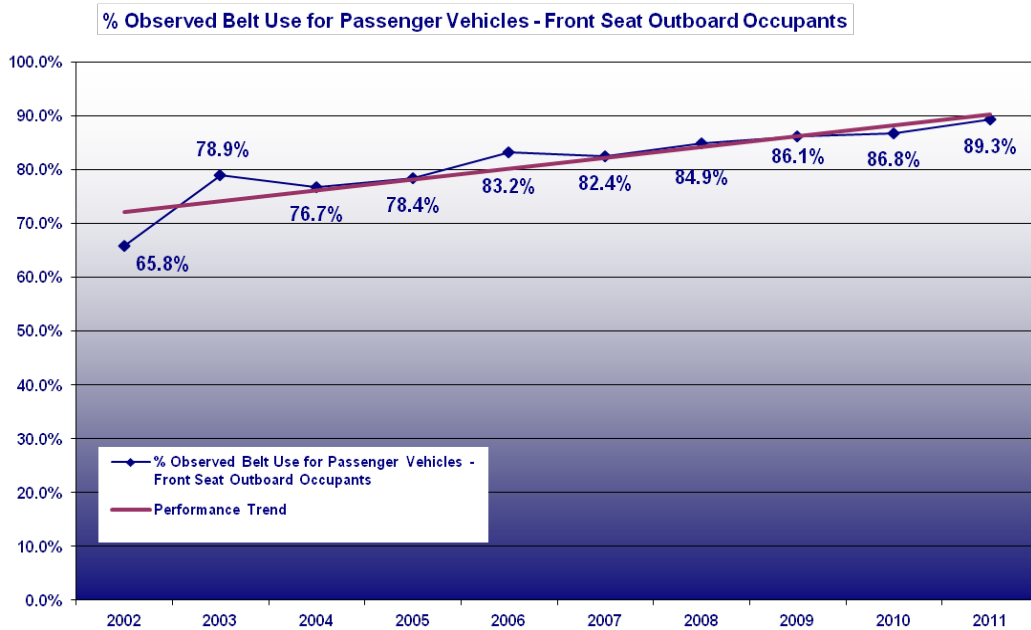
The goal to maintain Alaska's pedestrian fatalities at 3 by 2010 was not achieved. In 2010 the pedestrian fatality count doubled the goal number to 6. This is a decrease however from the tripled number of 9 pedestrian fatalities in 2009.



Goal: Increase Observed Belt Use from 84.9% in 2008 to 85.0% in 2009

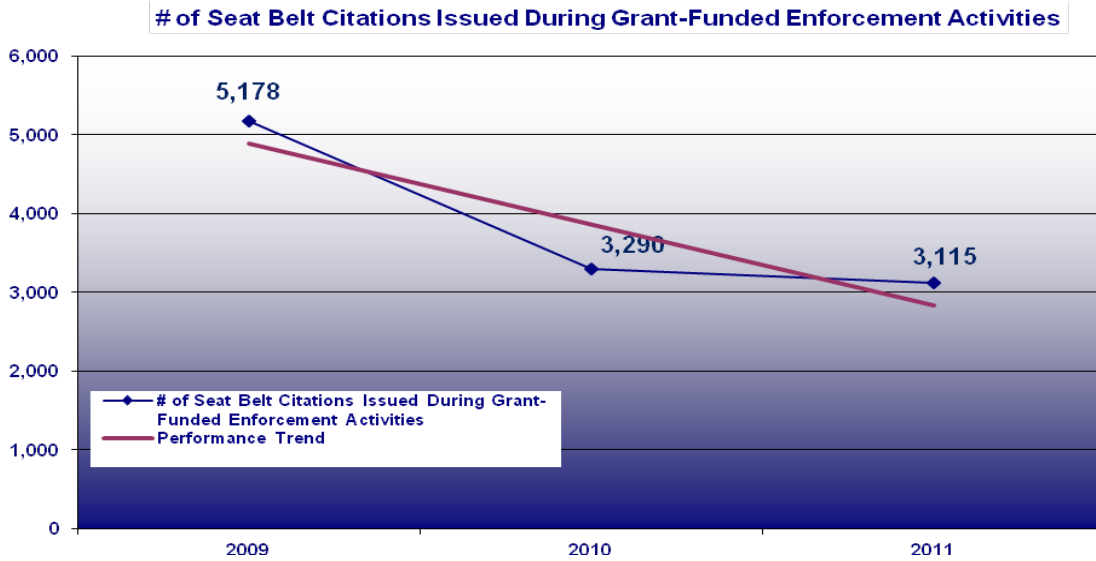
Baseline: 2008 Calendar Year of 84.9%

This goal was achieved as Alaska's actual observed belt use rate increased to 86.1% in 2009 and further to 86.8% in 2010.



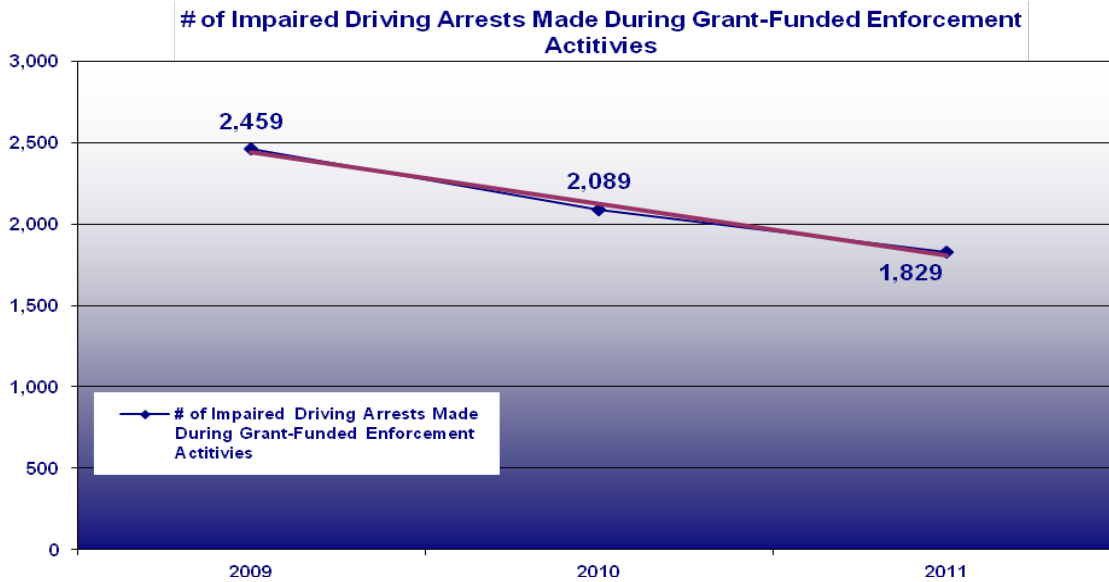
Goal: Increase Set Belt Citations by 10% from 4145 in 2008 to 4560 Citations in 2010
Baseline: 2008 Calendar Year of 4145 Citations

In previous years the data provided for this Performance Measure have been incorrect. 2008 data is not available for analysis. Shown below are the corrected figures for 2009 and 2010, and the preliminary citations for 2011.



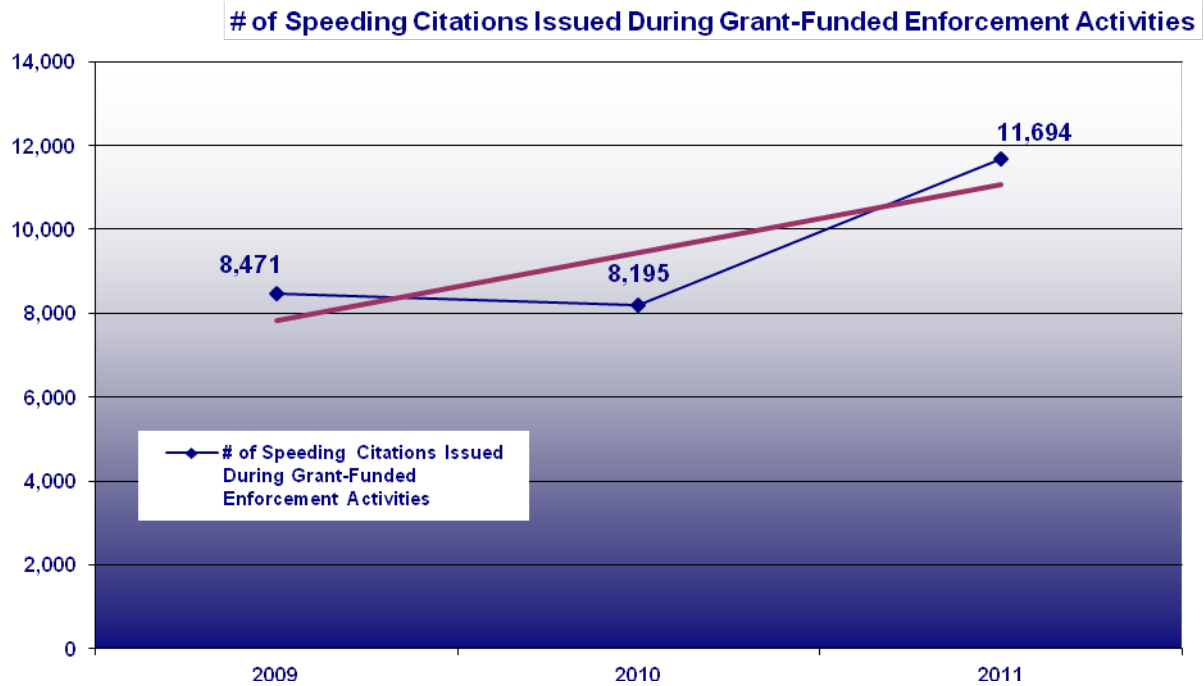
Goal: Increase Impaired Driving Arrests by 10% from 1610 Arrests in 2008 to 1771 in 2010
Baseline: 2008 Calendar Year of 1610 Arrests

In previous years the data provided for this Performance Measure have been incorrect. 2008 data is not available for analysis. Shown below are the corrected figures for 2009 and 2010, and the preliminary arrests for 2011.



Goal: Increase Speeding Citations by 10% from 3354 Citations in 2008 to 3689 Citations in 2010
 Baseline: 2008 Calendar Year of 3354 Citations

In previous years the data provided for this Performance Measure have been incorrect. 2008 data is not available for analysis. Shown below are the corrected figures for 2009 and 2010, and the preliminary citations for 2011.



Alaska Strategic Traffic Enforcement Partnership (ASTEP) overtime hours

- In FFY10 (2009-2010) there were 13,214 DUI contacts during 9,880 overtime hours.
- In FFY11 (2010-2011) there were 13,401 DUI contacts during 9,061 overtime hours.
- In FFY10 (2009-2010) there were 10,424 CIOT contacts during 3,637 overtime hours.
- In FFY11 (2010-2011) there were 10,309 CIOT contacts during 4,502 overtime hours.

Traffic Safety Unit (AST-Bureau of Highway Patrol, North Pole PD, Fairbanks PD)

- In FFY10 (2009-2010) there were 30,872 contacts during 38,963 hours.
- In FFY11 (2010-2011) there were 39,102 contacts during 45,584 hours.

In 2009 there were 12,890 reported traffic collisions on Alaska’s roads, in which 64 people lost their lives. 452 people suffered from major traffic-related injuries, and 4,878 people walked away with minor traffic-related injuries. There were 9,052 collisions in which property damage only was reported.

VMT = Vehicle Miles Traveled.

For every 100 Million vehicle miles traveled, there were 1.17 fatalities on Alaska’s roads in 2010.

U.S. National Fatality Rate:	
2004:	1.44 fatalities per 100 Million VMT
2005:	1.46 fatalities per 100 Million VMT
2006:	1.42 fatalities per 100 Million VMT
2007:	1.36 fatalities per 100 Million VMT
2008:	1.26 fatalities per 100 Million VMT
2009:	1.13 fatalities per 100 Million VMT
2010:	Unavailable

Alaska Fatality Rate:	
2004:	2.02 fatalities per 100 Million VMT
2005:	1.45 fatalities per 100 Million VMT
2006:	1.49 fatalities per 100 Million VMT
2007:	1.59 fatalities per 100 Million VMT
2008:	1.29 fatalities per 100 Million VMT
2009:	1.30 fatalities per 100 Million VMT
2010:	1.17 fatalities per 100 Million VMT

Regional Fatality Rate Per 100 Million VMT, 2009	
Alaska	1.30
Idaho	1.46
Oregon	1.11
Montana	2.01
Washington	0.87

Regional Motor Vehicle Crash Fatalities, 2009	
Alaska	64
Idaho	226
Oregon	377
Montana	221
Washington	492



Photo Courtesy of the Alaska State Troopers

Accomplishments

- Alaska’s seat belt usage increased from 86.8 percent in 2010 to 89.3 percent in 2011, according to the National Occupant Protection Usage Survey (NOPUS).
- Alaska’s motor vehicle traffic fatality count continued to decline from 73 in 2005 to 56 in 2010. The Alaska Highway Safety Office is home to the Analyst responsible for the Fatality Analysis Reporting System (FARS) for NHTSA.
- The number of alcohol related traffic fatalities continued to decline from 35(43%) in 2007 to 19 (34%) in 2010.
- There were fewer young drivers involved in fatal traffic crashes than ever before in Alaska; the numbers dropped from 17 in 2008 to 7 in 2010. Alaska has a Graduated Driver License Program.
- The number of unbelted traffic fatalities (in seatbelt equipped vehicles only) continued to declined from 28 (53%) in 2007 to 12(30%) in 2010.
- Between May, 2006 and August, 2011, fatal and major injury crashes on the four designated Safety Corridors declined by 53 percent (Central Region Traffic Safety Office).

Successful Legislation

Not a single bill passed the legislative session in FY11. There were several Driver Distraction bills introduced but only one saw movement; HB22 moved from H TRA to H JUD. The bill currently would ban all cell phone usage for 18 and younger and ban hand held only for drivers older than 18 years of age. The second year of the legislative session falls in FFY12, as the bills wait in committee.

Representative Munoz	HB22
Representative Doogan	HB35
Representative Gruenberg	HB68
Representative Gardner	HB128

Challenges

1. Impaired Driving
2. Seat Belt Usage
3. Speeding (Aggressive) Driving
4. Distracted Driving
5. Young Drivers
6. Safety Corridor



An Alaska Designated Safety Corridor. Photo by Cindy Cashen, Alaska DOT&PF



Safety Corridor Review Team. Photo by Cindy Cashen, Alaska DOT&PF

Impaired Driving

Alcohol impaired driving-related fatalities statewide have decreased; 31% in 2009 to 27% in 2010. There were 64 traffic crash fatalities in 2009, 20 of them involved impaired drivers. In 2010 there were 56 traffic crash fatalities, of which 15 involved at least one impaired driver.

- In 2009 alcohol was involved in 771 traffic crashes on Alaska's roads, accounting for 6% of the total reported traffic crashes for 2009.
- In 2009 alcohol was also involved in 26 of the 64 traffic fatalities in Alaska, accounting for 41% of the total traffic fatalities in 2009.
- In 2009 police in Alaska reported 771 crashes involving a driver or pedestrian with a positive Blood Alcohol Content (BAC). These crashes killed 26 and injured an estimated 515 people.
- In 2009 drivers in Alaska with reported BACs of .10+ were involved in an estimated 334 crashes that killed 20 and injured 207.
- Alaska drivers with BACs between .08 - .09 were involved in an estimated 34 crashes that killed 0 and injured 28.
- Positive reported BACs below .08 were involved in an estimated 55 crashes that killed 3 and injured 45.

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

Seat Belt Usage

Seatbelt usage is on the rise in Alaska. Each year less people are dying on Alaska's roads due to not buckling up. A seatbelt can mean the difference between a fatal crash and an injury crash.

Of the 37 traffic-related fatalities in seatbelt equipped vehicles in 2010, 12 were not wearing a seatbelt (32%)

Speeding (Aggressive) driving

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

- Out of all motor vehicle traffic crashes in 2009, there were 771 crashes with alcohol involved, in which there were 368 impaired drivers (.08+) total.
- In contrast, in all motor vehicle traffic crashes in 2009, there were 1,768 crashes with speeding involved, in which there were 1,784 drivers who were driving an unsafe speed.
- The number of major injuries due to unsafe speed has decreased from 95 in 2008, to 82 in 2009.
- Alaska has increased the number of crashes involving unsafe speed from 1,540 in 2008 to 1,768 in 2009.

Fatalities and Major Injuries Involving Speeding, 2003-2009

	2004	2005	2006	2007	2008	2009
Speeding Fatalities	38	28	30	34	27	29
Speeding Major Injuries	157	157	114	85	95	82
Speeding Fatalities as a Percent of All Fatalities	38%	38%	41%	41%	44%	45%
Speeding Major Injuries as a Percent of All Major Injuries	27%	27%	26%	20%	24%	18%

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

Distracted Driving

In response to public concerns, the Alaska Highway Safety Office administered federal funding to create and air television and radio ads across the state to discourage distracted driving, including the use of cell phones.

State

- From 2002-2009 there were a total of 89,770 motor vehicle crashes in Alaska;
- From 2002-2009 there were 442 motor vehicle crashes involving cell phone use;
- Of the cell phone involved crashes, 245 crashes resulted in property damage only, 175 crashes resulted in minor injuries, 20 crashes resulted in major injuries, and 2 crash were fatal;
- From 2002-2009 there were 282 non-fatal injuries in traffic crashes involving cell phone use;
- Of the cell phone involved crash injuries, there were 261 minor injuries, 21 major injuries, and 2 fatalities.

National

- In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving (FARS and GES).
- The proportion of drivers reportedly distracted at the time of the fatal crashes has increased from 8 percent in 2004 to 11 percent in 2008.
- Of those people killed in distracted-driving-related crashes, 995 involved reports of a cell phone as a distraction (18% of fatalities in distraction-related crashes).
- Of those injured in distracted-driving-related crashes, 24,000 involved reports of a cell phone as a distraction (5% of injured people in distraction-related crashes).
- Sixteen percent of fatal crashes in 2009 involved reports of distracted driving.
- Twenty percent of injury crashes in 2009 involved reports of distracted driving.
- The age group with the greatest proportion of distracted drivers was the under-20 age group – 16 percent of all drivers younger than 20 involved in fatal crashes were reported to have been distracted while driving.
- Of those drivers involved in fatal crashes who were reportedly distracted, the 30- to 39-year-olds had the highest proportion of cell phone involvement.

Source: NHTSA Traffic Safety Facts September 2010

Young Drivers

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

- A recent study compared Alaska's 1995-1999 minor consuming cases with 1995-2006 DUI court cases and "found that 24.4 percent of youth with minor consuming arrests go on to have DUI offenses before their 31st birthday".
- Motor Vehicle traffic crashes are the leading cause of death in the United States for young people 15-20 years of age. Teenagers are involved in three times as many fatal crashes as all other drivers.
- In 2009 there were 3,278 drivers under the age of 21 involved in motor vehicle crashes in Alaska.
- In 2009 there were 2,640 non-fatal injuries and 22 fatal injuries involving at least one driver age 26 or younger.

Sources: [Hamilton, Steven. *Evaluation of Risk Factors for Repeat DUI Offenses, Report. 2008.*](#) , and Highway Analysis System (HAS) State of Alaska Department of Transportation and Public Facilities



All three photos are from the 2010 Juneau Mock Crash. Photos by Joanna Reed, Alaska DOT&PF.

Safety Corridors

Fatal and major injury crashes are a serious problem in Alaska's Designated Safety Corridors, a segment of a state highway that has been identified as having a higher than average incidence of fatal and serious injury crashes, and which the Commissioners of Transportation & Public Facilities and Public Safety have agreed to provide funding for effective education, enforcement, engineers, and support emergency response agencies. Currently the Seward (May 2006), the Parks (October 2007), the Knik/Goose Bay Road and the Sterling Highway (both in July 2009) are the four designated Safety Corridors in Alaska. DOT&PF and DPS are tasked by law with the responsibility of reducing these crashes. It is recognized that these roads are at or near traffic volume capacity. Long term, major road projects are needed to address traffic volume growth. In the immediate term, cost-effective solutions will be pursued to reduce severe crashes.



Report Every Dangerous Driver Immediately – REDDI sign.
Photo by Cindy Cashen, Alaska DOT&PF



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

Date: November 2, 2011

Reviewed: Rob Campbell P.E., Regional Director

Authors: Safety Corridor Review Team

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

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

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

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

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 geometries 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.

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
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%

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
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%

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		10.99	8837	97113	2.539	5.078	7.617
01/01/1999										
06/30/2009										
3833	10	20	30		10.99	8033	88285	2.955	5.910	8.865
07/01/2009										
09/30/2011										
821	0	0	0		10.99	8240	90558	0.000	0.000	0.000
fore Per Year	0.95	1.90	2.86		10.99	8033	88285	2.955	5.910	8.865
fter Per Year	0.00	0.00	0.00		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%

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	19.04	5731	109116	3.264	10.294	13.558	
01/01/1999										
06/30/2009	3833	13	41	54	19.04	5210	99197	3.419	10.783	14.202
07/01/2009										
09/30/2011	821	1	3	4	19.04	6315	120238	1.013	3.039	4.052
Before Per Year	1.24	3.90	5.14	19.04	5210	99197	3.419	10.783	14.202	
After Per Year	0.44	1.33	1.78	19.04	6315	120238	1.013	3.039	4.052	
As of 4-30-2011										
% Change	-64.09%	-65.84%	-65.42%	19.04	21.21%	21.21%	-70.37%	-71.82%	-71.47%	

**DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2011 AUDIT**

OTHER AGENCY ADVISORS AT SITE MEETINGS (EMS, ENFORCEMENT):

Name	Title	Agency	Phone	email
Dep. Chief John Drozdowski	Deputy Chief	AFD Anchorage Fire Dept (HQ : 267-5901).	267-4905	droz@muni.org
Capt. Mike Davidson	Capt. Sta 6	AFD Anchorage Fire Dept.	230-4960	davidsonMA@muni.org
Chief Bill Chadwick, and Rich Parry	Chief	AFD Anchorage Fire Dept. Girdwood Station	783-2511	parrym@muni.org ; chadwickwd@muni.org
Chief James Steele	Chief	Central Mat-Su Fire Department, Station 61	373-8805	james.steele@matsugov.us
Chief Chris Mokracek	Chief	Kenai Peninsula Borough, Central EMS	262-4792	cmokracek@borough.kenai.ak.us
Assist. Chief Gordon Orth	Assistant Chief	Kenai Peninsula Borough, Central EMS	262-4792	gorth@borough.kenai.ak.us
Capt. Hans Brinke	Captain	AST 'B' Detachment, Mat-Su	746-9135	hans.brinke@alaska.gov
Sgt. Robert French	State Trooper	BHP/AST MatSu, B Detachment	373-8307	robert.french@alaska.gov
Capt. Andrew Greenstreet	Captain	AST 'E' Detachment, Kenai Peninsula	262-4453	
Sgt. Eugene Fowler	State Trooper	BHP/AST Soldotna, E Detachment		vernie.fowler@alaska.gov
Sgt. Justin Doll	Supervisor	APD Anchorage Police Dept. Traffic Unit	786-2439	jdoll@ci.anchorage.ak.us
Vacant	Officer	HPD Houston Police Dept	892-6447	
Chief Tom Hood	Chief	HFD Houston Fire Dept.	892-6869	tmhood@houston-ak.gov
Sgt. Bill Rapson	Law Enfrmnt Liason	WPD Wasilla Police Dept.	352-5417	brapson@ci.wasilla.ak.us
Thomas Remaley	Commander	PPD Palmer Police Dept.	746-9405	remaley@palmerpolice.com
Kalie Klaysmat for Chief John Lucking	Special Projects Mgr for Chief	SPD Soldotna Police Dept.	262-4455	jlucking@ci.soldotna.ak.us or kklaysmat@ci.soldotna.ak.us
Brad Sworts	Transportation Planning Mgr	MSB Planning Dept Mgr	746-7430	Brad.sworts@matsugov.us
Mike Weller	Transportation Planner	MSB Planning Dept, Hwy Data	746-7422	Michael.Weller@matsugov.us
Doug Schoessler	KPB RSA Director	KPB Public Works Dept.	262-4427	kschoessler@borough.kenai.ak.us

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

**DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2011 AUDIT**

PARTICIPANTS

DOT/PF and DPS SAFETY CORRIDOR REVIEW TEAM

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Vacant	HSIP Coordinator	DOT/PF Central Region, Hwy Safety Improvement Program	269-643	
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ADDITIONAL DOT/PF ATTENDANCE

Name	Title	Agency	Phone	email
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Impaired Driving Program Overview

Goals

- Decrease Fatalities at .08 or Above from 21 in 2008 to 18 by 2010
- Increase Impaired Driving Arrests by 10% from 1610 in 2008 to 1771 in 2010

Achievements

- Alaska achieved the goal to reduce the number of traffic fatalities with a blood alcohol contact at .08 or above in 2010.
- Alaska achieved the goal to increase impaired driving arrest during grant-funded enforcement activities in 2010.

Impediments to Achievements

- Alaska's geographical landscape and dangerous roadway conditions.

DUI Traffic Enforcement Units

The Alaska State Troopers Bureau of Highway Patrol is continuing their efforts to reach the vision adopted in the ASHSP "Everyone Counts: zero deaths and injuries on Alaska's surface transportation system" with the three goals:

- 1) Reduce the rate of fatalities and major injuries through proactive leadership, sustained high-visibility enforcement, education and technology.
- 2) Improve the State's Traffic Records.
- 3) Improve the timeliness and accuracy of collision scene investigations.

The Fairbanks Police Department DUI Traffic Enforcement Unit patrolled within the Fairbanks City Boundaries for the fifth consecutive year.

The City of North Pole Police Department DUI Traffic Officer patrolled within the North Pole City boundaries. Alaska DUI Traffic Enforcement Units serve the following purposes:

- Talkeetna Bluegrass
- State Fair in Palmer
- Arctic Man
- Mountain Marathon in Seward
- Forest Fair in Girdwood
- Moose Dropping in Willow
- Anchor Point Memorial Day
- Aerial Enforcement
- Traffic Enforcement along Alaska's five highway safety corridors
- Multi-Jurisdictional Enforcement for Holiday's. National Campaigns and other specially developed enforcement programs
- Enforcement programs strategically addressing high-risk time of day and/or locations

Alaska Strategic Traffic Enforcement Partnership (ASTEP)

In 2011 the Strategic Traffic Enforcement Partnership consisted of thirteen police agencies and the Department of Public Safety, and resulted in 1,259 DUI Statewide arrests. More than \$788,344 was spent on DUI enforcement and helped play an effective role in the reduction of alcohol related injuries and deaths. The Anchorage Police Department alone made 1,098 (87%) of those arrests, indicating their significant role with highway safety.

The sharing of data between state and local traffic engineers, law enforcement agencies and AHSO make it possible to determine when, where and how to enforce Alaska's traffic laws for the best results. Law enforcement agencies also continue to participate in the multi-jurisdictional operations.

Law Enforcement Liaisons

The AHSO and the NHTSA Pacific Northwest Office work with the Juneau, Fairbanks, Wasilla and Kenai Police Departments to foster Alaska's Law Enforcement Liaison (LEL) program. Trained LEL Officers serve as a bridge of communication between the AHSO and State and local law enforcement agencies to improve the development and implementation of statewide initiatives focusing on traffic safety, education and law enforcement.

"Operation Glow" continues to be a successful project in Fairbanks and Wasilla. Fairbanks PD, Alaska State Troopers, Bureau of Highway Patrol, North Pole PD, University of Alaska Fairbanks Police, Fairbanks International Airport Police, Alaska Railroad Police, Fort Wainwright Police and the Eielson Air Force Base Security Police officers handed out custom made lanyards with glow sticks to young trick-or-treaters for increased visibility for motorists and others in area neighborhoods. Coupon donations from Wendy's, McDonalds, Taco Bell, Fred Meyer, Sourdough Fuel, Pizza Hut and Regal Cinemas resulted in nearly 6,000 coupons being distributed to trick-or-treaters and motorists. There were three news pieces that appeared in the Fairbanks Daily News-Miner in October and November focusing positively on law enforcement. Officer B Safe and other law enforcement and volunteers showed up at a UAF hockey game to advertise this event as well as postings on Facebook and Mixle. Channel 11 conducted a "sit down" interview as well as being discussed on local AM and FM radio stations.

The Wasilla Police Department, local and state law enforcement agencies partnered with the local school district and youth court to assemble and distribute 8,500 glow sticks and lanyards to area elementary schools for children to be warn while participating in the Halloween festivities so they would be more visible to motorists. A local Restaurant provided pizza and drinks for the many volunteers during the assembly event. A local Restaurant provided pizza and drinks for the many volunteers.

Purpose of the LEL Program:

- Enable constant communication between the AHSO and the law enforcement community.
- Communicate the traffic safety priorities of Alaska.
- Promote traffic law enforcement of DUI and seatbelt laws, aggressive driving and child passenger safety.
- Help identify traffic law enforcement tactics and communicate the best practices to law enforcement agencies.

Alaska's Law Enforcement Liaisons

- Juneau-Officer Blain Hatch
- Fairbanks-Lt. Daniel Welborn
- Kenai-Officer Jay Sjogren
- Wasilla-Sergeant William Rapson

Therapeutic Court Programs (Alaska Wellness Court)

Alaska's Therapeutic Courts operate in Anchorage, Bethel, Fairbanks, Juneau and Ketchikan. These programs are designed to reduce the recidivism rate of DUI's and other alcohol-related misdemeanors and felonies through a diversion process. Repeat offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatment and long term monitoring. The 18-month programs focus on people charge with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge works closely with a team consisting of prosecutors, the public defender, defense lawyers, case coordinator, corrections officers and treatment providers.

Alaska School Activities Association "Play for Keeps"

The Alaska School Activities Association (ASAA) serves 70% of high school age students and is an influence on the norms and values of underage students around the use of controlled substances, alcohol and tobacco by implementation. ASAA has a zero tolerance policy against illegal drugs, including alcohol for youth that participate in activities sponsored by ASAA and the majority of offenses were first time offenders. While the number was consistent between sophomores and juniors, repeat offenders were minimal. One could begin to conclude that the policy is effective in reducing underage drinking and is a positive intervention tool. The policy is taught through educational sessions, of an ASAA created video "Play for Keeps", for both students and parents with access available statewide through the use of computers and at the start of each activity. All High school coaches are required to take and pass a coaches education program giving them the opportunity to discuss and provide a positive influence on the students.

Alaska Injury Prevention Center "Think Fast" media program

Over 10,000 Anchorage, Kenai and Mat-Su high schools participated in the multi-media game "Think Fast", which is a combination of teen driving related music videos, multiple choice trivia and survey questions. This game has been effective and popular with its target audience because education was provided thru a high quality production set with sound and video equipment, interesting and fun trivia, mainstream music and music videos and a gregarious host who interacted with the young audience. 66.9% of the participants reported that "Think Fast" influenced them not to ride in a car when the driver has been drinking or using drugs.

Forget Me Not Mission DUI Awareness and Education

Raising public awareness and increase public education throughout the State of Alaska, but particularly in the communities with the larger populations where most of the DUI incidents occur. Soul Shaking Grief, a victim's memorial booklet has been distributed throughout Alaska and over 65 agencies are using it in their drug and alcohol counseling and treatment programs. Groundwork was laid for a teen edition of Soul Shaking Grief and the Colony High School journalism class took it on as their class project. Presentations were made to various groups as were a number of TV and radio interviews discussing the teen book project.

Dept of Public Safety Alaska Scientific Crime Detection Laboratory

The replacement of all current evidentiary breath test instruments used by Alaskan law enforcement agencies in driving under the influence cases. Training on the new instruments was completed for Breath Alcohol personnel and Breath Test Supervisors.

Anchorage Hospitality Foundation “Off the Road” Safe Rides Home

The goal is to change behavior that can be caused by attitude when a person makes the decision to take or not take a safe ride home. “Off the Road” provides patrons a free ride home instead of making the wrong decision to drink and drive. Rides have increased and the participating establishments state that patrons are more willing to take and are asking for a ride home.

Upper Tanana Wellness Court – Upper Tanana Restorative Justice Circle

To address the youths drinking and driving impaired in and around the Upper Tanana Communities, the Upper Tanana Restorative Justice Circle was formed in 2008.

The number of MCA cases filed in Tok has been reduced from 60 in 2009 to 27 in September 2011. UTWC attributes the reduction to increased restorative justice education, engagement of communities and meeting with volunteers from each community. Five outreach presentations, five restorative justice panel meetings and ten community member trainings and presentations have been conducted this last year.

Southeast Regional Resource Center–Driver Training for Southeast Alaska

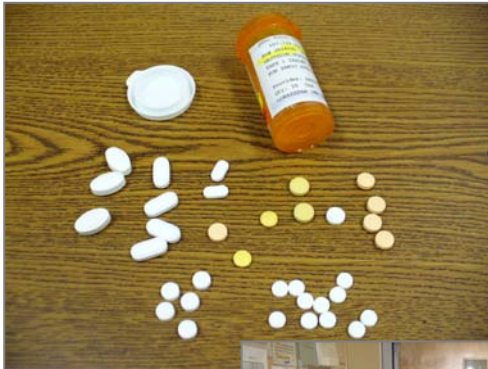
To fulfill the need for driver’s licenses among youth in Southeast Alaska’s rural communities to promote highway safety. Of the 117 applicants that were given access codes to begin the on-line course work, 33 participants completed the on-line driver education course and also received a drug and alcohol awareness training completing certificate from SERCC and the National Council on Alcoholism and Drug Dependence. 32 participants are currently in the process of completing the on-line driver education course while 52 participants have not commenced their coursework and an additional 4 participants were licensed.

Alaska Court System – Operator’s Without Licenses (OWL)

A very high percentage of all misdemeanor cases filed in the Anchorage District Court are the charges of Driving While License Suspended, Cancelled or Revoked pursuant to the laws of either the State of Alaska or the Municipality of Anchorage. In response to this trend, in December of 2007, the Alaska State Court System began a special project to expedite the case processing calendar for cases involving defendants without licenses, this special case processing calendar is modeled after the Iowa Rocket Docket and is entitled the OWL Court. The case manager regularly works with each participant to address the barriers that have prevented them from regaining their licenses and assists them as they navigate the various systems to resolve their issues. The OWL project worked with 427 participants, 250 defendants were sentenced and of the 250; 160 have obtained their licenses.

Dept of Public Safety Alaska Scientific Crime Detection Laboratory – Toxicology Services

Alaska Law Enforcement agencies collect the blood evidence from traffic related drug impaired driving offenses and submit that evidence to the Alaska Crime Laboratory to be repackaged and sent to the Washington Laboratory for forensic drug toxicology analysis. When requested, expert testimony service for criminal prosecution is provided by toxicologists from the Washington Laboratory. 382 samples were sent to the Washington Laboratory for forensic drug toxicology analysis.



Photos courtesy of the Alaska Department of Public Safety

Motorcycle Safety Program Overview

Goals

- Reduce Motorcyclist Fatalities from 8 in 2008 to 7 by 2010
- Maintain Un-helmeted Motorcyclist Fatalities at 2 by 2010

Achievements -0

- Alaska did not achieve the goal to reduce motorcyclist fatalities to 7 as the number increased to 9 fatalities.
- Alaska did not achieve the goal to maintain the number of 2 un-helmeted motorcyclist fatalities in 2010, as the number increased to 6.

Impediments to Achievements

- Lack of a mandatory helmet law.
- Alaska's geographical landscape and dangerous roadway conditions.

ABATE of Alaska, Inc – Rider Education & Training Program

The increased numbers of motorcycle registrations and course registrations suggests the state of Alaska will continue to see an increase in the number of riders on Alaska's roadways. ABATE's 2011 Rider Education Program was aimed to continue to train riders of varying experience and skill levels the techniques necessary to have a safe ride on Alaska's roads while utilizing the nationally certified Motorcycle Safety Foundation (MSF).

From June to September the following education was conducted:

- 11 Kick Start courses with 54 students
- 29 Basic Rider courses with 322 students
- 15 Experienced Rider courses with 67 students
- ABATE of Alaska performed 15 DMV 3rd Party Testing sessions involving 61 riders

Juneau ABATE, Inc – Motorcycle Training and Education

Juneau ABATE was able to provide 13 classes to educate motorcyclists in the basic ability to ride with the abilities that will keep them safe and aware of what is going on around them. Students were taught what to do when a quick stop is needed, how to handle a bike in tight spaces along with many more life saving abilities. 99 Students signed up which included 11 out of town students, 89 passes with the other 10 either being a no shop or dropped out,

Occupant Protection – Program Overview

Goals

- Decrease Unrestrained Fatalities from 24 in 2008 to 22 by 2010
- Increase Observed Belt Use from 84.9% in 2008 to 85.0% in 2009
- Increase Seat Belt Citations by 10% from 4145 in 2008 to 4560 Citations in 2010

Achievements

- Alaska achieved the goal to decrease unrestrained traffic fatalities in 2010 by reducing the number to 12 in 2009 and 2010.
- Alaska achieved the goal to increase the observed belt use rate to 86.8% in 2010.
- Alaska did not achieve the goal to increase the seat belt citations from 4145 to 4560 during grant funded enforcement activities as the actual number was 3290.

Impediments to Achievements

- Alaska’s geographical landscape and dangerous roadway conditions.

Alaska Injury Prevention Center Safe Community Project

Alaska Injury Prevention Center (AIPC) Safe Community Project promotes the proper use of Child Passenger Restraints and Seatbelts using media and education. AIPC addressed Teen Driving, Impaired driving, Distracted Driving, Safe Bike and Pedestrian Behaviors. AIPC also conducted the National Occupant Protection Survey (NOPUS) AIPC uses national recognized standards to conduct observational surveys of seatbelt use in the state of Alaska. AIPC made progress or met each of its goals in FFY11. Highlights include:

- 233 people served at 9 Car Seat checks
- 121 car seats distributed
- Statewide seatbelt use increased from 88% to 89.3%
- 1000 students participated in “Think Fast” events an interactive program which teaches youth not to get in the car with an impaired driver.
- Distributed reflective materials to 24591 students and adults
- 5 teen driving events held



Lifesavers Conference Alaska’s Occupant Protection Attendees. Photo by Marcia Howell, Executive Director, AIPC.

Section 2011 K3-11-01-1 \$43,100.00 Central Peninsula Hospital Safe Kids Coalition
Section 2011 K3PM-11-02-01 \$ 8,000.00 Central Peninsula Hospital Media

The Central Peninsula Hospital Safe Kids Kenai Peninsula Coalition has been in existence since 1993 when it became a chapter of Safe Kids Alaska and in 1996 it became a coalition in partnership with Safe Kids Homer/South Peninsula Hospital. It is the lead agency for Safe Kids Kenai Peninsula Coalition and is a member of Safe Kids Alaska, USA & Safe Kids Worldwide. Partnerships exist with Central Emergency Services, Kenai, and Nikiski Fire Departments and serve low income families with new restraint devices. These departments are set up as child passenger safety inspection sites and have Certified Child Passenger Safety Technicians on duty. Community checks up events are scheduled by the agencies. Section 2011 funding provided safe child restraints to the community, including low income families and education to parents/caregivers, schools, child care providers, Head Start programs, local transit companies, church groups, EMS and law enforcement.

This year Central Peninsula Hospital (CPH) increased awareness of child passenger safety (CPS) to the community. Educational events were held in schools, community safety events and childbirth classes. Print, radio and internet were used to reach a wide range of community members. CPH also provided ongoing training to Child Passenger Safety Technicians (CPST) for the Kenai Peninsula. CPH met or made progress in all of the grant funded goals this year. Highlights of the program include:

- 29 Community Car Seat Check-Up Events held in the Kenai Peninsula.
- CPH was available for 15 hours each week to do individual car seat checks.
- 7 Child Passenger Safety classes were held for Child birth Classes.
- Over 1,000 children, parents, and caregivers attended 7 CPS and Booster seat awareness sessions.
- 513 child restraints were checked and 271 Car seats were provided to low income families.
- 3 people were sent to CPST training and 9 CPST were recertified.
 - two from CPH/Obstetrics department and one from CES/Soldotna Fire Department to Anchorage for the August CPST courts.
- 6 CPST received specialized training to fit children with special needs in child passenger restraints.
 - Five CPST and one CPS-Instructor attended Safe Travel for all Children: Transporting Children with Special Health Care Needs course in Anchorage March 2-3rd.
- Produced CPS radio spots which ran on 4 stations twice a day throughout the grant year.
- Ongoing print materials, radio, and websites:
 - CPH: A media campaign was conducted through newspaper, radio spots and other printed materials to promote Child Passenger Safety. On-going paid radio spots were run throughout the year with the KSRM Radio group. Paid newspaper advertisements were placed in May and August in special editions that highlight children and daily newspaper editions. The timing of the ads correlated with the end of school year and back to school. Throughout the year public service announcements were placed to promote and notify the public about monthly community car seat check up events at the difference inspection sites on the peninsula.

Section 2011 K3-11-01-02 \$30,230.00 Mat-Su Services-Children & Adults Child Passenger Safety

The Mat-Su Service for Children and Adults (MSSCA) is a private non-profit corporation since 1984 and has been providing child passenger safety information and seat checks since 1999. In 2009 MSCCA signed an agreement with Mat-Su Regional Medical Center to provide car seat information and hands on training for patents, including low income families, delivering in their birthing center three days a week.

MSSCA serves one of Alaska's fastest growing populations. MSSCA provided community Car seat checks and individual car seat checks by appointment. MSSCA partnered with Mat-Su regional Center (MSRMC) to provide car seat information and hands on training to parents delivering at the MSRMC birthing center. MSSCA was able to meet most of their goal for the year. Highlights of the year include:

- Held 11 community Car seat checks.
- Provided new parents at MSRMC car seat information 5 days a week, providing some form of training to 394 families.
- 5 new child passenger safety technicians were certified for a total of 12 CPS technicians.
- Purchased 33 child passenger restrains with AHSO funds.
- Distributed 48 child passenger restraints.

MSSCA: A modest media campaign was conducted through brochures and schedules being placed in the doctor's offices, libraries, child care centers and hospital packets

Southeast Regional Emergency Medical Services Council, Inc. (SEREMS) Youth First Responders Emergency Team of Prince of Wales Island

SEREMS provides development of a Youth First Responders (YFR) program and safety events in 3 communities, Klawock, Craig, and Thorne Bay Alaska. The program worked towards this goal by hosting safety events and training youth 12-18 as medical first responders and emergency medical technicians (ETT). SEREMS met or made progress in each of their goals this year. Highlights of the program include 13 safety events:

- 3 Be Safe Be seen events reached a total of 203 participants.
- 2 child passenger seat checks checked 17 car seats.
- 2 distracted driving campaigns reached a total of 46 teenagers.
- 5 First Aid courses with a total of 44 participants.
- 1 bike helmet event giving out 31 helmets
- 36 youth participated in YFR and ETT classes.
- 28 youth participated in volunteer events.

SEARHC Southeast Alaska Passenger Safety Program

SEARCH worked to improve passenger safety for low income and rural families through education, technician training, technical assistance and car seat distribution in Southeast Alaska. Progress was made on all goals and objectives. Highlights include:

- 9 child passenger Safety Technicians are currently certified in 7 Southeast Communities.
- 169 Child Passenger restrains distributed to low income families.
- Car seat checks were held in Juneau, Hydaburg & Haines.
- Child Passenger safety Technician Course Held.
- In collaboration with Juneau Police Department SEARHC created a child Safety Seat inspection Poster.

Providence Health & Services-Alaska Safe Kids Alaska Buckle-Up

Providence Health & Services-Alaska Safe Kids Buckle Up (Safe Kids) endeavors to decrease childhood injury and death caused by misuse of child restraint systems. Safe Kids provides training for Child Passenger Safety (CPS) Technicians and works to reach low income and rural or remote communities. Safe Kids administered and maintains the CPS website www.carseatsak.org Safe Kids made progress or met all of its goals for FFY11. Highlights include:

- 433 car seats were checked.
- 117 car seats distributed.
- 15 people attended CPS training for fitting car seats of children with special needs.
- Establishment of a new CPS fitting station in Kodiak.

Fairbanks Volunteers in Policing

Fairbanks Volunteers in Policing (VIP) provides training, education, and volunteer opportunities to make the community safer, stronger, and better prepared. Volunteers assist in DUI awareness, patrols, bicycle rodeos, community education, Dui awareness and other topics. VIP made progress in each of it's goal and objectives in FFY11. Highlights include:

- Reflective materials provided to 2205 children and youth.
- Reflective materials provided to 100 adults.
- 3 DUI awareness activities.
- 25 volunteers provided 1131.75 hours of patrol time.
- Replaced 100 improperly installed or defective child passenger restraints.

Fairbanks Memorial Hospital Safe Rider Program

Fairbanks Safe Rider Program (FMH) focuses on occupant protection (seatbelt) and child passenger safety (CPS). FMH provides outreach to low income families and low use populations in the North Star Borough and surrounding communities (Healy, Delta Junction, and Valdez). FMH has a permanent CPS fitting station. Community and individual home fittings are possible with the use of a mobile car seat check van. IN FFY11 FMH met or made progress in all of its goals and objectives. Highlights of the year include:

- 80 car seats provided to low income families.
- 29 home visits made.
- 4 car seat checkup events.
- 535 families provided with child passenger restraint information before leaving the hospital.

Department of Health & Social Services (DHSS)

To disseminate Child Passenger Restraint information DHSS collaborated with Alaska Native Health Consortium, The Trauma Program, The Alaska Trauma Registry, and safe Routes to School. DHSS developed a relationship with the Mexican consulate in Anchorage this year. DHSS met or made progress with each of its goals and objectives in FFY. Highlights include:

- 23 Child passenger restraints were distributed to low income families.
- 29 technicians were recertified statewide.
- 2 new technicians were certified in Dillingham.

American Red Cross, Mat-Su Safer Highways

American Red Cross, Mat-Su-Safer Highways (Safer Highways) mission is to empower licensed drivers with the education, knowledge, and skills to provide needed CPR/AED/First Aide care while emergency responders are en route. Safer Highways made progress on each of its goals.

Southeast Regional Emergency Medical Services Council, Inc. Youth First Responders Emergency Team of Prince of Wales Island

Southeast Regional Emergency Medical Services Council (SEREMS) provides development of a Youth First Responders (YFR) program and safety events in 3 communities, Klawock, Craig, and Thorne Bay Alaska. The program worked towards this goal by hosting safety events and training youth 12-18 as medical first responders and emergency medical technicians (ETT). SEREMS met or made progress in each of their goals this year. Highlights of the program include 13 safety events:

- 3 Be Safe Be seen events reached a total of 203 participants.
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- 5 First Aid courses with a total of 44 participants.
- 1 bike helmet event giving out 31 helmets.
- 36 youth participated in YFR and ETT classes.
- 28 youth participated in volunteer events.

Section 2011 funding: Car seat distribution

	Mat-Su Services	Central Peninsula Hospital
Car seats purchased	33	227
Car seats distributed	48	271
Community car seat checks held	11	29
Car seat installations/checks	39	513
Car seats correctly installed on arrival	0	57
Improper installations corrected	N/A	170
Technicians trained or re-certified	0	25



Special Needs Transportation Course. Photo by Marcia Howell, Executive Director, AIPC.

Paid Media Report

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

Media Awareness Project: the National Impaired Driving slogan is "Drunk Driving. Over the Limit. Under Arrest". The National Seat Belt slogan "Click It or Ticket" and the state logos "Click It or Ticket Day and Night".

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

The majority of Alaskans appreciated the media ads which provided simple messages such as: "If people are not buckled up, they will receive a ticket", and "Drive impaired and you will be arrested". The media campaigns occurred four times a year, coinciding with Memorial Day, Independence Day, Labor Day and between Thanksgiving and New Year's Day.

Alaska State Troopers produced three new Road wise ads focusing on the Knik Goose Bay Highway Safety Corridor, Move Over Penalties and addressed the State's commitment to preventing death and injury on the Alaska road system and asking Alaskans to drive safely, wear their seatbelts and to drive sober. The message was delivered by the Governor, Lt. Governor and the Commissioners of Department of Public Safety, Department of Transportation, Department of Law and Department of Labor. New Click It or Ticket and DUI commercials were also created and aired throughout Alaska.

Justin Freeman and the Alaska State Troopers won their first Emmy Award this year for work done in FFY2010. The Emmy was awarded by the National Academy of Television Arts and Sciences in the Community/Public Service (PSAs) "Single Spot" category for the DUI Real Story Shelly Reed PSA. Justin attended the awards banquet and received the Emmy in person.

Market Wise had billboards placed on buses in the Anchorage and Fairbanks area that included messages for Impaired Driving, Seatbelt Safety and Distracted Driving. During the months of January and February representatives from the Department of Public Safety and Department of Transportation visited specific radio stations to discuss impaired driving and other safety messages pertaining to the specific holidays and events of Halloween, Thanksgiving, Christmas and New Year's.

In addition to the morning drive time commercials and the traffic sponsorship, a PM sponsorship with 30 second commercials were added covering the Anchorage and Mat-Su Valley area. This additional sponsorship was a result of statistics showing the instances of drunk driving, speeding and driving without a safety belt all significantly increase during the night hours which each directly contribute to higher fatality rates.

The Alaska Injury Prevention Center received over 4,000 hits on their booster seat ad on YouTube, over 1,800 for the aggressive driving PSA and over 1,600 for the texting and driving PSA. YouTube's insight

data was extremely helpful for analyzing which videos were watched most, who watched them, how viewers got to the video and which held their attention for the longest period of time. Nearly 30% of views of the traffic safety video's had come from someone who was watching a related video, 19% from a YouTube search and 17% were viewed on mobile devices. There have been over 27,394 views of the YouTube channel since the beginning of this contract and the distracted driving, texting and driving and the teen underage drinking prevention videos retained the viewer's attention the most. With this being free advertising, AIPC has learned quite a bit from the Insights and attended conferences and forums that addressed social media as a social marketing venue.

ABATE of Alaska continued their public awareness campaign to reduce the number of motorcycle fatalities in Alaska by increasing the general public's awareness of motorcycle riders on the road and reduce the occurrence of crashes between passenger vehicles and motorcycles. Motorcycle awareness and safety messages were delivered to the public thru television commercials, public service announcements and radio safety spots on several stations throughout Alaska.

Juneau ABATE purchased Southeast radio and print ads during April to September with the goal being to educate the general public that motorcyclists have legitimate rights to the use of our public roadways.

Soldotna Police Department ARRIVE ALIVE media campaign addressed a broad range of traffic safety topics and attempted to be responsive to the most common contributing factors of crashes. A variety of techniques included radio and newspaper ads, community education, contests, sports advertising, surveys and other methods to drive home the message that everyone should strive to ARRIVE ALIVE when traveling on local roadways. Soldotna Police Officers recorded all the radio PSA's and all but one were written by the ARRIVE ALIVE project management team. The rarely repeated newspaper ads were designed in both black and white and color formats in order to keep the messages fresh and appealing.

According to the figures provided by the media, over 3,000 PSA's were heard by a local audience that numbered 50,000 Peninsula listeners with an additional 9,000 potentially hearing them in fringe areas, and combined, the 3 newspapers estimated reaching approximately 100,000 weekly readers. The Peninsula Clarion further supported this project by providing more than \$9,000 worth of unexpected bonus value in the form of a newspaper and internet caption contest designed to engage the community and get them to think about safe driving. The Kenai River Brown Bears Hockey team partnered with this project in the creation of a safety poster and donated a hockey jersey as a prize for the caption contest. The Clarion and Fred Meyer also donated \$25 cash cards for additional contest prizes. Among their most interesting ARRIVE ALIVE activities was a distracted driver survey conducted in conjunction with Soldotna's Safety Day activities, the small survey sampling provided an interesting snapshot of the behind-the-wheel usage of cell phones to peninsula drivers.

While it's not possible to know how many drivers may have changed their driving habits as a result of the ARRIVE ALIVE campaign, the reduction in injury causing crashes in the community to the lowest level in 5 years gives hope that at least some drivers modified their behavior in a positive way.

Fiscal Year 2011 Paid Media Summary – Alaska

TV Spots	Radio Spots	Print Ads	Other Media	Audience Size	Evaluation/Results	Funding Source	Total
Drunk Driving. Over The Limit, Under Arrest - November 16 – 30, 2010							
3,687 Paid 246 Bonus 3,932 Total	277 Paid 53 Bonus 330 Total	None	None	Statewide 710,231	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska	154 PM	TV Amount: \$19,916.67 Radio Amount: \$4,998
Drunk Driving. Over The Limit, Under Arrest - December 1, 2010 – January 2, 2011							
3,863 Paid 988 Bonus 4,851 Total	1,668 Paid 989 Bonus 2,657 Total	12 Paid	2 Internet banners 120,000 web impressions	Statewide: 710,231	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV Amount: \$59,640 Radio/Print Amount: \$21,567
Drunk Driving. Over The Limit, Under Arrest - June 21 – July 4, 2011							
3,525 Paid 6,185 Bonus 9,710 Total	505 Paid 72 Bonus 577 Total	None	None	Statewide: 710,231	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV Amount: \$18,946.12 Radio Amount: \$4,985
Click It or Ticket - May 23 – June 5, 2011							
2,888 Paid 2,817 Bonus 5,705 Total	1,297 Paid 594 Bonus 1,891 Total	None	None	Statewide: 710,231	Alaska's Seat Belt use increased from 86.8% in 2010 to 89.3% in 2011.	Section 402 PM	TV Amount: \$75,225 Radio Amount: \$14,927
Drunk Driving. Over The Limit, Under Arrest - August 19 – September 5, 2011							
727 Paid 11,187 Bonus 11,914 Total	1,314 Paid 652 Bonus 1,966 Total	None	None	Statewide: 710,231	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV Amount: \$49,626 Radio Amount: \$14,698
Click It or Ticket August 19 – September 5, 2011							
1,547 Paid 3,559 Bonus 5,106 Total	1,378 Paid 623 Bonus 2,001 Total	None	None	Statewide: 710,231	Alaska's Seat Belt use increased from 86.8% in 2010 to 89.3% in 2011.	Section 402 PM	TV Amount: \$75,450 Radio Amount: \$14,604
Other DUI/CIOT Media October 2010 – September 2011							
98,578 Paid 9,371 Bonus 107,949 Total	760 Paid 237 Bonus 997 Total	18 Paid Bonus 18 Total	1,161,063 DUI Impressions 204,894 CIOT Impressions	Between 27,300 - 33,600 readers per placements, equaling 436,800 to 537,600 impressions for the entire campaign.	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM/402M	TV Amount: \$136,074.87 Radio/Print Amount: \$27,069 Web video pre-rolls \$23,500
GRAND TOTAL: TV \$434,878.66 ; Radio/Print Ads \$102,848.00; Web Ads \$23,500.00 = \$561,226.66							

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

<i>Agency training and equipment:</i>	<i>Funding Amount</i>
Anchorage PD	\$ 71,425.06
Fairbanks PD	\$ 2,697.58
Juneau PD	\$ 6,229.54
North Pole PD	\$ 21,123.76
Palmer PD	\$ 6,526.60
Soldotna PD	\$ 9,500.00
Wasilla PD	\$ 5,954.43
City of Cordova	\$ 572.11
City of Haines	\$ 3,370.00
City of Homer	\$ 746.80
City of Kenai	\$ 118.47
City of Ketchikan	\$ 768.90
City of Kodiak	\$ 697.56
City of Soldotna	\$ 358.50
Department of Law	\$ 6,348.82
Department of Motor Vehicles	\$ 7,840.41
Department of Public Safety/AK Scientific Crime Lab	\$ 805,483.05
Department of Public Safety/Alaska State Troopers	\$ 313,114.03
Department of Transportation & Public Facilities	\$ 613.06
Alaska Injury Prevention Center	\$ 1,687.98
America Red Cross	\$ 2,204.53
Alaska Court System	\$ 11,450.61
Alaska Alcohol Beverage control Board	\$ 2,603.97
Central Peninsula Hospital	\$ 9,700.00
Fairbanks Memorial Hospital	\$ 4,873.86
Juneau ABATE, Inc.	\$ 19,478.20
MATSU	\$ 1,983.34
Municipality of Anchorage	\$ 2,988.30
Safe Kids Alaska Coalition	\$ 14,671.78
SEARHC	\$ 1,534.99
SRCC	\$ 34,478.00
SEREMS	\$ 2,030.01
Upper Tanana	\$ 4,085.87
TOTAL	\$ 1,377,260.12

Agency Equipment

- Alaska Crime Detection Laboratory purchased 106 DataMaster Breath Testers
- Alaska Injury Prevention Center purchased a MacBook Pro.
- Alaska State Troopers purchased the following Items:
 - 3 Ford Expeditions
 - 2 Crown Vic Interceptors
 - 5 Intoximeters
 - 1 Stinge Spike System
 - 1 Olympus Digital Recorder
 - 5 Sony Cyber Shot Cameras with 5 memory sticks
 - 5 Pentax Pocket Printers
 - 5 Laser Lab Tint Meters
 - 5 Power Flares in bag w/ Batteries
 - 5 Sony ICOPS In Car systems,
 - 2 Sony Memory Recording Units & Batteries
 - 5 Mobile Car Radios
 - 5 Handheld Scanners
 - 5 Vehicle Computer mounts
 - 5 Tough book Computers
 - 5 Golden Eagle Radars
 - 1 HP Printer
 - 1 Nikon Camera, Autofocus lens, charger & batteries
 - 1 Impact Three Monolight kit
 - 1 GoPro HERO Camera
 - Matrox Video Hardware
 - Other assorted small media items
- American Red Cross purchased 3 ARD-AED Trainer Models, 10 Adult Manikins & 10 Infant Manikins
- Anchorage Police Department purchased 10 ProLasers and 14 Stalker Radars
- Forget Me Not Missions, Inc purchased a Apple iMac
- Haines Borough Police Department purchased a Radar Sign
- Juneau ABATE, Inc purchased 2 Yamaha Motorcycles
- North Pole Police Department purchased 11 Scanners, Stalker Radio and 11 Pocket Jet Printers
- Palmer Police Department purchased 2 Phoenix iPhones
- Providence Health & Services purchased a Safe Kids Topper Shelter
- Soldotna Police Department purchased 2 Talon Radars and a Mobile Speed Traffic sign
- Southeast Regional Resource Center purchased a Driving Simulator
- Wasilla Police Department purchased a Panasonic Computer

Noteworthy Practices

Alaska State Troopers - Alaska Bureau of Highway Patrol

In 2007, the Department of Public Safety joined with the Department of Transportation and Public Facilities, and other state, federal and local agencies, and interested nongovernmental groups to develop the Alaska Strategic Highway Safety Plan (ASHSP). The ASHSP contained four focus points to combat fatal and major injury crashes on Alaska's surface transportation system: engineering, enforcement, education and emergency services. The idea to create a specific bureau within the Alaska State Troopers to focus specifically on what occurs on Alaska's roads was put into motion.

Studies were conducted on collision data and road data going back 30 years. Several stretches of road were identified that had high levels of fatal and major injury collisions over the years. DOT&PF looked at ways to reduce these types of collisions through engineering and DPS focused on enforcement.

- Seward Highway Safety Corridor (mile 87 to mile 117) designated in 2006
- Parks Highway Safety Corridor (mile 44.5 to mile 53) designated in 2006.
- Knik-Goose Bay Road Safety Corridor (mile 0.6 to mile 17.2) designated July 2009
- Sterling Highway Safety Corridor (mile 83 to mile 93) designated July 2009

As a result of the partnership between DOT&PF / AHSO and DPS, the Alaska Bureau of Highway Patrol (ABHP) was designated and assigned to conduct traffic law enforcement duties statewide on December 1, 2008. ABHP personnel were assigned to focus primarily on impaired driving enforcement along with seatbelt occupant protection, aggressive driving, fatal and major injury crash investigations and education. ABHP successfully completed three years of enforcement.

To evaluate the overall success of the ABHP, complete data listing Fatal and Major Injuries continues to be needed and compiled. Although, fatal collision reports are available through the FARS Analyst, data on major injuries lags behind, 1.5 to 2 years due to the State Crash Database still requiring manual entry for this information. As a result major injury data is not readily available for analyzing. An accurate assessment of the effect ABHP has had on the rate of fatal and major injury collision will take several years after initial implementation. Nationally experts in the data analyst field have agreed a 5 year period is needed to establish an accurate trend, but acknowledge a low level of occurrence for an event makes it harder to establish a trend. Though Alaska has a very low fatality rate compared to national incidents, initial data has shown a decrease in fatal crashes statewide and specifically in the four designated traffic safety corridors.

The state has recognized a need for updating data collection and sharing. Through combined efforts of multiple federal, state and local agencies, traffic records have improved. Utilization of technology to improve traffic records has been put into motion through the phased statewide implementation of, TraCS. The Department of Public Safety has dedicated efforts to the development of technologies that will aid in the collection and sharing of records statewide.

In the last year DPS has expended considerable resources on TraCS design, development, implementation and maintenance.

This has resulted in DPS evaluating the new TraCS version 10, and deployment of the TraCS system to 25 TraCS user agencies which encompass more than 350 TraCS users statewide. This includes delivery of user training, installation of software and installation of hardware (including mounting brackets in patrol vehicles) at many remote locations.

Because TraCS 10 is a new system, DPS has worked with the developer to roll out approximately 40 updates of the initial product to Alaskan TraCS users during the past year.

DPS has completed migration of the statewide Citation form and the statewide Crash Forms from version 7 to version 10,. As a result, more than 45% of statewide citations over the last six months have been issued using TraCS. We have also started transferring the data electronically to Courts allowing for more accurate and timely data, making it much more useable.

During this period, DPS has run a 24x7 TraCS Help Desk, attended a National TraCS User Meeting, and sponsored an Alaska TraCS User Meeting that was attended by more than 50 officers from many local law enforcement agencies. As of November 2011 all citations being pushed to the courts through TraCS is at a 99% efficiency level with the majority of citations being received within 15 days and all citations being received before 30 days. This is one example of many successes.

There has been a drop in fatal motor vehicle crashes in Alaska. Successes of ABHP are through dedicated efforts by its members, dedicated efforts of the local Detachments through ASTEP and patrol efforts, and multijurisdictional efforts by all law enforcement. It is still too early to determine actual effects on Alaska’s roads due to the lag in real time crash data, but indications are positive.

The partnership between DPS, DOT, and AHSO has grown exponentially, and it is all three entities working together that make a difference.

	Arrests	Work Zone	Safety Zone
Alcohol	25	0	0
Assaults	13	0	0
Auto Theft	2	0	0
Drugs	124	0	1
DUI	260	0	8
Financial Crimes	1	0	1
Homicide	1	0	0
Larceny-Theft	1	0	0
Leaving Scene	5	0	0
Non-Criminal	133	0	0
Offn Against Minors	1	0	0
Other Criminal	25	0	0
Public Admin/Order	23	0	0
Suspended License	239	0	11
Traffic	254	0	10
Weapons	8	0	0
ABHP Division Total	1115	0	31

*It has been determined citation data is not complete due to TraCS citation information not being fully integrated into the existing system. Total citations issued in this chart have been adjusted to reflect TraCS data as well, but other information beyond total issued is incomplete at this time due to the ongoing system merger.

**Bureau of Highway Patrol citation counts
10/01/2010-09/30/2011**

Total	Male	Female	15 and under	16 - 19	20 - 29	30 - 39	40 - 49	50 - 59	60 - 69	70 and over	Work Zone	Safety Zone
17,257	7,255	3,663	16	1,195	3,591	2,192	1,809	1,407	555	156	63	1,001

Traffic Safety Resource Prosecutor Program

The Alaska Department of Law and Municipality of Anchorage Traffic Safety Resource Prosecutors improve the successful adjudication of impaired driving related offenses and violations by providing education and support to law enforcement and prosecutors as well as public outreach to non-profit and private businesses and schools.

The continued recreational use of Spice/K2 paved the way for other popular designer drugs like bath salts, plant food and a wide range of other drugs that pose safety risks to the motoring public as well as the officers that protect us. The Anchorage TSRP offered testimony, information, CD videos and interviews discussing the rise in designer drugs and distributed the new Anchorage Municipal Ordinance banning Spice/K2 compounds to law enforcement and national traffic law center for their database.

Training and assistance for prosecutors and police was provided on a variety of topics and included:

- Over 200 hours of instruction from 85 trainings and over 1600 prosecutors and police trained. This was an increase of 1000% over 2010(19 hours of instruction).

The community was served through:

- 46 hours of community education reached over 2700 students, military personnel, doctors, nurses and employers. The same number of hours reached over 100% more people this year than in 2010 (1700 people in 2010).

Alaska Strategic Traffic Enforcement Partnership (ASTEP) Summit April 27-29, 2011 Westmark Hotel

The Summit provides state and local law enforcement agencies with tools which promote and enforce traffic safety laws within Alaska. AHSO top priorities are the education and enforcement of Impaired Driving and Seat Belt laws.

The Alaska Highway Safety Office coordinates highway safety programming focused on public outreach and education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations and cooperation with state and local governments. AHSO administers federal funding to appropriate projects through a grant awarding process.

The AHSO staff work with partners in communities to develop strong projects with the message of Highway Safety for all Alaskans, provide technical assistance to grantees and ensure compliance with federal program regulations and guidelines



DOT&PF Deputy Commissioner Pat Kemp commends Soldotna PD Officer Marvin Towell with the 2011 "Excellence in Service" Award



Left to Right: DOT&PF Deputy Commissioner Pat Kemp, Officer Marvin Towell, Officer Phil McBroom, Officer Thomas Gaulke, Officer Allen Brandt, Sgt. Gary Yamamoto. Photo by AHSO

2007-2011 ASTEP AWARDS

2007			
Fairbanks Police Department	Officer Allen D. Brandt	Seatbelt citations	107
Alaska State Troopers	Patrol Sgt. David L. DeCoeur	Seatbelt citations	158
Homer Police Department	Officer Cory C. Rupe	DUI Arrests	35
Alaska State Troopers	Patrol Trooper Scott D. Sands	DUI Arrests	66
2008			
Anchorage Police Department	Officer Craig Evans	Seatbelt citations	553
Fairbanks Police Department	Patrol Officer Allen D. Brandt	Seatbelt citations	282
Wasilla Police Department	Officer Don Ridge	DUI Arrests	39
Alaska State Troopers	Patrol Trooper Scott D. Sands	DUI Arrests	121
2009			
Soldotna Police Department	Officer Marvin D. Towell	Seatbelt citations	359
Anchorage Police Department	Patrol Officer Craig A. Evans	Seatbelt citations	354
Anchorage Police Department	Officer Derek W. Sitz	DUI Arrests	138
Anchorage Police Department	Patrol Officer Steve D. Faagau	DUI Arrests	88
2010			
Anchorage Police Department	Officer Charles Reynolds	Seatbelt citations	209
Fairbanks Police Department	Patrol Officer Allen D. Brandt	Seatbelt citations	580
Fairbanks Police Department	Officer Ron J. Dupee	DUI Arrests	73
Anchorage Police Department	Patrol Officer Steve D. Faagau	DUI Arrests	196
2011			
Fairbanks Police Department	Sgt Gary Yamamoto	Seatbelt citations	92
Fairbanks Police Department	Patrol Officer Allen Brandt	Seatbelt citations	716
Anchorage Police Department	Officer Thomas Gaulke	DUI Arrests	188
North Pole	Patrol Officer McBroom	DUI Arrests	80
Soldotna Police Department	Officer Marvin Towell	Excellence in Service	

Committees

Alaska Motorcycle Safety Advisory Committee

Voting members:	Location	Involvement
McCrummen, Dan, CHAIR	Southeast	MSF Rider Coach; President, Juneau ABATE
Coffey, Dan, CHAIR	South Central	MSF Rider Coach; Legislative Liaison, ABATE of Alaska
Breshears, Craig, MEDIA CHAIR	South Central	MSF Rider Coach; President, ABATE of Alaska
McFail, Boyd	South Central	Motorcycle enthusiast
Mitchell, Chuck	Northern	Motorcycle enthusiast
Rogers, Cris	South Central	Anchorage Racing Lions
Matteson, Barry	South Central	Alaska Motorcycle Dealers Association-The House of Harley
Non-voting state members:		Agency
Joanne Olsen		DMV
Alaska State Troopers		Law Enforcement
Cindy Cashen		AK Highway Safety Office



AMSAC Board Members: Bob Heflin(attendee), Dan Coffey, Chairman Dan McCrummen, Cris Rogers, Joanne Olsen, DOT&PF Commissioner Marc Luiken, Craig Breshears, Boyd McFail, Chuck Mitchell, Barry Matteson. Photo by Cindy Cashen, Alaska DOT&PF.

Alaska Traffic Records Coordinating Committee (ATRCC)

With guidelines from NHTSA and eligible federal funding, The Alaska Traffic Records Coordinating Committee was created to bring people together who are interested in reducing traffic injuries and deaths by improving the timeliness, accuracy and consistency of traffic crash data. The ATRCC meets at least once each month to discuss ongoing and upcoming projects.

MISSION: The mission of the ATRCC is to facilitate the integration and exchange of traffic records data between federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries.

OBJECTIVE: The objective of the ATRCC is to provide strong leadership and coordinate resources to address the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data.

GOALS: The ATRCC is committed to providing direction and coordination support towards the following goals:

- To improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs.
- To assist in the development of tools and procedures for comprehensive collection, maintenance, and dissemination of traffic safety data.
- To assist with the implementation of traffic safety improvement projects.

Alaska Traffic Records Coordinating Committee Voting Members	
Name	Organization
Betty Monsour, Chair	UAA
Joanna Reed, Recording Secretary	AHSO, DOT&PF
Tiffany Thomas	DMV, DOA
Helen Sharratt	AK Court System
Ulf Petersen	MSCVE, DOT&PF
Chief John Lucking	Soldotna PD
Marcia Howell, Vice Chair	AIPC
Tony Piper	ASAP, H&SS
Bonnie Walters	DOT&PF
Sgt. Justin Doll	Anchorage PD
Ambrosia Bowlus	H&SS

Traffic and Criminal Software (TraCS) Steering Committee

Traffic and Criminal Software (TraCS) is an application software that combines with laptop computers, one or more PCs in a central office, and data communications to provide Officers with all of the functionality necessary to record and retrieve incident information wherever and whenever an incident occurs. Officers respond to many traffic incidents every day, and each incident requires paperwork and other administrative duties that detract from valuable patrol time. The TraCS software was developed in response to the need for a well-designed information management tool for field Officers that would simplify the data collection process and ease the administrative burden on Officers.

Alaska is one of over 20 other states, 2 provinces and the U.S. Virgin Islands who hold a TraCS license.

The National Model or TraCS Steering Committee, comprised of all the states licensed to use the TraCS software, meets periodically (two to three times per year) to discuss issues, share challenges and successes, and prioritize TraCS source code modifications and enhancements. The FHWA, NHTSA, FMCSA and BTS also participate in the meetings. Other states and organizations interested in observing the activities of the Steering Committee are invited to attend these meetings, such as the American Association of Motor Vehicle Administrators (AAMVA) and the International Chiefs of Police.

The National Steering Committee is chaired by the Iowa Department of Transportation. Iowa is interested in sharing the experiences and lessons learned from implementing new technology for safety as well as in benefiting from the development efforts and experiences of other states and agencies.

TraCS increases traffic safety by:

- Significantly decreasing the amount of time it takes an officer to write a traffic ticket or collect collision report information. The less time officers and motorists spend parked along busy roads, the less chance of collision, injury, or traffic disruption.
- Greatly improving the accuracy of police-collected collision and ticket data.
- Reducing the time officers spend on paperwork, thus increasing their availability for patrol.
- Reducing duplicate data entry by police, DMV and the Courts; saving time and minimizing errors.
- Accelerating the flow of collision and ticket data to traffic safety managers, allowing agencies to deploy their limited resources to high risk collision areas based on the most current and accurate data.
- Ticket and collision form information can be scanned directly in the TraCS system from the bar code on drivers' licenses and vehicle registrations.
- A diagram tool allows officers to create clear, accurate depictions of collision scenes. Templates of problematic intersections or roadways can be saved for repeated use.
- Disposition data will flow electronically from the police agency to the Courts, DMV, and DOT&PF.

Alaska Agencies Using TraCS

Anchorage Airport Police	Univ. of Alaska Fairbanks Police	Tok AST
Bethel Police	Whittier Police	Fairbanks ABHP
Fairbanks Airport Police	Wasilla Police	Palmer ABHP
Haines Police	Crown Point AST	Soldotna ABHP
Homer Police	Delta Junction AST	DOT&PF Measurement Standards & Commercial Vehicle Enforcement
Kenai Police	Glennallen AST	Alaska Railroad Police
Kodiak Police	Haines AST	Juneau Police
Nome Police	Nome AST	Ketchikan Police
North Slope Borough DPS	Palmer AST	Klawock Police
Palmer Police	Talkeetna AST	
Seward Police	Fairbanks AST	
Soldotna Police	Cantwell AST	

Alaska TraCS Steering Committee Members

The TraCS Steering Committee was formed to oversee TraCS implementation in Alaska. This committee includes agency personnel from Alaska DOT&PF, Alaska Court System, Division of Motor Vehicles, Department of Public Safety, the Department of Health & Social Services, the Alaska Railroad Corporation Police, the Soldotna Police Department, and the Anchorage Police Department.

Name	Organization
Jonathan O'Quinn, Chair	DMV, DOA
Lt. Kat Peterson, Vice Chair	AST, DPS
Chief John Lucking	Soldotna PD
Helen Sharratt	AK Court System
Katie Breci	Alaska Railroad
Joanna Reed, Recording Secretary	AHSO, DOT&PF
Ulf Petersen	MSCVE, DOT&PF
Bonnie Walters	TDS, DOT&PF
Sgt. Justin Doll	Anchorage PD
Ambrosia Bowlus	H&SS
Tim Larrabee	DPS

2011 Alaska Highway Safety Phone Survey

The Alaska Injury Prevention Center (AIPC) designed and implemented a phone survey, in compliance with the National Highway Traffic Safety Administration guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions in the five-minute phone survey. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities and self-reported driving behavior. The questions addressed the following topics: seatbelt use, drinking and driving, headlight use, talking and texting while driving, speeding and booster seat use.

The interviews were conducted during the period August 13 – 25, 2011 and averaged five minutes in length. The random sample of four hundred and two (n=402) was drawn from drivers in the Anchorage, Mat-Su, Fairbanks, Kenai, and Juneau area. The respondents were screened to ensure they were all drivers, and the ratio of men to women and of age-group levels was kept in proportion to State population figures.

A. BACKGROUND

- As in 2010, about a quarter of respondents (28%) drive fewer than 50 miles per week.
- The percentage of respondents who drive a car, as opposed to a larger vehicle, is higher in 2011 (43%) than in 2010 (36%).
- The average number of drivers per vehicle is 2.72, which was the same figure in 2010.
- Nine percent of respondents were speaking on a cell phone while answering the survey.

B. SAFETY EFFORTS

New questions concerning safety corridors were asked this year. Most people (69%) had heard of safety corridors. Of those that had heard of the corridors:

- Forty-one percent thought safety had improved in the corridors.
- About two-thirds (65%) had seen police or troopers in the safety corridors.
- Only about one third (32%) thought the policing of these highway stretches had increased, and about half (49%) thought it had stayed the same.

Other safety findings:

- Most of the respondents (81%) think the use of headlights day and night has improved highway safety “somewhat” or “a lot”.
- Rumble strips are nearly as effective according to the respondents (76%).
- Nearly as effective is the practice of individuals calling 911 to report reckless driving (72%).

C. SEATBELT USAGE

- Forty percent of the respondents had heard of seatbelt enforcement in the last 60 days, fewer than in 2010 (55%). Expectation of enforcement is no higher than last year.
- Nevertheless, as in 2010, nine in ten respondents said they always wore a seatbelt.

D. DRINKING AND DRIVING

- Being arrested for driving after drinking is considered a pretty sure thing by only 30% of the drivers surveyed (9% “almost certain” and 21% “very likely”). This is considerably lower when compared to 2010 (44%).
- The perception of how the courts treat drunk driving has remained about the same (27% “very tough” and 42% “somewhat tough” compared to 26% and 44% in 2010).
- The same percentage of respondents in 2011 and 2010, (67%), has read, seen or heard of drunk-driving enforcement in Alaska within the last 60 days.
- Nevertheless, only 18% admit to having a drink within two hours of driving in the last 60 days, compared to 27% last year.
- As in 2010, 69% of surveyed Alaskans think underage drinking is a serious problem in Alaska.

E. SPEEDING

- Eighty-one percent of the drivers admitted to driving faster than 35 miles per hour in a 30-mile-per-hour speed zone at least occasionally.
- Fewer, (63%), said they occasionally drive faster than 70 miles per hour in 65-mile-per-hour speed zone. The comparable percentages for 2010 were 79% and 58%, respectively.
- Interestingly, only 36% had read, seen or heard anything about speed enforcement by police in the last 60 days. In 2010, the figure was 44%.
- Only 22% thought getting a speeding ticket was “almost certain” or “very likely” compared to 29% in 2010.

F. HEADLIGHTS

- As in 2010, about half of the drivers (52%) always use headlights in daylight, and 16% do so most of the time.
- A large majority, 81%, thinks using headlights in daylight hours makes it safer.

G. CELL PHONE

- The percentage of drivers who admit to regularly talking on a cell phone while driving (at least every two or three times they drive) has risen in the last year from 19% to 24%.
- Forty-eight percent say they talk within the range of “sometimes” to “not often” compared to 42% in 2010.
- The percentages of people who both make and answer calls in their cars have not changed in the last year, nor has the percentage that make calls in towns rather than rural areas.
- Craciun Research AIPC Top Line Report September 2011 7
- Twenty-three percent admitted to texting while driving, at least sometimes, and this is up from 14% in 2010.
- Forty-three percent of the cell phone users have hands-free phones in their cars, up from 36% in 2010.
- Three percent of the households have no cell phone at all, down from 7% in 2010.

H. BOOSTER SEATS

- Thirty-five percent of the respondents have a child aged four to eight in the household, and 91% of those tots always ride in a booster seat. This percentage has improved since 2010 (80%).

I. DEMOGRAPHICS

- Forty percent of the sample is male and 60% is female. The median age is 39 years.
- Forty-four percent of the sample had graduated from college. Eighty-four percent are Caucasian.

Alaska Observational Surveys of Seat Belt Use 2011

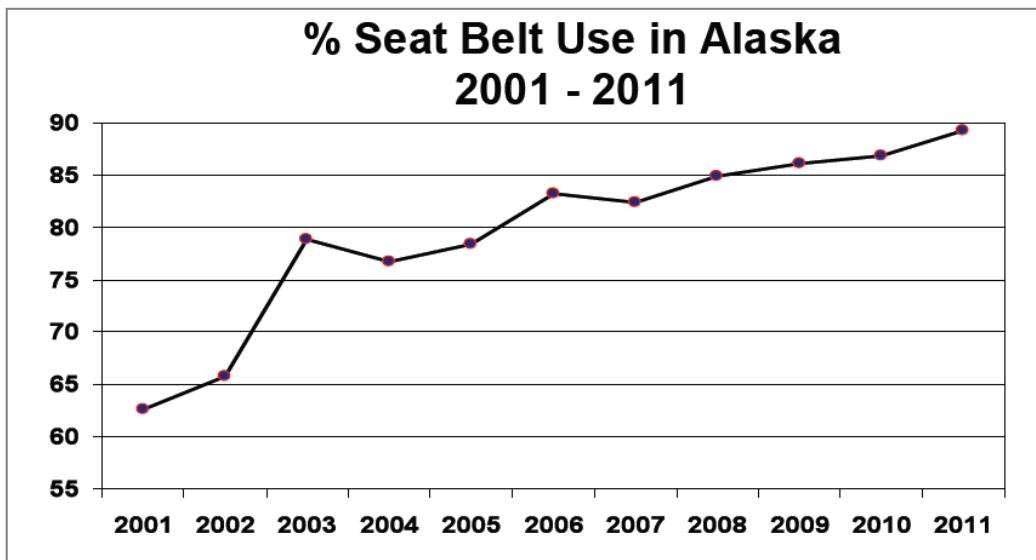
The Alaska Highway Safety Office (AHSO) provided funding for the Alaska Injury Prevention Center (AIPC) to conduct the 2011 observational surveys of seat belt use in Alaska. AIPC contracted with Ron Perkins to direct the project. The Alaska Highway Safety Office, with support from the National Highway Traffic Safety Administration (NHTSA), participates in nationwide observational surveys of occupant restraint usage on an annual basis. This report details the results of the observational surveys of vehicles and occupants throughout Alaska.

The observations took place from June 6–21, 2011. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, vans, as well as helmet use for motorcyclists. A total of 31,769 vehicle occupants: 25,251 drivers and 6,518 outboard passengers were observed. Thirty-five percent (35%) of the observed vehicles were cars, 31% sport utility vehicles (SUV), 27% trucks, and 7% were vans. Motorcycles accounted for 603 of the observations. A statistical sample of major and rural (i.e. local) roads in communities encompassing 85 percent of the state’s population was selected for the surveys.

Occupants wearing seat belts in Alaska in 2011 was 89.3 percent.

This is a 2.5 percentage point increase over the observed rate in 2010, and the highest rate ever observed for Alaska. Rates for cars, vans, SUVs, and trucks were also analyzed. Ninety (90%) percent of the front seat outboard “car” occupants, 92% of SUVs, 90% of vans, and 85% of truck occupants were using seat belts during these observations. Truck occupants, once again, had the lowest rate for any of the vehicle categories, but it was the highest usage rate recorded to date.

There were 563 motorcycles (603 riders) in the sample, with 74% of the drivers and 95% of the passengers wearing helmets. Motorcycle passengers helmet usage in 2011, increased by 17% from the previous year. Alaska State law requires helmets for passengers but not for drivers of motorcycles.



Regional Differences

Survey results reflect restraint use by the driver and outboard passenger in a probability sample of vehicles drawn from the most populated areas of Alaska. Included in the potential sample sites were the Municipality of Anchorage, the Matanuska-Susitna, Juneau, Kenai Peninsula, and Fairbanks North Star Boroughs, as well as the boroughs of Kodiak, Ketchikan, and Sitka, which were not selected, in the random sample.

Table 2 presents the share of drivers, passengers, and occupants who were wearing seat belts, sorted by region and the changes across years. The table presents data from 2005 through 2011.

Table 2: Seat Belt Use by Region

All Vehicles		2011	2010	2009	2008	2007	2006	2005
All Regions	Drivers Belted	0.893	0.874	0.866	0.859	0.828	0.837	0.785
	Passengers Belted	0.892	0.846	0.841	0.812	0.810	0.832	0.779
	Share of Occupants	0.893	0.868	0.861	0.849	0.824	0.832	0.784
Anchorage	Drivers Belted	0.917	0.894	0.875	0.874	0.839	0.848	0.821
	Passengers Belted	0.917	0.861	0.853	0.828	0.808	0.838	0.781
	Share of Occupants	0.917	0.888	0.871	0.865	0.833	0.846	0.812
Fairbanks	Drivers Belted	0.867	0.844	0.855	0.841	0.822	0.820	0.738
	Passengers Belted	0.858	0.848	0.835	0.783	0.797	0.755	0.675
	Share of Occupants	0.865	0.845	0.851	0.828	0.817	0.807	0.724
Juneau	Drivers Belted	0.838	0.803	0.796	0.816	0.770	0.758	0.839
	Passengers Belted	0.864	0.767	0.769	0.814	0.770	0.684	0.813
	Share of Occupants	0.844	0.797	0.793	0.815	0.770	0.745	0.833
Kenai/Soldotna	Drivers Belted	0.809	0.842	0.849	0.756	0.729	0.785	0.770
	Passengers Belted	0.720	0.768	0.840	0.709	0.717	0.819	0.797
	Share of Occupants	0.788	0.823	0.847	0.745	0.726	0.793	0.777
MatSu	Drivers Belted	0.890	0.823	0.864	0.837	0.803	0.784	0.687
	Passengers Belted	0.924	0.809	0.791	0.795	0.893	0.890	0.803
	Share of Occupants	0.898	0.819	0.849	0.826	0.826	0.809	0.716

Table 2 shows seat belt use in Alaska has risen 13.9 percent from 2005 to 2011. The greatest annual increase was from 2002 to 2003, when seat belt use by all occupants rose by 20 percent. Anchorage had the highest seat belt usage of any area in the state since

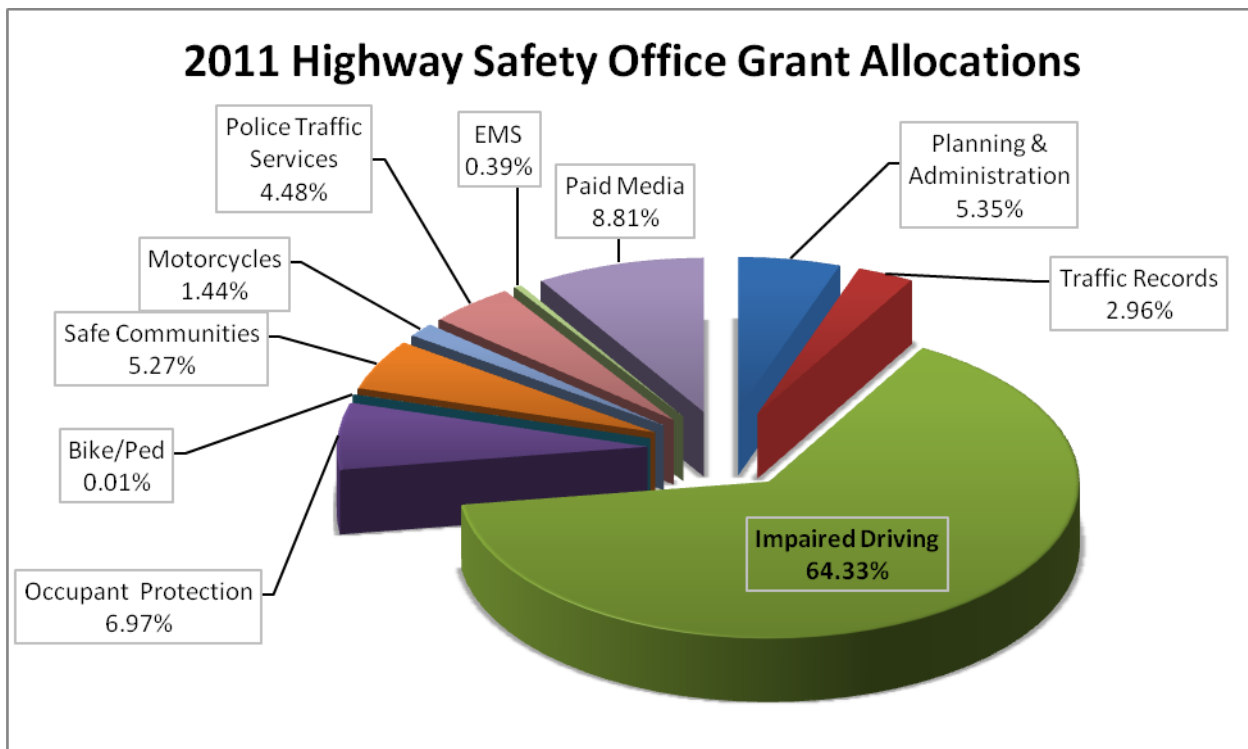
Table 3: Occupant Restraint Use (%) by Vehicle Type & Borough - 2011

	Area Wide	Anchorage	Fairbanks	Juneau	Kenai	Mat-Su
ALL VEHICLES						
Drivers Belted	89.3%	91.7	86.7	83.8	80.9	89.0
Passengers Belted	89.2%	91.7	85.8	86.4	72.0	92.4
% of Occupants Belted	89.3%	91.7	86.5	84.4	78.8	89.8
CARS						
Drivers Belted	90.6	93.1	86.0	86.3	81.3	90.2
Passengers Belted	89.7	92.4	86.5	87.7	67.4	91.7
% of Occupants Belted	90.4	92.9	86.1	86.6	78.1	90.6
SUVs						
Drivers Belted	91.4	93.1	92.0	86.1	84.3	89.9
Passengers Belted	91.9	93.5	88.3	89.7	80.6	95.7
% of Occupants Belted	91.5	93.1	91.3	86.9	83.4	91.3
TRUCKS						
Drivers Belted	85.0	88.2	81.3	76.0	77.5	86.7
Passengers Belted	84.8	88.8	80.5	79.1	68.6	88.5
% of Occupants Belted	85.0	88.3	81.2	76.7	75.6	87.1
VANS						
Drivers Belted	89.6	91.5	84.8	84.7	84.8	90.0
Passengers Belted	89.4	90.3	89.9	85.0	77.3	95.0
% of Occupants Belted	89.5	91.2	86.0	84.8	82.5	91.4
MOTORCYCLES						
Driver Helmeted	74	77.7	77.9	80.0	55.6	68.4
Passenger Helmeted	95	83.3	100	100	-	95.0
% of riders Helmeted	75.8	77.8	80.5	82.5	55.6	71.0

Financial Summary of Expenditures in FFY11*

	402	405/406/ 2011	410	408	154	164	2010	Total	% of Total
Planning & Administration	176,010		71,184		231,450			\$478,644	5.3%
Traffic Records	0			264,644				\$264,644	3.0%
Impaired Driving	0		995,739		2,106,960	2,657,084		\$5,759,783	64.3%
Occupant Protection	394,345	229,718						\$624,063	7.0%
Bike/Ped	906							\$906	0.0%
Safe Communities	471,544							\$471,544	5.3%
Motorcycles	8,746						120,583	\$129,329	1.4%
Police Traffic Services	401,231							\$401,231	4.5%
EMS	34,789							\$34,789	0.4%
Paid Media	136,756	8,000			644,167			\$788,923	8.8%
TOTAL	\$1,624,327	\$237,718	\$ 1,066,923	\$264,644	\$2,982,577	\$2,657,084	\$120,583	\$8,953,856	100.0%

*Expenditures are rounded



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Parks Highway. Photo by Joanna Reed, Alaska DOT&PF



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