

**STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES**

**FEDERAL FISCAL YEAR 2007**

**HIGHWAY SAFETY OFFICE ANNUAL REPORT**



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## Accomplishments in the Federal Fiscal Year of 2007

Between October 1, 2006 and September 30, 2007, the Alaska Highway Safety Office played a significant role in the state Strategic Highway Safety Plan and successfully coordinated an Alaska Traffic Records Assessment. These two milestones reinforced our highway safety plan and provided an effective outline for us to use in the future.

The Strategic Highway Safety Plan involved other state agencies, local businesses and private organizations in several meetings throughout the regions. Extensive data gathering and analyzing allowed the groups to determine the greatest concerns. Current Projects were studied to ascertain their effectiveness and future. Potential ones were suggested and their information was shared among the members. The resulting plan contains objectives and actions which inter-mingle **E**ngineering & planning, **E**ducation & encouragement, law **E**nforce-

ment and **E**mergency medical services. Beginning in FFY09, the annual Alaska Highway Safety Plan will reference the SHSP with related projects and beginning in FFY08, the annual Alaska Evaluation Report will provide an update.

The Alaska Traffic Records Assessment lasted a week and involved an outside team of experts from traffic records data systems including crash, driver/vehicle, roadway, enforcement, adjudication, EMS and Trauma data systems. The team conducted extensive interviews with state and local agencies throughout the state to provide an overview of Alaska's accomplishments and recommendations. The Assessment allows us to improve our data sharing which in turn provides us with current information about areas we need to target in order to save lives and prevent injuries on our roads.

# Letter from the Governor's Highway Safety Representative



December 24, 2007

I am pleased to present the state of Alaska's annual report of highway safety programs during the federal fiscal year 2007.

Each section of the report describes the projects that make up our programs, which includes impaired driving and occupant protection. We analyze motor vehicle crash data, survey results (seat belt, teen driving, and public perception) and other statistics to identify Alaska's at-risk groups, their behaviors and Alaska's most dangerous locations. We consider the effectiveness of current projects and study what other states and countries are doing with concerns such as drugged driving, moose collisions, motorcycle safety, teen driving and seat belt usage.

Much of our program development is with fellow highway safety advocates and agencies through the Strategic Highway Safety Plan and the Alaska Traffic Records Coordinating Committee. One example is the impaired driving program, "Over the Limit, Under Arrest-Drink. Drive. Go To Jail". As officers enforce our laws in the Safety Corridor Sections, a media campaign created with regional traffic engineers kicks into action. Projects like this one increase community ownership and prevent tragedies.

While program implementation has been manageable in recent years, it has become foreseeable difficult because of Congressional Continued Resolutions which result in multiple distributions of federal funds. However, we remain committed to our mission *"to enhance the health and well being of Alaska's people through programs aimed at saving lives and preventing injuries on Alaska's highways"*.

Sincerely,

A handwritten signature in cursive script that reads "Cindy Cashen".

Cindy L. Cashen  
Administrator  
Alaska Highway Safety Office  
Department of Transportation & Public Facilities



# Crash Data Trends

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (Actual)	95	86	81	74	78	106	89	89	100	100	73	74
Fatality Rate /100 million VMT	2.30	2.03	1.96	1.67	1.68	2.25	1.84	1.81	2.02	2.00	1.44	1.49
Injuries (Actual)	6,059	5,851	6,257	6,163	6,081	6,120	6,543	6,370	4,249	4,206	4,053	3,345
Fatality & Serious Injury Rate/ (100 million VMT)	14.3	13.0	14.9	13.0	10.7	11.1	10.9	15.3	15.2	13.7	12.9	10.3
Fatality Rate/100K Population	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Fatal & Serious Injury Rate/ 100K population	1.0	0.9	1.0	0.9	0.8	0.8	0.8	1.2	1.2	1.1	1.0	0.8
Alcohol Related Fatalities	47	43	41	31	40	56	42	34	36	31	26	23
Proportion of Alcohol Related Fatalities	54.0	53.1	53.2	44.3	50.6	52.8	47.1	38.2	36.0	31.0	35.6	31.0
Alcohol Related Fatality Rate/ 100M VMT	1.14	1.01	0.99	0.69	0.86	1.19	0.87	0.69	0.72	0.62	0.51	0.46
Percent of Population Using Safety Belts	52.0	56.0	59.6	61.0	60.6	61.3	62.6	65.8	78.9	77.0	78.4	83.2
Performance Data: Novice (14-16) / Young Drivers (16-20) Collisions	3,880	3,861	3,919	3,867	4,173	4,255	4,756	4,274	4,524	4,139	3,644	3,112
Performance Data: Novice (14-16/ Young Drivers (16-20) Fatalities	15	11	9	7	4	20	10	8	8	10	6	4
Performance Data: Safety Corridor (Seward & Parks Highways) Collisions	137	118	135	142	146	102	142	132	141	152	151	
Performance Data: Safety Corridor Fatalities	1	2	2	3	0	3	6	2	2	3	7	7
Performance Data: Moose-Related Fatalities	1	2	1	2	1	1	3	1	3	2	0	1
Performance Data: Moose-Related Injuries (Actual)	98	138	172	146	151	155	155	116	121	164	117	124
Performance Data: Speeding-Related Fatalities							37	38	41	38	27	
Performance Data: Speeding-Related Fatalities as a Percent of All Fatalities							42%	43%	42%	38%	38%	
Performance Data: Speeding-Related Serious Injuries							136	193	148	157	157	

# Crash Data Trends - Fatalities

## The U.S. National Fatality Rate:

1993: 1.45 fatalities per 100 million VMT  
 2003: 1.48 fatalities per 100 million VMT  
 2004: 1.50 fatalities per 100 million VMT  
 2005: 1.47 fatalities per 100 million VMT  
 2006: 1.44 fatalities per 100 million VMT

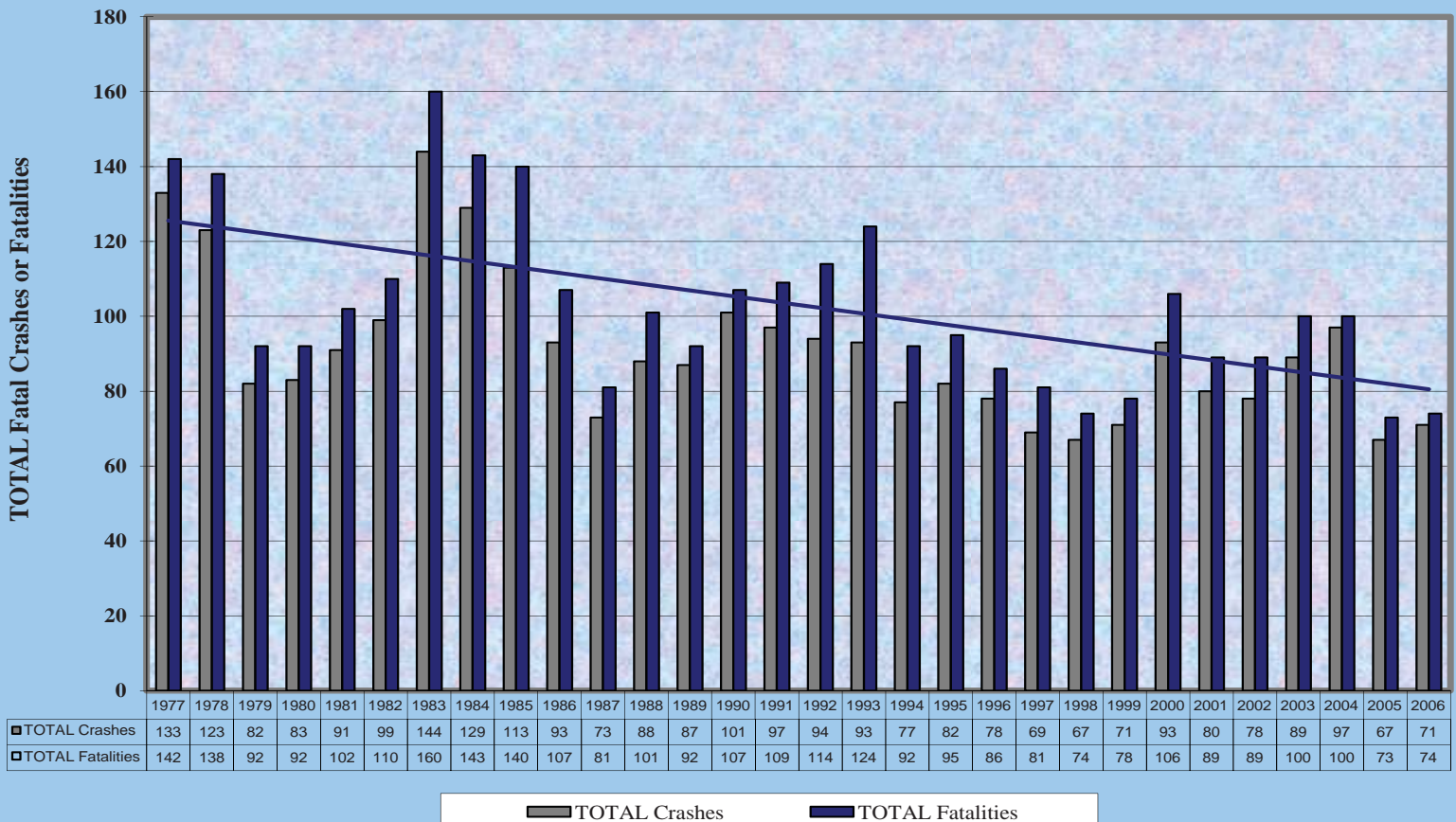
## Alaska Fatality Rate:

1995: 2.30 fatalities per 100 million VMT  
 2003: 2.02 fatalities per 100 million VMT  
 2004: 2.00 fatalities per 100 million VMT  
 2005: 1.44 fatalities per 100 million VMT  
 2006: 1.49 fatalities per 100 million VMT

In 2006, there were 11,728 traffic collisions in Alaska and 74 people died on Alaska road ways. 437 people suffered from major injuries, resulting in the loss of a limb or a substantial head injury. 4,584 people walked away with minor injuries. 8,309 collisions resulted in reported property damage and we recorded 1.49 fatalities per 100 million vehicle miles traveled (VMT).

VMT = For every 100 million vehicle miles traveled, there were 1.49 deaths on Alaska highways in 2006.

**TOTAL Fatal Crashes & Fatalities in ALASKA: 1977-2006**



## Regional Fatality Rate Per 100 Million VMT 2006:

Alaska..... 1.49  
 Idaho..... 1.75  
 Oregon..... 1.34  
 Washington..... 1.12

## Alaska Motor Vehicle Crash Fatalities:

2003..... 100  
 2004..... 100  
 2005..... 73  
 2006..... 74

# Challenges

The AHSO problem identification process continues to show five major areas in which to focus our efforts:

- Impaired Driving
- Speeding
- Occupant Protection
- Safety Corridors
- Major Anchorage Intersections

Impaired Driving-related fatalities statewide continue to decline, going from 35% in 2005 to 31% in 2006. There were 73 traffic crash fatalities in 2005, 26 of them were by impaired drivers. In 2006 there were 74 traffic crash fatalities, of which 23 were the result of an impaired driver.

Speeding is a national concern and our state data shows that this type of aggressive behavior surpasses the crashes, fatalities and serious injuries of impaired driving. Alaska's long corridors create a deadly recipe when combined with vehicles built for speed and a lack of education. The Alaska State Troopers were busy along Alaska's two Safety Corridors and issued 671 citations along the Parks Highway and 1,036 citations along the Seward Highway, Alaska's two Safety Corridors. The number of major injuries involving speeding has increased from 136 in 2001 to 157 in 2005 and represented approximately one-quarter of all major injuries for driving over the posted speed limit.

## Seatbelts is the single common factor among the traffic crashes in Alaska:

- Of the 73 traffic-related fatalities in 2005, 35 were not wearing a seatbelt (48%).
- Of the 74 traffic-related fatalities in 2006, 25 were not wearing a seatbelt (34%).
- As of September 30, 2007, the last day of the federal fiscal year: 27 of the 61 traffic-related fatalities had not buckled up (44%).



Members of the AST ASTEP enforcement group

### Most Dangerous Driver:

16-25 year-old male in a passenger vehicle.

### Most Dangerous Section of Highway:

Seward Highway between Potter Marsh and Girdwood.

### Most Dangerous Intersection:

Lucille Street at Fred Nelson Avenue, in Wasilla, AK.  
\*DOT&PF Highway Safety Improvement Plan, 2007.



Members of the AST DUI Team

# Challenges

## Road Conditions vs. Driver Behavior

Roadway conditions were a contributing factor in 10.8 percent of all fatal crashes and 9.1 percent of all major injury crashes in 2006.

Driver behavior was responsible for 66.4 percent of all crashes which resulted in either a death or a major injury in 2006.

## Driver Performance vs. Driver Behavior

Driver performance - what the driver CAN do

Driver behavior - what the driver DOES do

Driver performance relates to the driver's knowledge, skill, perceptual and cognitive abilities.

Driver behavior is what the driver chooses to do with these attributes.

## Fatalities and Major Injuries Involving Speeding

Crash Types	2001	2002	2003	2004	2005
Speeding Fatalities	37	38	41	38	27
Speeding Major Injuries	136	193	148	157	157
Speeding Fatalities as a percent of all fatalities	42%	43%	42%	38%	38%
Speeding Major Injuries as a Percent of all Major Injuries	31%	29%	23%	27%	27%

## The Impaired Driver

Impaired driving is the number one behavioral contributing factor in traffic crashes.

- In 2006, alcohol was involved in 685 traffic crashes on Alaska's roads and highways, accounting for 5.8% of the total reported traffic crashes for 2006. Alcohol was also involved in 23 of the 74 traffic-related fatalities in Alaska, accounting for 31% of the total fatal crashes in 2006.

Police in Alaska reported 685 crashes involving a driver or pedestrian with a reported BAC of .01 or more. Formulas developed by NHTSA were used to estimate the number of alcohol-related crashes where alcohol involvement was not reported by the police.

- An estimated total of 685 crashes in Alaska involved alcohol.
- These crashes killed 23 and injured an estimated 500 people.
- In 2006, Alaska drivers with reported BACs of .10+ were involved in an estimated 146 crashes that killed 7 and injured 225.

- Alaska drivers with reported BACs between .08 - .09 were involved in an estimated 2 crashes that killed 0 and injured 2. Positive reported BACs below .08 were involved in an estimated 38 crashes that killed 0 and injured 62 (although drivers who consume high amounts of alcohol are four times more likely to kill someone on the road, there were many families who lost loved ones when drivers consumed enough alcohol to merely impair their driving. \*MADD.

The risk of a driver who has one or more DWI convictions becoming involved in a fatal crash is about 1.4 times the risk of a driver with no DWI conviction. Fatally injured drivers with BAC levels of .08 or greater are 9 times as likely to have a prior conviction for driving while intoxicated compared to fatally injured sober drivers. About one-third of all drivers arrested or convicted of driving while intoxicated under the influence of alcohol are repeat offenders.



# Impaired Driving Programs



## The High Risk Driver:

18.3% of Alaska alcohol-related crashes also involved unsafe or excessive speed and 20.7% of all fatal crashes involved both alcohol and speed in 2006. 40.3% of all alcohol impaired drivers and 43.7% of speeding drivers were under 26 years of age.

## The Novice Driver (16–20):

Motor Vehicle crashes are the leading cause of death in the United State for young people 16 to 20 years of age, accounting for roughly one third of all fatalities in that age group. \*NHTSA

In 2006, almost 8.9% of all Alaska drivers that were both impaired and speeding at the time of the crash were between 16 and 20 years of age. \*AHSO

In 2006, Alaska Novice Drivers aged 16–20 were compared with drivers aged 21–50 who were involved in a crash resulting in the hospitalization or death of a crash victim. Novice Drivers were nearly three times more likely than older drivers to be involved in crashes that resulted in the hospitalization of a crash victim, or a crash involving a fatality.

## The Young Driver (21–35):

This driver has the highest rate for driving while impaired in Alaska in 2006. A 2006 Traffic Collisions report by AHSO reported that Alaska Young Drivers were nearly two times more likely to be involved in an alcohol-related crash than any other driver age group.

## Equipment:

Fairbanks PD purchased Visual Statement Smart Roads Software, truck organizers, Easy Desks, and EVOC Cones.

Municipality of Anchorage Police Department purchased 17 Digital Video Recorders, 10 Kustom Pro-Lasers and a crash data retrieval system.

Dillingham PD purchased Intoxilyzer Portable Breathe Testers and Tint Meters.

Juneau PD purchased In-Car Video equipment for 8 police vehicles and Portable Breathe Testers.

AST Fairbanks DUI team purchased portable and mobile radios, tasers and radar units.

Wasilla PD purchased 4 Alco Sensors.

Palmer PD purchased a Sokkia Total Station.

Homer PD purchased Dual Access Accelerometer Performance Testing computer and a digital Total Station.

Kodiak PD purchased Custom Signals Digital Eye Witness In-Car Video System.

Yakutat PD purchased 2 Digital Partner Video Systems and 2 Digital Interceptors.

## DUI Teams:

The Alaska State Troopers (AST) four-member DUI Enforcement Team patrolled the major arterial routes through central Alaska for the fourth consecutive year. The Fairbanks Police Department for the second consecutive year patrolled within the Fairbanks City boundaries. Alaska DUI Enforcement teams serve the following purpose:

Provide specific DUI Enforcement at annual events such as:

- The Arctic Man Race
- Talkeetna Bluegrass Festival
- Tanana Valley & Palmer State Fairs
- Offer DUI Enforcement along Alaska's major highway corridors



# Impaired Driving Programs

## Agency Amount Received:

Alaska Police Department training and equipment were made possible through the Alaska Highway Safety Office:

• Municipality of Anchorage Police Department .....	\$218,000
• Palmer Police Department .....	\$97,800
• Juneau Police Department .....	\$47,000
• Fairbanks Police Department .....	\$27,000
• Yakutat Department of Public Safety .....	\$15,300
• Bristol Bay Borough Police Department .....	\$9,000
• Dillingham Department of Public Safety .....	\$4,400
• University of Alaska Fairbanks Police Department .....	\$4,400
• Kodiak Police Department .....	\$3,800
• Wasilla Police Department .....	\$3,500

## Alaska Trooper Speeding Ad



### ASTEP:

Alaska currently participates in a Strategic Traffic Enforcement Program. This year \$552,400 was spent on aggressive DUI enforcement and helped play an effective role in the reduction of alcohol related injuries and death. Twenty police agencies and the Alaska State Troopers participated in the ASTEP program in 2006 which resulted in just over 4,700 DUI statewide arrests. The Anchorage Police Department alone made 1,216 (25.8%) of those arrests, indicating their significant role with highway safety.

### April 2007 – ASTEP Summit:

The second annual Alaska Strategic Traffic Enforcement Partnership (ASTEP) Spring Summit, sponsored by the Alaska Highway Safety Office was held in Anchorage in April 2007. In addition to discussions on seat belt enforcement and impaired driving, the summit had speakers who focused on underage drinking, DUI and the Courts, as well as the Law Enforcement Liaisons roles and responsibilities. Alaska Police Departments are still participating in the ASTEP program and in May 2008 the Alaska Highway Safety Office will be hosting the annual ASTEP Summit in Juneau.

### May 2007 – Law Enforcement Liaison Training:

In May 2007, The Alaska Highway Safety Office and Shirley Wise and Glenn Cramer, with the National Highway Traffic Safety Administration held the Law Enforcement Liaison (LEL) training in Anchorage. Invited attendees included Fairbanks Police Department Chief Hoffman and Lt. Welborn; Kenai Police Department Sgt. Sandahl, Anchorage Police Department Lt. Reeder and Alaska State Troopers Captain Brinke. The LEL's have been making contact with Police departments throughout the State of Alaska to solicit and increase law enforcement agency participation in the National enforcement campaigns as well as providing perspective and technical assistance to develop plans for proven programs that save lives and reduce serious injuries resulting from traffic crashes.

# Occupant Protection - Program Overview

## Alaska Seat belt use has risen 34% from 2001 to 2007

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



Scene from a CPS training in Ketchikan this year

## 82.4% of Alaskans used their seat belts in 2007

- This meant a 0.8 percentage point decrease from the 83.2% rate in 2006.
- 12 of the 18 Alaska motorists killed in crashes weren't wearing a seat belt during the month of July, 2007.
- In the 2007 study, there were slight increases observed in Fairbanks, Juneau, and Mat-Su.
- A significant decrease (-8.4%) was seen for the Kenai/Soldotna area, which had the lowest usage observed there since 2003.
- The Juneau and Kenai/Soldotna averages continue to lower the overall state rates.
- The Mat-Su Valley mini-van drivers have the highest rate with 93.4 percent using their belts.
- A low of 75 percent was observed of occupants in trucks with only 67.9 percent of Juneau truck drivers buckling up.
- Interestingly, in all the vehicle categories, especially trucks, a greater percentage of drivers obey the law but not their passengers.
- Pickup truck drivers and passengers, particularly among young males, consistently have the lowest seat belt usage rates of all motorists.

Occupant Protection includes **Child Passenger Safety** because little people should be protected while on our roads. The following agencies provide a vast amount of education and professional services to the general public, particularly families with young children.

## Alaska CPS Coordinator- Alaska Injury Prevention Center

- Conducted the NOPUS seatbelt observation study with over 32,200 vehicle occupants along specific roads and included the number of motorcycle helmets worn.
- Provided reflective material to thousands of students.
- Gave pedestrian safety presentations to schools and organizations throughout the city.
- Fitted and distributed 7800 bike helmets and providing bike safety presentations.
- Spoke to 800+ middle school students about the power of media and alcohol advertising and significantly increased their ability to make healthy choices.
- Conducted 113 car seat checks at AIPC,
- Provided child passenger safety seats to 33 needy families,
- Created 5 underage drinking prevention TV spots that garnered \$36,000+ in donated airtime.
- Provided interviews on highway safety issues to the media regularly throughout the year.
- Assisted with training 37 new CPS technicians.
- Increased seat belt use of teen high school students by 8%.
- Provided intensive media literacy and videography training to 113 students around the state who, as one teacher said: will never be the same again, for the good. They have become the leaders of tomorrow in the quest to decrease underage drinking.
- Hosted the Reality Media Awards, receiving entries from 119 students in 16 different schools, where and 88% reported that the project will result in their making healthier decisions.

# Occupant Protection - Program Overview

## Fairbanks Safe Kids

- Replied to phone calls requesting CPS information..... 450
- Visited homes for car seat checks..... 12
- Held Check-up events at the Pregnancy Resource Center..... 8
- Held car seat events..... 5
- Participating in Community events with 689 contacts..... 3
- Conducted Young Parents Education class..... 1

## Safe Kids Kenai Central Peninsula

- Central Peninsula General Hosp/Safe Kids Checks..... 201
- Central emergency Service/Soldotna Fire Dept..... 124
- Homer ..... 65
- Kenai Fire Department and Kenai Public Health Dept..... 64
- Seward..... 25
- Nikiski..... 12
- Anchorage Point..... 8
- Cooper Landing..... 3
- Kenai Public Health..... 3
- Ninlichik..... 1

## Mat-Su Services for Children and Adults, Inc.

- Community Seat checks..... 281
- Private seat checks..... 140
- Seats replaced..... 73
- Participated in Community Events..... 18
- Established a fitting station..... 1
- Technician Training:
  - Anchorage or Seward..... 23
  - Mat-Su..... 9

## H&SS State CPS Coordinator

- An Administrative and instructional system to ensure that CPS trainings and inspection programs statewide
- Maintain appropriate standards and frequency
- Communication and support to CPS programs statewide
- Statewide communication of injury prevention activities, meetings, and current information such as recalls and other CPS changes to all CPS Instructors, technicians and advocates
- Worked with AHSO, state, private, municipal, corporate and Native health organizations to develop and maintain training, certification, recertification, and inspections programs throughout Alaska.
- Supported an advisory board for CPS including providing educational material to encourage legislation (booster) to comply with federal (NHTSA) best practice safety standards.

## Juneau Kids on the Move- through the Alaska Injury Prevention Center

- Seat checks..... 131
- Seat Distribution..... 73

### Classes:

- Bartlett Regional Hospital..... 4
- Community Events..... 2
- Office of Children's Services..... 2
- Trainings..... 2
- Juneau PD..... 1

## Highland Mountain Correction Center

40 Car seats and education provided to incarcerated mothers



Gordon Glaser from DH&SS helps a boy put on his new bike helmet

# Paid Media Report

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

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

AHSO coordinated the media campaigns to coincide with the National Impaired driving mobilizations. This united effort was based on data showing the most dangerous traveling dates which are around the holidays, weekends and in the evenings. The main target audience for the media campaigns was the “High Risk Drivers”, 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 Alaskan’s appreciated the media ads which provided simple messages: If people were not buckled up,

they would receive a ticket. Drive impaired and you would be arrested. The media campaigns were a major component in the strategy to combine education with enforcement. The National Campaigns occur four times a year, coinciding with Memorial Day, 4th of July, Labor Day and between Thanksgiving and New Year’s Day.

NCADD statewide media project targeted impaired and high risk drivers using radio and TV media spots that would both inform and educate the young drivers 21-35. Age-specific presentations focused on impaired driving prevention, seatbelt use and underage drinking that were aired during the High school graduation and the Fourth of July. NCADD will continue to offer messages targeting teens and young adults with messages targeting underage drinking, drinking and driving and adults supplying alcohol to youths.

Review and Evaluation of monitoring misdemeanor probation and pretrial conditions:

The NCADD Court Monitoring reports supplied DUI court data to policy makers in all branches of government to make cost-effective decisions that improved the administration of justice.

Campaign & Dates for 2007	TV Spots	Radio Spots	Print Ads	Other Media	Audience Size	Evaluation/Results	Funding Sources	Total TV Amount	Total Print / Radio Amount
Drunk Driving. Over the Limit, Under Arrest Nov. 15 - Dec. 31	1168 Paid 5087 Bonus 6225 Total	2072 Paid 2655 Bonus 4727 Total	15 half pg. print ads over 15 days link bonus	Website banner with slide show	Statewide: 670,053	Preliminary FARS data shows a decrease in the number of alcohol related fatalities in Alaska	Section 154 AL	\$104,971.00	\$500.00 / \$22,306.00
Drunk Driving. Over the Limit, Under Arrest Jan. 11 - Feb. 4, 2007	26 Paid 43 Bonus 69 Total	None	None	None	Statewide: 670,053	Preliminary FARS data shows a decrease in the number of alcohol related fatalities in Alaska	Section 154 AL	\$31,270.00	\$0.00 / \$0.00
Drunk Driving. Over the Limit, Under Arrest June 10 - Aug. 25	301 Paid 796 Bonus 1097 Total	438 Paid 460 Bonus 898 Total	None	None	Statewide: 670,053	Preliminary FARS data shows a decrease in the number of alcohol related fatalities in Alaska	Section 154 AL	\$5,000.00	\$0.00 / \$4,508.00
CIOT Aug. 15 - Sept. 3, 2007	2753 Paid 1442 Bonus 4195 Total	1187 Paid 872 Bonus 2059 Total	None	None	Statewide: 670,053	Seat belt use decreased by 0.8%, from 83.2% to 82.4% in 2006	Section 405 & 406	\$81,494.00	\$0.00 / \$14,968.00
Drunk Driving. Over the Limit, Under Arrest Aug. 15 - Sept. 3, 2007	966 Paid 1142 Bonus 2108 Total	1183 Paid 1142 Bonus 2325 Total	None	None	Statewide: 670,053	Preliminary FARS data shows a decrease in the number of alcohol related fatalities in Alaska	Section 154 AL	\$49,981.00	\$0.00 / \$14,968.00
<b>GRAND TOTALS</b>								<b>\$272,716.00</b>	<b>\$500.00 / \$56,750.00</b>

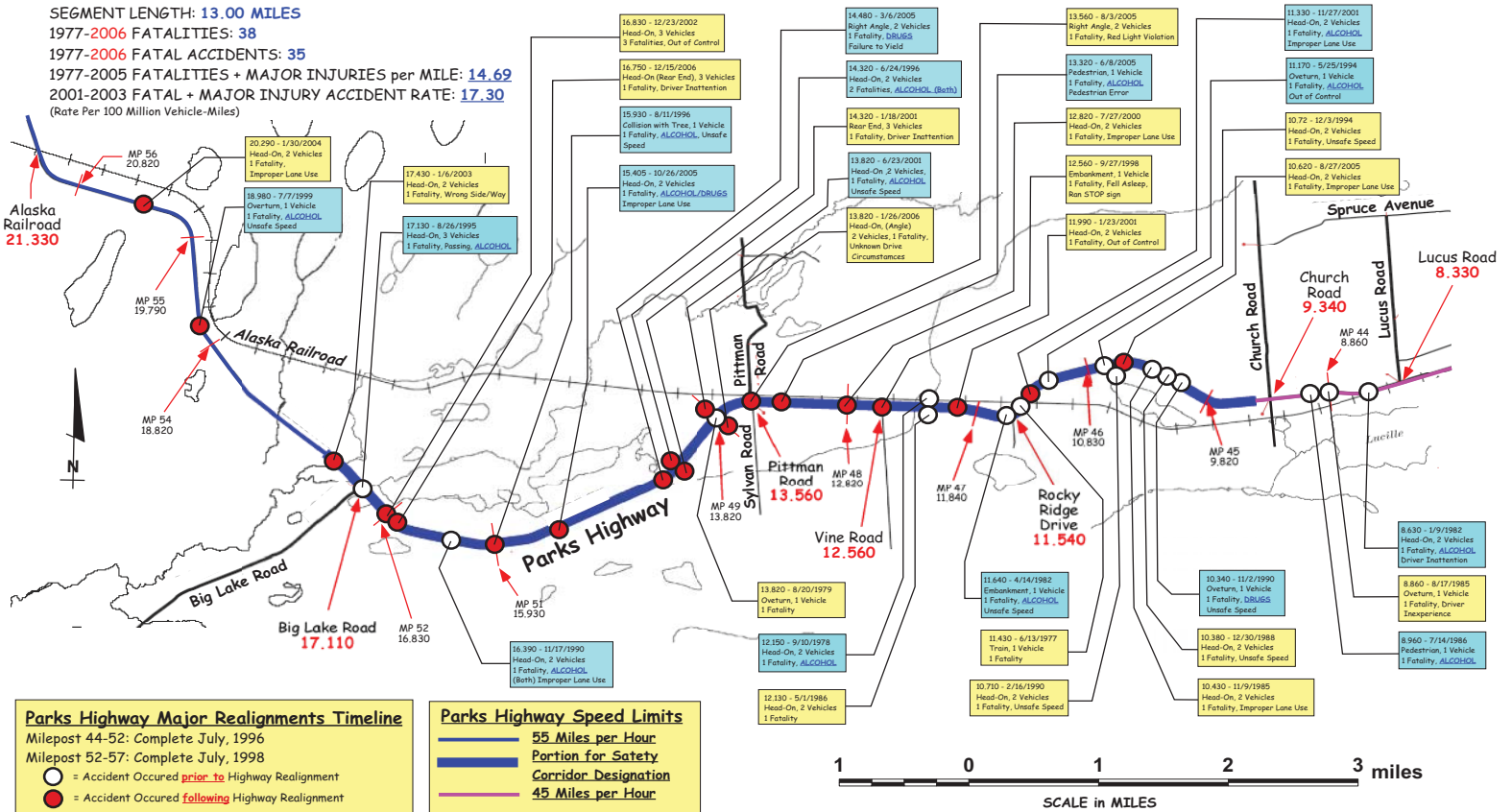
Definition of National Enforcement-related Media Campaigns:  
CIOT: “Click It Or Ticket”

# Safety Corridors

## PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56) 1977 - 2006 FATAL CRASH LOCATIONS

### ACCIDENT SUMMARY

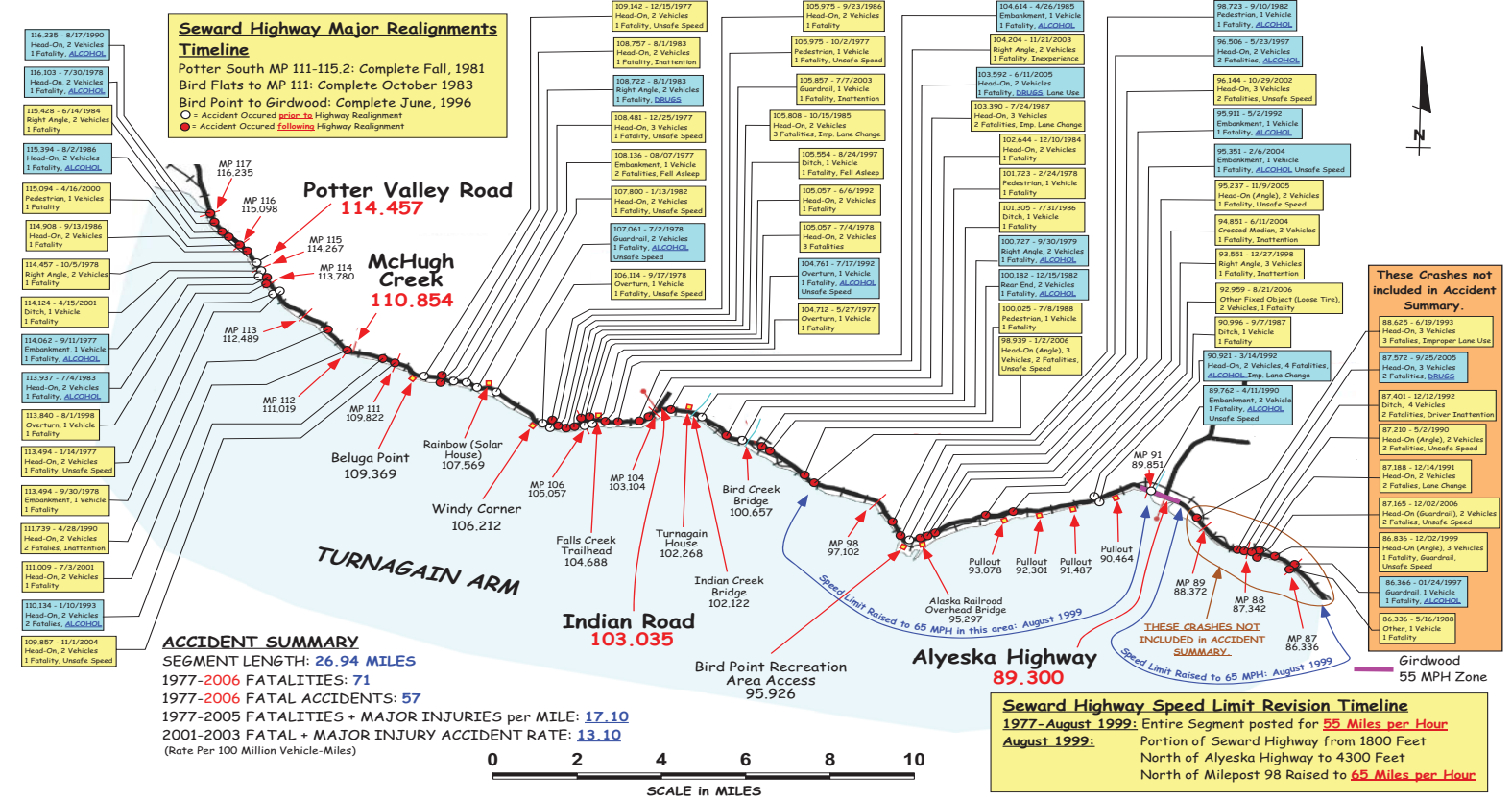
SEGMENT LENGTH: **13.00 MILES**  
 1977-2006 FATALITIES: **38**  
 1977-2006 FATAL ACCIDENTS: **35**  
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: **14.69**  
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: **17.30**  
 (Rate Per 100 Million Vehicle-Miles)



## SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD 1977 - 2006 FATAL CRASH LOCATIONS (Including crashes between Girdwood-MP 87)

### Seward Highway Major Realignments Timeline

Potter South MP 111-115.2: Complete Fall, 1981  
 Bird Flats to MP 111: Complete October 1983  
 Bird Point to Girdwood: Complete June, 1996  
 ○ = Accident Occurred **prior to** Highway Realignment  
 ● = Accident Occurred **following** Highway Realignment



# Noteworthy Practices



## **Buckle Up in Anchorage Schools Campaign (Alaska Injury Prevention Center, Anchorage):**

AIPC created criteria for each High Schools participation and the student leaders designed their own campaigns to promote seatbelt use. Efforts at the High School level ranged from trivia questions in the commons, morning announcements, posters around the school, and assemblies to individual Buzz marketing efforts. Pre-seatbelt observations were done coinciding with the beginning of the State and National Buckle Up campaign and incentive prizes were given to students in the cars that were buckled up. The results from pre (80%) to post (86%) behavior were significant in all but 2 schools. Three schools that had pre-observations of use at 78% or lower increased their rate of use by 18-22% after the intervention. Middle School eighth graders who participated in the seatbelt presentation reported a statistically significant intent to wear a seatbelt after the presentation when compared to before the presentation. They also showed a significant increase in their intention to wear reflectors on their clothing.

## **Teens In Action (NCADD Juneau):**

Assist youth by partnering with adult organizations to utilize environmental strategies to combat underage drinking. NCADD has established TIA groups in the three southeast communities of Juneau, Craig and Sitka. Projects have included educating legislators on current legislation, creating radio ads, helping elementary students write letters to high school seniors reminding them not to drink on graduation. "Alcohol-Free Prom" bracelets were given to all high school students the week of the prom and parents were addressed on the 21 drinking age while they waited for their parent teacher conferences. TIA used strategies to reduce the availability of alcohol to all underage teens by participating in underage drinking compliance checks in bars, restaurants and liquor stores and by staffing educational tables at health fairs and related events.



## **Therapeutic Court Programs, Alaska Wellness Court & NCADD Juneau):**

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



# Noteworthy Practices

## Protecting You, Protecting Me (NACDD Juneau):

Curriculum was developed to teach children about the detrimental effect of alcohol on the developing brain and body. Children also learn skills for refusing an unsafe ride as well as skills for situations when they are forced to ride with an alcohol impaired driver. The PYPM Coordinator continued to position the Best Practice Program in Anchorage, Fairbanks, Juneau, Kenai and other rural areas. Alaska teens were trained in the peer method while teachers and counselors completed the on-line educator. PYPM was invited to give testimony on HB14, an Alaska Legislature bill which sought to reduce drunk-driving tragedies by physically marking the license of DUI offenders who have had their privilege to drive revoked as part of their sentencing. The bill was eventually incorporated into HB90, which the Legislature and Governor passed and will be state law.



## High Risk Driver Education (NCADD Juneau):

Using a statewide standardization 12 hour re-education curriculum which was taught approximately once a month to 67 youth drivers (ages 14-21) who have been adjudicated for alcohol related charges such as minor consuming (MC) or minor operating a vehicle after consuming alcohol (MOVAC).



## Driving Skills for Life (NCADD Juneau):

This project targets high risk young drivers (ages 12-16) prior to or just after they begin to drive that teaches the correct way to drive under a variety of driving conditions. Students also completed an on-line course covering hazard recognition, accident avoidance, vehicle handling and skid control. Hands on driving simulators show the students the effects and consequences of impaired driving. Parents have reported students were more prepared to practice driving after completing the courses.



## Teen Driving Program:

Alaska, like every other state, faces a problem with young driver crashes. These drivers are less likely to recognize and adjust for hazards on the road because in general, they lack experience, and they lack the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population, and they often drive too fast or are impaired.

Young Alaska drivers (between the ages of 16 and 20 years) were overrepresented in fatal and major injury crashes in 2006. Approximately five percent of Alaskan drivers were classified as young drivers in 2005; however, the percentage of fatal and major injuries involving young drivers was 15 percent and 29 percent respectively. The proportion of fatalities and major injuries from crashes involving young drivers remained relatively consistent over the past five years.

# Noteworthy Practices



The effects of crashes involving young drivers could be even worse if not for the fact that young drivers are generally better able to survive a crash compared to older drivers. Furthermore, when the analysis includes alcohol as a factor in young driver crashes, the overrepresentation becomes even more dramatic. For example, in 2005 5.3% of Alaska’s population was in the 16 to 20 age group, but 14.9% of the fatal crashes involved youth. Even more astonishing, 17.1% of fatal and major injury crashes involved a young driver who was impaired by alcohol.

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

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



## Anchorage School District Safety and Drug Free Schools

- Implemented the “Change of Heart” Media literacy education for teachers and youth at the Steller secondary and East and Dimond high schools.
- Utilized peer-to-peer strategies and held discussions with Goldenview Middle School youth: RARE-T (Reducing All Risks Effectively in Teens)
- Collaborated with the Alaska Injury Prevention Center, the Red Ribbon Coalition and Brown Jug stores on youth-led projects.



## Alaska Injury and Prevention Center

- Hosted the Reality Media Awards, receiving entries from 119 students in 16 different schools; 88% reported that the project will result in their making healthier decisions.
- Utilized peer to peer motivation to promote seat belt use among Anchorage area High Schools. Implemented Buckle Up initiative in high schools, providing schools with options for how to promote their project. AIPC staff conducted pre and post seatbelt observations to determine success of the project.

*Impaired Driving Prevention and Education:* Driver between the ages of 16 and 20 are the largest group of crash drivers. Many of



# Noteworthy Practices

the crashes they are in involve alcohol. By reducing the incidence of underage drinking, a reduction of deaths and injuries will result from drunk driving and from being the passenger in a car with a drunk driver. To achieve this goal, AIPC conducted the following activities:

a) Involved 115 youth throughout the state in the Media Slam curriculum. The curriculum includes lessons in media literacy, biological effects of alcohol and then the process of creating a powerful anti drinking ad.

b) Once the youth created the ads, they were aired on channels throughout the State of Alaska.

c) Another aspect of the Underage Drinking Prevention campaign included teaching middle school students about media literacy and giving them an opportunity to critique the power alcohol advertisement has on them. This presentation was given to over 800 students and had a statistically significant impact on student perception that the presentation will help them make healthier choices.

d) AIPC collaborated with a variety of community members and organizations that are members of CBASS and coordinated the annual Town hall. Our town hall is designed to identify community-based solutions to the negative impacts of alcohol. Additionally, members of CBASS met for the bi-annual retreat to revitalize interest in the organization, define our mission and plan future activities.

*Seatbelt Use Education:* AIPC promoted seatbelt use by drivers and passengers between the ages of 8 and 20 with the following activities:

a. In April and May, AIPC worked with 9 Anchorage High Schools on the High School Buckle Up Campaign. AIPC created the criteria for each school's participation, and then student leaders at each school designed their own campaign. Efforts at the school level ranged from trivia questions in the commons, morning announcements, posters around the school, and assemblies to individual Buzz marketing efforts. For their efforts, each school received a \$200 incentive.

b. Each school also received incentives to reward individual students who were wearing seatbelts when they left school in the afternoon. Incentives ranged from granola bars, to donated gas gift cards from Fred Meyer. All of this coincided with the beginning of the state and national Buckle Up Campaign.

c. The project began with a pre-seatbelt observation, conducted by AIPC staff, and culminated with a post observation by AIPC staff. Observations were conducted at the same time of day, as students drove onto the school parking lot in the morning. Correct seatbelt use was observed and voice recorded for drivers and passengers when there were no other adults in the car. All schools showed an increase in seatbelt usage (except for one, which already had a 92% usage.) Increases in seatbelt use ranged from a 0% to 22% increase, totaling 8%.



# Noteworthy Practices



## Motorcycle Education and Training

The Alaska Safety Motorcycle Advisory Committee

Alaska, like other states in the nation, is experiencing an increase in the number of crashes involving motorcycles and subsequently an increase in motorcycle fatalities.

- In 2005 there were 4,553 motorcyclists killed in national crashes.
- Motorcycle fatalities currently account for more than 10 percent of all motor vehicle crash fatalities.
- Alaska reflects a national upward trend in motorcycle fatalities with 5 of the 89 motor vehicle fatalities involving motorcycles in 2001 and 8 of the 74 motor vehicle fatalities involving motorcycles in 2006.
- Alaska's total traffic volume on highways increased by nearly 22.1 percent (22.1%) between 1997 and 2006.
- There were 44 percent (44%) more motorcycle registrations in 2006 than were registered in 2001 (24,147 compared to 16,761).

Between October 1 and September 30, 2007, a group of motorcycle safety advocates from across the state met with the AHSO Administrator to discuss motorcycle safety concerns including:

- Rider education & training
- Impaired motorcycle driver enforcement
- Motorist awareness of motorcycles
- Road hazards unique to motorcycles

In response to these concerns, DOT&PF Commissioner Leo von Scheben established the Alaska Motorcycle Advisory Committee (AMSAC) which is responsible for the following activities:

1. The council shall advise the Commissioner regarding motorcycle safety issues that is in the best interest of the Alaska transportation public.
2. The committee shall submit an annual report to DOT&PF outlining their accomplishments, goals and mission statement.
3. The report shall include estimates of cost and potential funding sources as a means for sustainable programs.
4. The report shall be publicized in the annual Alaska Highway Safety Plan and Highway Safety Annual Evaluation Report.
5. The committee shall be involved with the Alaska Strategic Highway Safety Plan whenever possible in matters affecting motorcycle programs.
6. Performance measures and accountability mechanisms must be developed to provide policy makers with tools to assess the success of the strategic plans over time.
7. In addition, the committee shall include motorcycle safety in public events to serve as a forum to educate all Alaskans on motorcycle safety.



# Alaska Traffic Records

## ATRCC (Alaska Traffic Records Coordinating Committee)

2007 was a busy year traffic records in Alaska. It witnessed the first full year working schedule of the Alaska Traffic Records Coordinating Committee and its 12 state departments and member agencies in over a decade. The ATRCC reformed at the end of 2006 and has accomplished a great deal in the single year it has gathered together again. Below are some of the highlights:

1. Coordination of a TSIS workshop (January – 2007): This workshop, in Anchorage, brought together over 60 representatives from every state department and agency in Alaska with a stake in traffic records.

2. Assessment (May – 2007): In order to receive federal 408 funding the State of Alaska had to undergo a traffic records assessment by a NHTSA sponsored agency.

3. The 408 application in (June – 2007): In June the ATRCC applied for its first year of 408 funding from NHTSA with the aid of Cambridge Systematics.

4. \$300K of 408 for Alaska in (October – 2007): In October the ATRCC was the beneficiary of \$300,000 from NHTSA through the 408 program.

5. Strategic plan by late (December – 2007): In the December the ATRCC met and hashed out a strategic plan for 2008.

## TraCS (Traffic and Criminal Software)

TraCS has had a very busy year in Alaska accomplishing the following:

1. 1,045 TraCS citations issued to date by state and local police agencies.

2. TraCS citations now accepted at Kenai, ANC, Palmer, FBX, Delta Junction, Tok, Glennallen, and Valdez courts.

3. AST makes a commitment to go with TraCS.

4. 12-200 crash form designed and tested in TraCS. Pilot deployment is on track to start on 1/7/08 with Juneau PD, Anchorage PD, and AST.

5. 8 agencies are now on the TraCS steering committee.

6. TraCS DUI form has been drafted. Project is expected to proceed in early '08.

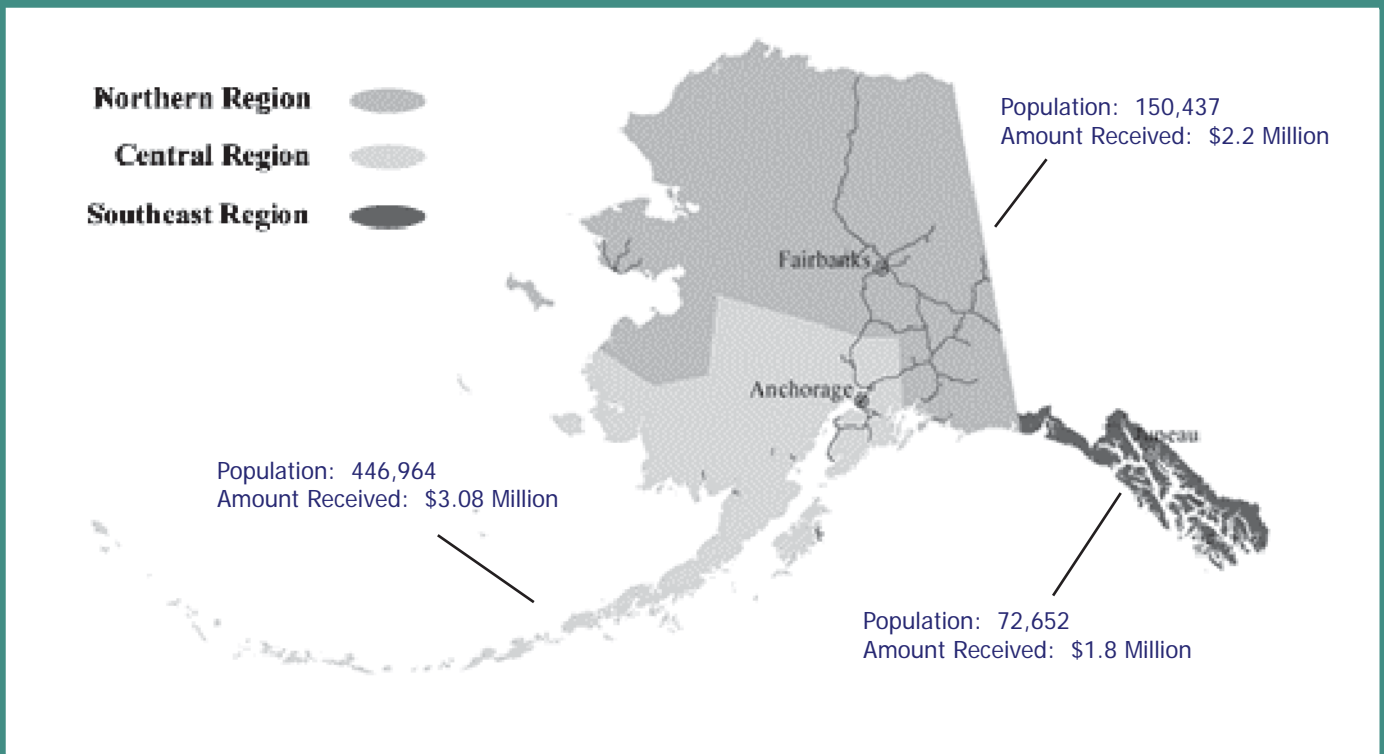
7. TraCS field-tested at Fairbanks PD and Wasilla PD. Numerous other agencies have expressed interest.

## Fiscal Year Summary

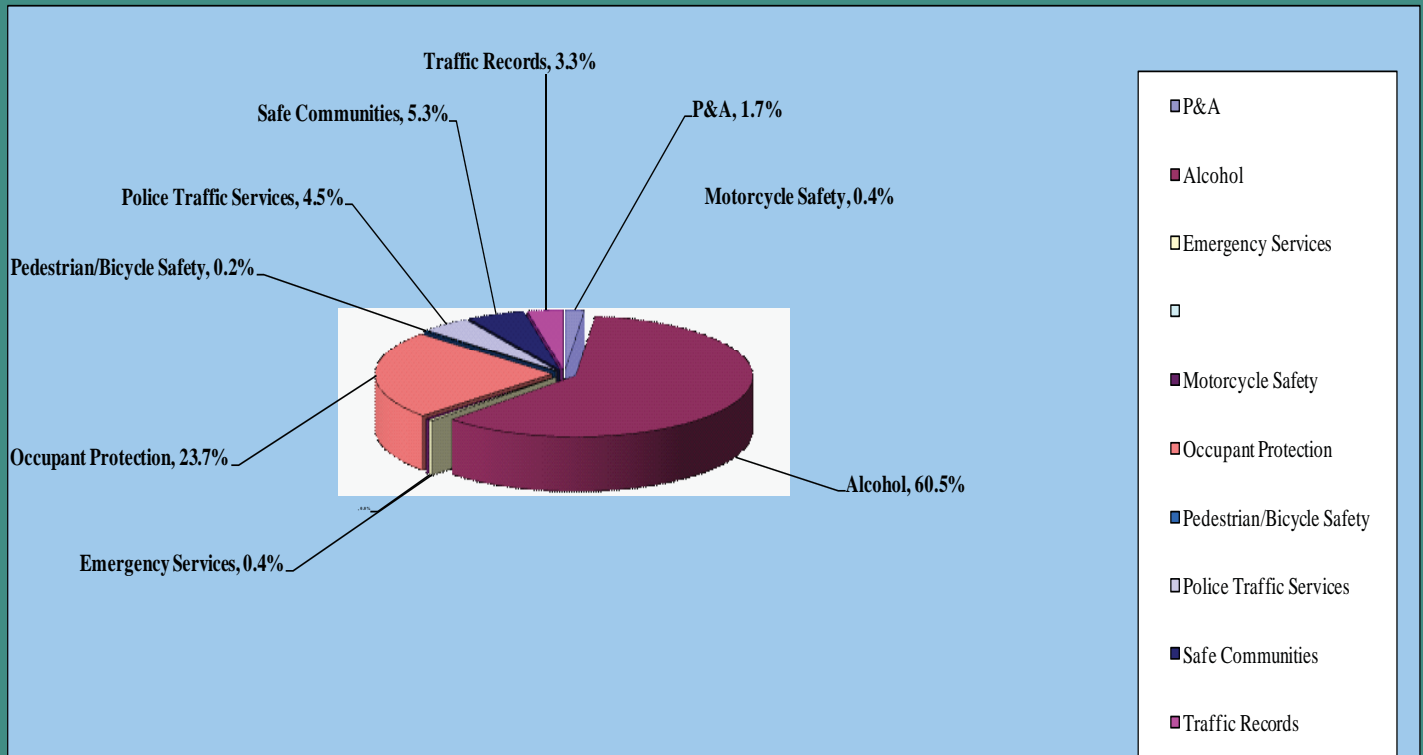
	402	405	406	410	411	2003B	2010	157	154	Total - \$	% of Total
P&A	25,289.47								95,450.14	120,739.61	1.7%
Alcohol	44,084.28			18,714.40					4,113,609.10	4,176,407.78	60.5%
Emergency Services	25,336.02									25,336.02	0.4%
Motorcycle Safety							25,642.47			25,642.47	0.4%
Occupant Protection	33,466.62	218,013.12	1,382,505.10			599.80				1,634,584.64	23.7%
Ped./Bicycle Safety	13,720.84									13,720.84	0.2%
Police Traffic Services	285,604.51							24,064.91		309,669.42	4.5%
Safe Communities	368,840.71									368,840.71	5.3%
Traffic Records	212,826.90				12,803.44					225,630.34	3.3%
<b>Total</b>	<b>1,009,169.35</b>	<b>218,013.12</b>	<b>1,382,505.10</b>	<b>18,714.40</b>	<b>12,803.44</b>	<b>599.80</b>	<b>25,642.47</b>	<b>24,064.91</b>	<b>4,402,389.24</b>	<b>7,093,901.83</b>	

# Fiscal Year Summary - Graphs

## DOT&PF Regional Map of Alaska



## Highway Safety Office Grant Allocations



# Federal Aid Reimbursement Report

Program Area / Project	Total Project Amount Allocated								
Funded Programs	402	405	406	410	411	2003B	2010	157	154 / 164
Planning & Administration	25,289.47								
Alcohol	44,084.28								
Emergency Medical Services	25,336.02								
Motorcycle Safety									
Occupant Protection	33,466.62								
Pedestrian / Bicycle Safety	13,720.84								
Police Traffic Services	285,604.51								
Traffic Records	212,826.90								
Safe Communities	368,840.71								
<b>Total 402 Funds</b>	<b>1,009,169.35</b>								
Occupant Protection		33,312.69							
<b>Total 405 Funds</b>		<b>33,312.69</b>							
Safetea-Lu		184,700.43							
<b>Total 405 Safetea-Lu Funds</b>		<b>184,700.43</b>							
Safety Belt Incentive			1,382,505.10						
<b>Total 406 Safety Belt Incent.</b>			<b>1,382,505.10</b>						
Alcohol Safetea-Lu				18,714.40					
<b>Total 410 Al. Safetea-Lu</b>				<b>18,714.40</b>					
Data Program					12,803.44				
<b>Total 411 Data Program</b>					<b>12,803.44</b>				
Child Passenger Protection						599.80			
<b>Total 2003B Child Passenger</b>						<b>599.80</b>			
Motorcycle Safety							25,642.47		
<b>Total 2010 Motor. Safety</b>							<b>25,642.47</b>		
Incentive Funds								20,755.60	
<b>Total 157 Incentive Funds</b>								<b>20,755.60</b>	
Innovative Funds								3,309.31	
<b>Total 157 Innovative Funds</b>								<b>3,309.31</b>	
Planning & Administration									95,450.14
Alcohol									4,113,609.10
Hazard Elimination									193,330.00
<b>Total 154 Funds</b>									<b>4,402,389.24</b>
Transfer Funds									13,530,854.00
<b>Total 164 Transfer Funds</b>									<b>13,530,854.00</b>
<b>TOTALS</b>	<b>1,009,169.35</b>	<b>218,013.12</b>	<b>1,382,505.10</b>	<b>18,714.40</b>	<b>12,803.44</b>	<b>599.80</b>	<b>25,642.47</b>	<b>24,064.91</b>	<b>17,933,243.24</b>

# Picture Acknowledgements



**Page 12**  
Plowing snow off the Copper River Bridge, by Sam Taylor

North Douglas Highway on a sunny, frozen afternoon

Brushslide on Richardson Highway, south of Black Rapids

**Page 13**  
One of two grizzlies chasing along the Parks Highway north of Healy, by Brett Nelson

View of a sun rise halfway between Gakona and Tok

Full moon on Glen Highway

**Page 14**  
Fireweed near the Steese Highway north of Eagle Summit

Looking north into Coldfoot on the Dalton Highway

A Sitka black tailed deer helping with a SWPPP inspection of the South Mitkof Highway south of Petersburg

**Page 15**  
Seward Highway north of Indian, by Ron Martindale

Bridge over Gakona River

Young bull on the road towards the end of the Nome-Taylor Highway (Kougarok Road)

**Page 16**  
View of Lake Hood from east side of lake as the sun sets around 11:30pm

Fireweed near the Steese Highway north of Eagle Summit

Old and new bridge, Mile 17 Old Glenn Highway, Palmer



# Contacts

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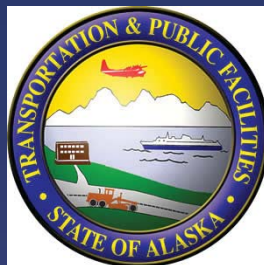
Cindy Cashen-Highway Safety Office Administrator  
Christopher Thomas-Research Analyst/AK FARS Analyst

Opposite Photos: Bottom - left to right:

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