



SAFETY CORRIDORS AUDIT 2015

STATE OF ALASKA

Department of Transportation and Public Facilities

Central Region-Division of Design and Engineering Services

Accepted: Marc Luiken, Commissioner *Marc Luiken*

Date: 5/11/2016

Reviewed: Dave Kemp P.E., Regional Director *DK*

Safety Corridor Review Team

Tammy Kramer, Acting Administrator, Alaska Highway Safety Office AHSO, DOT/PF HQ Juneau *TK*

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SUBJECT: Safety Corridors – Annual Review through 2015

This audit reviews Safety Corridor's crash status and efforts to reduce fatal and major injury crashes¹. The review was conducted by agency staff listed above, tasked with improving road safety.² Input from Central EMS and AST Detachments was provided.

2015 RESULTS: Serious crashes are down by a combined average of 45% in Safety Corridors.^{3,4}

- Two exceptions: fatal crash rates on the Seward Highway have increased, total serious injuries decreased. Fatal crashes in 2015 have spiked on the Parks Highway and Knik-Goose Bay Road.
- Fatal crash rates involve low numbers sensitive to a change of even one crash per year. Fatal crashes occur primarily in the fall/winter off-season, during daylight hours, equally on dry or icy roads.

2016 SAFETY CORRIDOR CANDIDATES and STATUS

- Serious injury and fatality crash concentrations and rates were recomputed for higher speed rural roadways
- The Parks Highway Safety Corridor remains the number 1 rank
- The Kenai Spur Highway north of Kenai is now number 2 rank with both serious injuries and fatalities
- The next four high ranking candidates will be addressed with major construction in the next two years
- The other three existing Safety Corridors are no longer in the top 5, but still rank in the top 10 of corridors
- Attached is a table ranking existing Safety Corridors and top candidate corridors

RECOMMENDATIONS for 2016

- Advocate for and seek alternative funding for education and enforcement
- Reassign staffing resources as needed to increase public awareness of safer driving in Safety Corridors
- Explore further the winter versus summer crash history in Safety Corridors to guide off-season 4 E's efforts
- Decommission half the Parks Highway Safety Corridor when divided highway is complete to Pittman Rd
- Prepare a more in-depth Safety Corridor Study of the Kenai Spur Highway crashes north of Kenai

cc: Gary Folger, Commissioner, Department of Public Safety
Col. James Cockrell, Director, Department of Public Safety, Division of Alaska State Troopers
Sandra Garcia-Aline, FHWA Division Administrator, Alaska Division, Juneau

CURRENT SAFETY CORRIDORS PERFORMANCE (Through 12/31/2015)

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	1.9	2.0	2.5 (+30%)	2.5 (+23%)	
Major Injury Crashes MI	7.0	7.3	3.2 (-54%)	3.2 (-56%)	
Serious Crashes F+MI	8.9	9.4	5.7 (-36%)	5.7 (-39%)	-38%
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	3.3	1.0 (-34%)	1.4 (-58%)	
Major Injury Crashes MI	4.7	10.4	2.7 (-43%)	3.8 (-64%)	
Serious Crashes F+MI	6.2	13.6	3.7 (-41%)	5.2 (-62%)	-51%
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	1.4	0.6 (-50%)	0.3 (-75%)	
Major Injury Crashes MI	4.0	4.4	3.2 (-19%)	1.8 (-59%)	
Serious Crashes F+MI	5.2	5.8	3.8 (-27%)	2.1 (-63%)	-45%
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	0.5 (-52%)	1.0 (-67%)	
Major Injury Crashes MI	1.8	5.6	0.8 (-56%)	1.6 (-71%)	
Serious Crashes F+MI	2.8	8.6	1.2 (-56%)	2.6 (-70%)	-63%

WEIGHTED TOTAL -45%

*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. Rounded to tenths place.

HMVM = rate of crashes per hundred million vehicle miles of travel. This helps compare all roads equally.

RECENT YEAR'S 4 "E" ACTIONS in 2015

Education: Media: AHSO contracted statewide media services for impaired driving and seatbelt safety messages during holidays in 2015. Safety Corridor specific messages were not funded in 2015.

Engineering: Completed: Signal at Knik-Goose Bay Rd/Fairview Lp/Clapp St, 12/23/15

- Construction: Parks Highway Phase II: Church Road to Pittman Road
- Design: Seward Highway left turn lanes for Bird and Indian
- Design: Sterling Highway left turn lane for Jim Dahler/Forest Lane
- Studies: Multilane studies for all four corridors are in Planning or Environmental stages

Enforcement: Patrol: BHP/AST provided enforcement around Safety Corridors, large traffic events, holidays

- Research: Vehicle equipment to document enforcement operational Dec 2014, data being gathered.

NEXT 4 "E" RECOMMENDATIONS and GOALS: Revised from previous Safety Corridors Audit⁵**Education (AHSO)**

- Provide Regional education specific to Safety Corridors beyond NHTSA/AHSO funded topics, utilizing local media outreach, focusing on distracted, reckless, aggressive, and other REDDI driving
- Develop a web link or other resource which answers "frequently asked questions" with CR Assistance
- Conduct a joint field review in 2016 to review changes in Safety Corridors.

Engineering (CR DOT/PF)

- Implement/research passing lane differential speed effectiveness – scheduled for summer 2016.
- Connect portable Changeable Message Signs (CMS) to 511 Traveler Info when possible with ITS project
- Collect speed data from driver feedback speed signs in 2016

Enforcement (DPS)

- Review enforcement presence/time in/around Safety Corridors. Research tracking started in 2015.
- Explore enforcement funding towards distracted, reckless, aggressive, and other REDDI driving

EMS Response (HQ DOT/PF)

- Continue to explore 911 service upgrade possibilities into Turnagain Pass.
- Review status of 911 coverage efforts - improving callboxes or increasing radio communications

Executive Considerations (DOT/PF, DPS)

- Review regulatory suggestions, actions

FOOTNOTES

¹ The purpose of this report and any attached data is for planning safety enhancements for high accident corridors with serious injury crashes. This report is used to monitor, develop, and fund ongoing education, enforcement, and engineering of construction improvements.

² Fatal and major injury crashes are a serious problem in the Safety Corridors. Per AS 19.10.075, DOT/PF and DPS are responsible for designating Safety Corridors and efforts to reduce serious crashes (ATM 2B.17). It is recognized these roads are at or near capacity. Long term, major roadway projects are desirable to address traffic volume growth (see attached project lists). Until lasting long term changes are made, interim enforcement, education, and engineering solutions are recommended to reduce crashes.

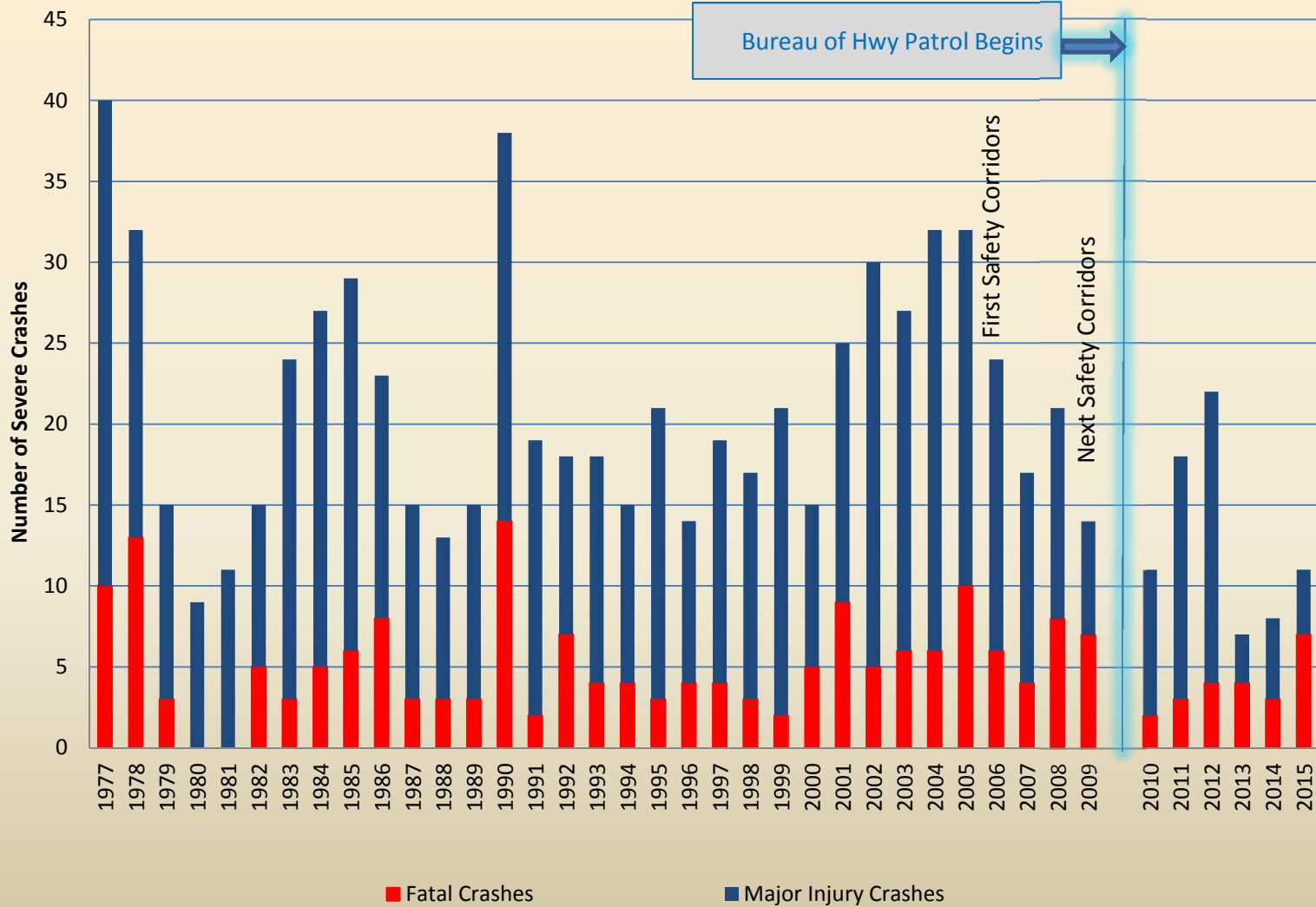
³ Fatal and major injury crashes are based on the Dispatch and fatal reporting information currently available. Final crash records for 2013-2015 may change as each year's final record becomes complete.

⁴ Fatal crashes are a very small data sample in each corridor each year and can be a volatile indicator of performance. Combined fatal and major injury crashes is recommended as a better indication of performance. Many factors affect the severity of a crash, including roadway geometrics and road conditions, seatbelt use, vehicle type, impairment, fatigue, aggressive driving, and emergency response resources.

⁵ 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 a significant contributor to whether they are alert and in control. Roadway users have been and remain the deciding factor towards the successful reduction of severe crashes in Safety Corridors.

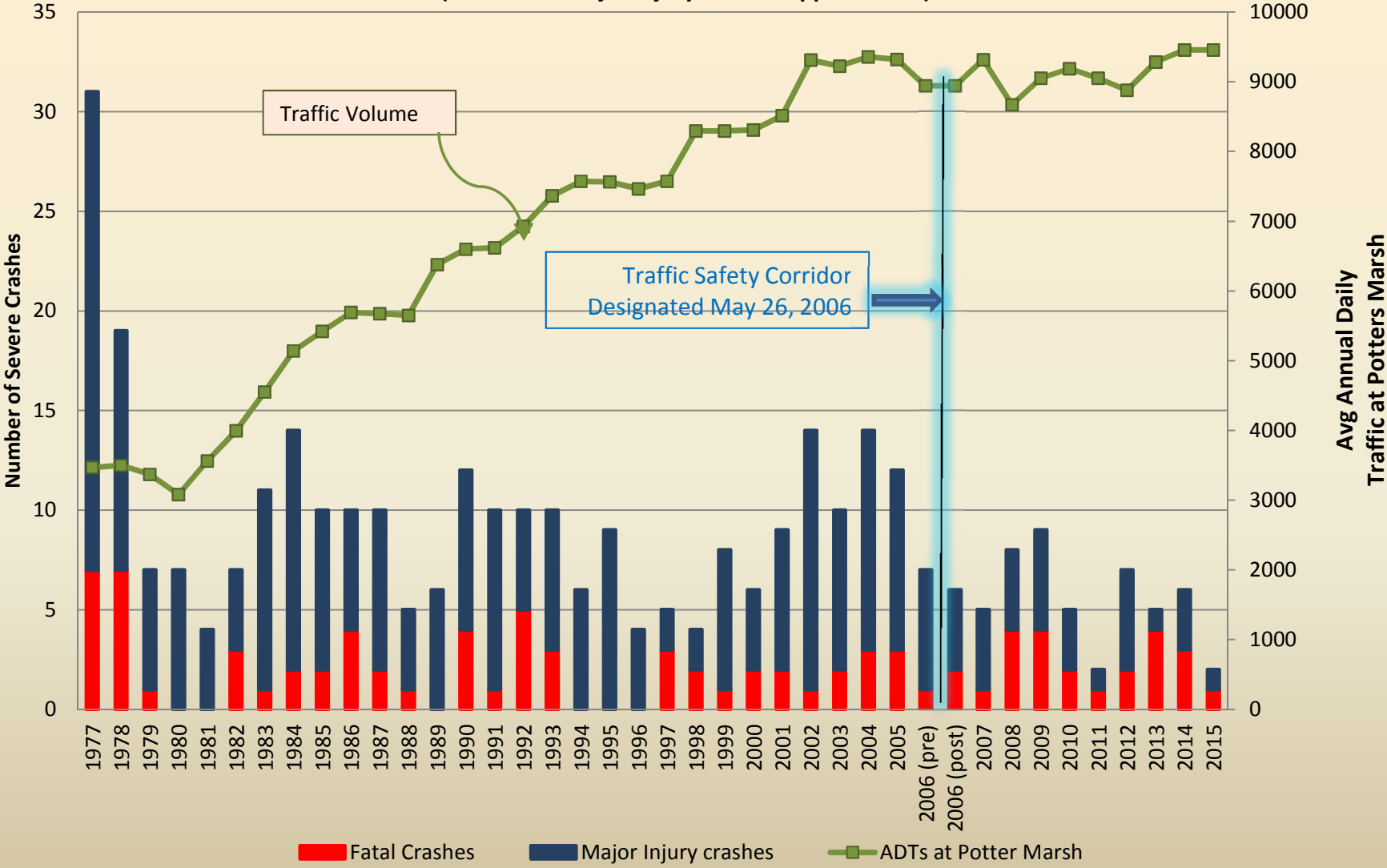
Traffic Safety Corridors Combined Fatal & Major Injury Crashes: 1977-2015

(2013-2015 major injury crashes estimated until reports finalized)



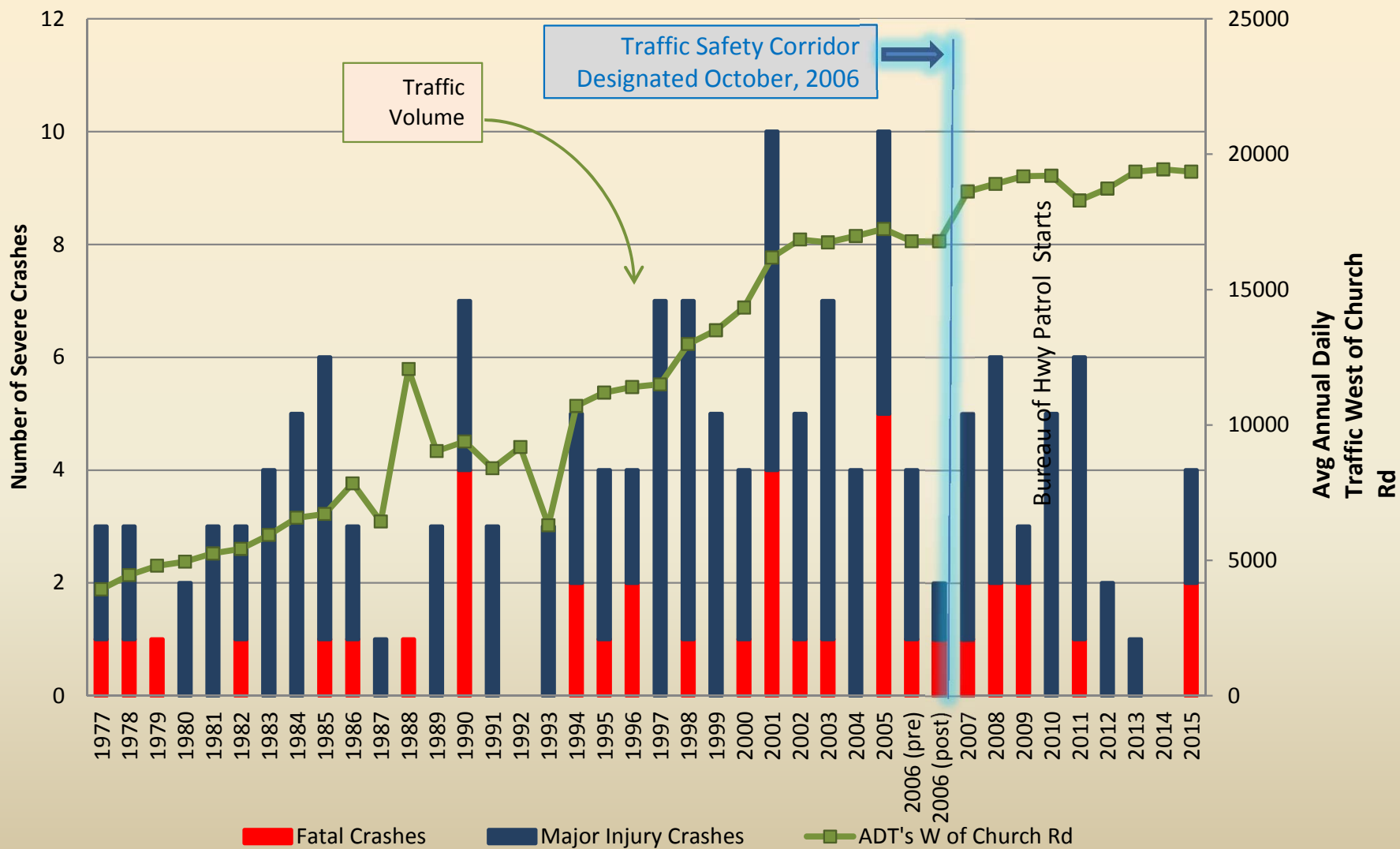
Seward Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2015

(2013-2015 major injury crashes approximate)



Parks Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2015

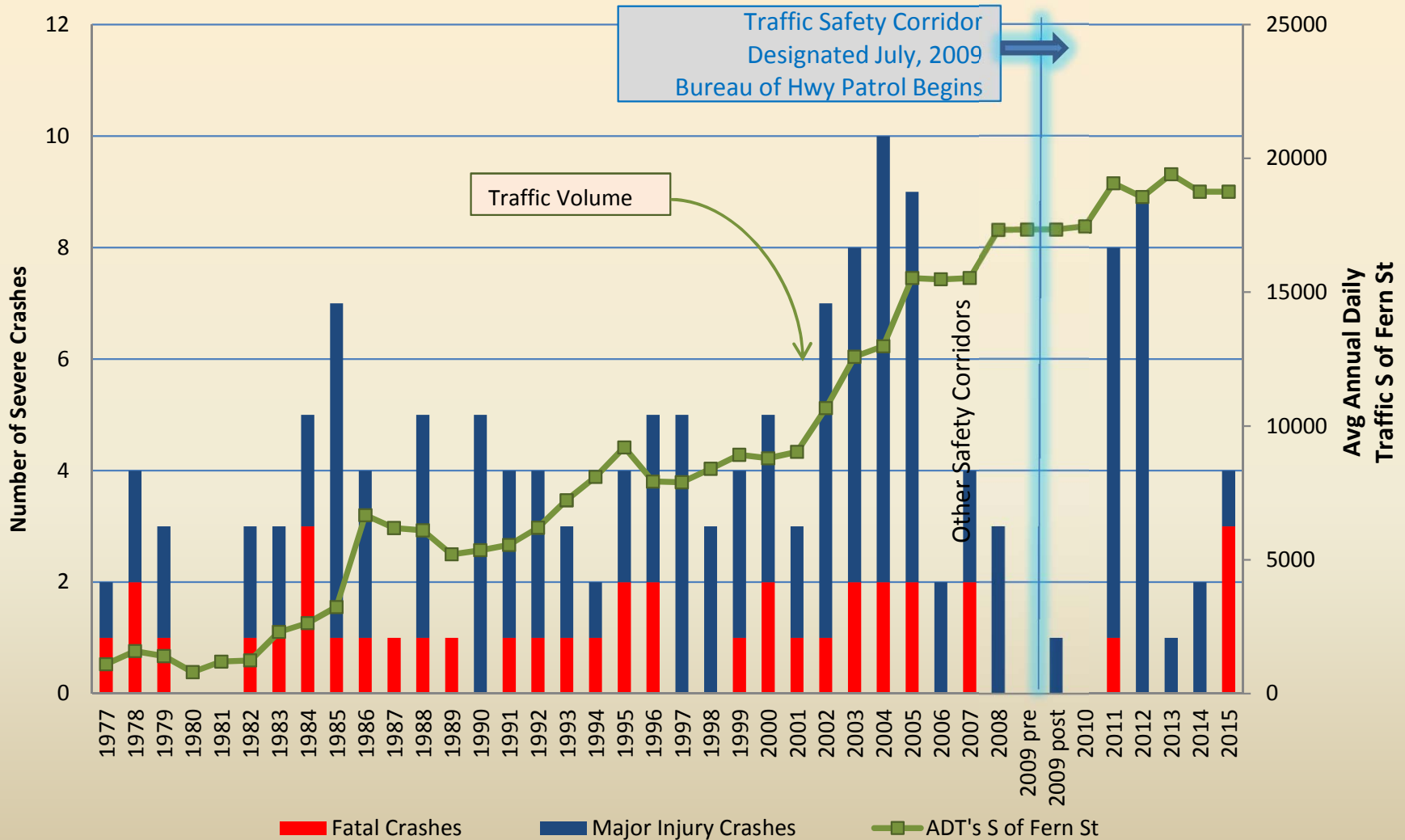
(2013-2015 major injury crashes approximate)



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

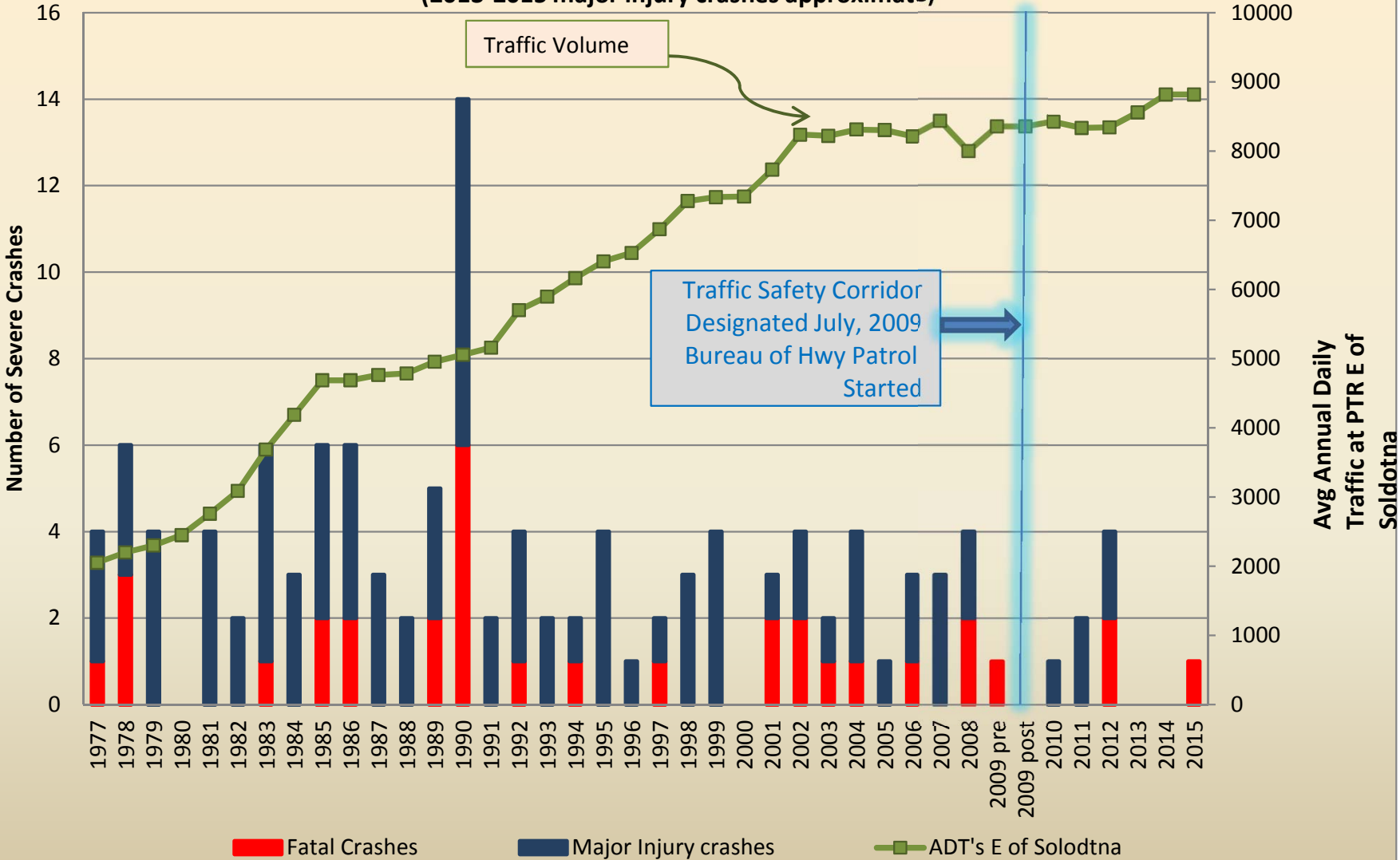
Fatal & Major Injury Crashes: 1977-2015

(PRELIMINARY: 2013-2015 major injury crashes approximate)



Sterling Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2015

(2013-2015 major injury crashes approximate)



CENTRAL REGION DOT/PF

HSIP Safety Corridor Candidates for Projects using Crash Cost Rankings (2008-2012)

High Severity Two-Lane, Two Way Crash Segments (per ATM 2B.17)

Highway Safety Improvement Program (HSIP) Review

(Consider benefit/cost of capital project possibilities: rerouting, medians, traffic control devices, grade separation, etc.)

Sliding Spot using @sumifs Sorting Formula

1 Mile Window (+/- 0.5 mi)

PARKS = Existing Safety Corridor
GLENN = Design and Construction in progress

ATM 2B.17															
Rank	CDS Route	From MiPt	Road Name	Description	To MiPt	Description	Length (mi)	Fatal Crashes	Serious Injury Crashes	SORT 1 KSI Crashes/Mile	Wtd Midlife AADT	SORT 2 KSI Crash Rate	HSIP Crash \$\$	HSIP Crash \$\$/Mile	Comments
1	170000	9.1	PARKS HWY	Wasilla (W of Church Rd)	17.3	Houston (Forest Lake Rd)	8.2	5	18	2.82	15,468	9.97	\$ 26,000,000	\$ 3,182,375	Existing Safety Corridor
2	117600	12.7	KENAI SPUR HWY	Kenai Urban (MP 12.5)	20.4	Robert Walker Ave (MP 20.5)	7.7	5	12	2.21	6,377	18.98	\$ 19,000,000	\$ 2,468,174	
3	135000	34.0	GLENN HWY	Parks Hwy JCT	39.0	Palmer (S of Springer/Moore Rd)	5.0	1	10	2.20	12,180	9.90	\$ 12,000,000	\$ 2,400,000	New 4 Ln Divided Hwy in 2018
4	136800	0.5	PALMER-WASILLA HWY	Palmer (Irwin Lp)	9.4	Wasilla (.25 Mi' W of Trent Cir)	9.0	2	16	2.01	14,707	7.48	\$ 21,000,000	\$ 2,341,659	HSIP 3 Ln Construction 2016-2017
5	117600	1.8	KENAI SPUR HWY	Soldotna (N of Big Eddy)	7.8	Kenai Urban	6.0	3	9	2.00	11,500	9.53	\$ 13,000,000	\$ 2,166,667	Project in Design
6	170073	0.0	BIG LAKE RD	Parks Hwy	4.7	Big Lake (500' W of Aero Ln)	4.6	2	7	1.94	4,410	24.15	\$ 11,000,000	\$ 2,375,297	~ <5 miles qualify, 2 fatalities: MSB Roundabout in Design. Speed Limit in Review
7	110000	46.4	STERLING HWY	Sterling (Weigh Station / Marilee)	54.2	Soldotna (MP 91.2)	7.8	6	9	1.93	7,675	13.78	\$ 21,000,000	\$ 2,702,703	Existing Safety Corridor
8	170044	0.8	KNIK GOOSE BAY RD	Wasilla (S of PW Hwy)	17.3	Pt Mackenzie Rd	16.5	1	20	1.27	7,483	9.33	\$ 22,000,000	\$ 1,334,547	4 Ln Divided Hwy in Design to MP 8
9	130000	87.1	SEWARD HWY	MP 87	115.5	Anchorage (Potters Marsh/Freeway)	28.4	13	18	1.09	7,300	8.18	\$ 44,000,000	\$ 1,547,661	Existing Safety Corridor
10	130000	36.4	SEWARD HWY	Sterling JCT	43.3	MP 43.7	7.0	4	3	1.00	4,376	12.58	\$ 11,000,000	\$ 1,579,098	Speed transition, SB crashes
11	136000	0.6	OLD GLENN HWY (PALMER ALT)	Glenn Hwy I/C	16.9	Matanuska Lake Park	16.3	5	9	0.86	3,777	12.45	\$ 21,000,000	\$ 1,287,712	HRR Roadway

Total 116.4 miles

0.851	9.921	\$ 145,000,000	\$ 1,245,426
Safety Corridor crash rate thresholds			
16/20/14 HQ Memorandum			

CDS Milepoints are DOT/PF linear references. Mileposts are historical markers and are not the same. See Descriptions for location. Cost-effectiveness of mitigation strategies should be compared before selecting a solution.

ATM 2B.17	Qualifying Corridor Segments
09c	Interstate, Rural Arterial, Rural Major Collector
	>= 2000 vpd
	> 110% of Statewide Avg serious crashes/mile
	> 110% of Statewide Avg serious crash rate per 100 MVM
	>= 5 miles length

NOTE:

8076.226

The information in this report is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the collision data. 23 U.S.C. § 409; 23 U.S.C. § 148(g); *Walden v. DOT*, 27 P.3d 297, 304-305 (Alaska 2001).

**CENTRAL REGION SAFETY CORRIDOR
ORIGINAL CANDIDATES BY RANKING 2006,
STATUS IN 2016**

1	<i>Parks Highway: Lake Lucille Drive to Big Lake Road</i>	<i>Safety Corridor as of 10-16-06. Severe crashes down by 51%</i>
2	<i>Seward Highway: Sawmill Road (MP 100) to Rabbit Creek Rifle Range</i>	<i>Winter Safe Driving Campaign Mar 06; Safety Corridor as of 5-26-06, Extended 10-30-07. Severe crashes down by 38%</i>
3	<i>Knik/Goose Bay Road: Parks Highway to Settler's Bay or Point McKenzie Road</i>	<i>Safety Corridor designated 7/1/09. Severe crashes down by 45%</i>
4	<i>Sterling Highway: Scout Lake Road to Kenai Spur Highway</i>	<i>Winter Safe Driving 3/8/09 - 4/4/09 Safety Corridor designated 7/1/09 Severe crashes down by 63%</i>
5	Palmer/Wasilla Highway: Palmer to Wasilla	<i>Traffic signals added 2008-2009. HSIP projects for 3 Lane in Design for 2018+ Construction</i>
6	Eagle River Road: Old Glenn Highway to Wallace Street (Near MP 5)	<i>3R project completed 2015</i>
7	Seward Highway: Turnagain Pass to Portage Glacier Road	<i>3R project MP 75-90 in Design for 2018+ Construction</i>
8	Glenn Highway: Parks Highway Junction to Palmer/Fishhook Road	<i>Previous study - no fatal crashes. 4R project in Final Design for 2018+ Construction</i>
9	Seward Highway: Sterling Highway Junction to Turnagain Pass	<i>HSIP Rumble Strips 2010. HSIP Guardrail delineation 2014.</i>
10	Kenai Spur Highway: Forest Drive to Rig Tenders Dock	<i>Previous study - no fatal crashes. Reranked in 2016 as higher concern - recommend further detail review of the Corridor</i>
11	Seward Highway: Primrose Road to Johnson Pass Trailhead (MP 32)	<i>HSIP Guardrail delineation 2014. SVT's project in design for 2018+ Construction</i>

Produced by Central Region DOT/PF, Traffic & Safety Section

Safety Corridor Candidate (Mileposts)	Investments, Planned funds from 2006 forward	Corridor Length (mi)	Investment plan per mile	Underfunded needs estimated	Underfunded need per mile
Seward Hwy MP 87-117	\$306,807,117	30.6	\$10,026,376	(\$8,000,000)	(\$261,438)
Parks Hwy MP 44-52.5	\$134,493,610	8.2	\$16,401,660	(\$47,700,000)	(\$5,817,073)
Knik-Goose Bay Rd MP 0.6-17.2	\$48,566,993	16.4	\$2,961,402	\$0	\$0
Sterling Hwy MP 83-93	\$10,838,978	9.8	\$1,106,018	\$0	\$0
<i>TOTAL</i>	<i>\$500,706,698</i>	<i>65</i>	<i>\$7,703,180</i>	<i>(\$55,700,000)</i>	<i>(\$856,923)</i>

Seward Hwy Safety Corridor - DOT/PF Improvements since Designation May 26, 2006

02/29/16

AKSAS	Project	Scope	Solution	Funding Source Identified through STIP, GF (as of 2012)	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction
						Year (Est)
51218	HSIP MP 104-115 Seward Hwy Rut Repair	Hwy Safety Improvement Project: Rut repair, overlay to reduce head-on, SVROR crashes	Completed	\$7,013,000	\$0	2008
51047	HSIP Central Region Rumble Strips, Phase II	Hwy Safety Improvement Centerline/shoulder rumble strips to reduce head-on, SVROR crashes	Completed	\$315,000	\$0	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Completed	\$83,000	\$0	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Completed	\$100,000	\$0	2011
52223	ITS Seward Hwy 2009	DMS Sign upgrades to LEDs at Potters Marsh	Completed	\$90,000	\$0	2011 Constr w/CR Signal Upgrades
52491	Seward Hwy Rut Repair MP 115-124 (MP 104-117 in Safety Corridor)	Potter Valley Rd to Dowling Rd Paving and Guardrail	Completed	\$3,214,000	\$0	2011
52991	Seward Hwy MP 89-96.6 Resurfacing	Girdwood to Bird. Repaving, signing, striping, guardrail replacement.	Completed	\$8,980,000	\$0	2012
52121	HSIP MP 88 Curve Improvements	Guardrail removal, slope flattening	Completed	\$1,165,011	\$0	2013
52451	HSIP Passing Lanes, Slow Vehicle Turnouts (Minor fill work)	NB passing lanes Ph I, Bertha Crk to Anchorage. Up to 17 opportunities.	Completed	\$12,830,529	\$0	2013
53425	GF ITS Safety Corridors: Seward Hwy Speed Signs	Dynamic speed signs, power service and pads.	Completed	\$1,071,924	\$0	2013
55750	HSIP CR Guardrail Delineation Enhancements	Upgrades to high intensity web reflectors and to post top delineators on coasts	Completed	\$288,894	\$0	2014
56631	MP 105-115 Rehabilitation	Passing lanes, sheep viewing turnout, hwy and railroad relocation.	Long Term	\$0	Undetermined	As funding is available
	Ph I: MP 104-107 Windy Corner GF		Short Term	\$73,550,000		2017 (Phase I)
58822	Ph I: MP 99-100 Bird Pt - Bird	NB Bird Point to Bird Passing lanes (HSIP)	Short Term	\$9,244,992	\$0	2017 (Phase I)
58389	Ph II: MP 100-105 Bird - Indian	Bird to Indian Rehabilitation	Short Term	\$21,000,000	Undetermined	2018+ (Phase II)
57088	HSIP Traffic Safety Corridors Left Turn Lanes	Left turn lanes - Bird (Sawmill Rd) & Indian (Boretide Rd) Build w/Ph I MP99-100	Short Term	\$4,450,000	\$0	2017
58105	MP 75-90 Rehabilitation	Rehabilitation, pullouts, new bridges, passing lanes	Long Term	\$156,500,000	\$0	2017
54619	GF Safety Corridors: Alyeska JCT Intersection Improvements	Split intersection into two directions, unsignalized. In preliminary layout phase.	Medium Term	\$5,000,000	(\$8,000,000)	2018+
54250	Seward Hwy MP 90-117 Route Development Plan	Long term vision for Seward Hwy to address traffic, safety, growth, and access	Medium Term	\$995,267	\$0	2018+
59675	Seward Hwy MP 90-117 Right of Way Study	ROW Survey, as-built, and Agreement development on Seward Hwy	Medium Term	\$915,500	\$0	2018+
				\$306,807,117	(\$8,000,000)	TOTAL

Short Term = Interim Improvements 1-2 years

Medium Term = Permanent Improvements within 1-3 years in STIP

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

KEY:	Completed since Safety Corridor
	In Design
	Under Construction

SAFETY CORRIDOR EXPECTED DECOMMISSIONING PLAN: (for segments as road upgrades occur)		
MP 87-90	Evaluate Decommissioning for 3 yrs post HSIP MP 88 Curve improvements	2018+
MP 90-99	Consider Decommissioning for 3 yrs post HSIP passing lane improvements	2018+
MP 99-100	Consider Decommissioning 3 yrs after passing lane improvements	2018+
MP 100-104	3 yrs after improvements to be determined, possibly left turn lanes	2017-2018
MP 104-115	With passing lane improvements	Uncertain

AKSAS	Project	Scope	Solution	Funding Source Identified through STIP, GF	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction
						Year (Est)
51097	MP 44-52.3 Parks Hwy Rut Repair	M&O overlay repair Wasilla to Big Lake	Completed	\$5,483,000	\$0	2008
53160	Parks & Vine Signal	Traffic signal installation	Completed	\$1,200,000	\$0	2008
51047	HSIP Central Region Rumble Strips	Hwy Safety Imprvmt Proj: Centerline/shoulder rumble strips	Completed	\$89,000	\$0	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Completed	\$55,000	\$0	2011
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Completed	\$100,000	\$0	2011
54453 & 53425	Parks & Stanley Signalization	New traffic signal and turn lanes	Completed	\$3,023,037	\$0	2012 (Dec)
53425	Safety Corridors GF: Parks Hwy Speed Signs	Dynamic speed signs, power service and pads	Completed	\$287,248	\$0	2013
54602	Parks & Pittman Signal Modifications	Retrofit to allow for more efficient mainline operations	Completed	\$205,000	\$0	2013
52914	MP 43.5-44.5 Reconstr. (Ph I)	Lucas Rd to Church Rd: Extend 5 Lane Section	Completed	\$29,799,000	\$0	2014 (Phase I)
52929	MP 44.5-48.8 Reconstr. (Ph II)	Church Rd to Pittman Rd: Four Lane Divided Hwy	Constr	\$79,405,334	\$0	2016 (Phase II)
54373	MP 48.8-52.3 Reconstr. (Ph III)	Pittman Rd to Big lake Rd: Four Lane Divided Hwy	Long Term	\$ 34,889,400	\$ (37,700,000)	2018+ (Phase III)
59273	Parks Hwy Multimodal Corridor Study	Plan for Parks Highway and possible alternate corridors	Medium Term	\$2,075,000	\$0	2018+
				\$134,493,610	(\$47,700,000)	TOTAL

Short Term = Interim Improvements 1-2 years

Medium Term = Permanent Improvements within 1-3 years in STIP

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

KEY:

Completed since Safety Corridor
In Design
Under Construction

SAFETY CORRIDOR EXPECTED DECOMMISSIONING PLAN: (for segments as road upgrades occur)

MP 43.5-48.8	Decommission to Pittman Rd upon completed divided highway	2016
MP 48.8-52.3	Pending divided highway construction	Uncertain

AKSAS	Project	Scope	Solution	Funding Source Identified through STIP, GF	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction Year (Est)
50951	KGB & Vine Rd Signalization GF	New Traffic Signal	Completed	\$1,335,000	\$0	2009
50889	KGB & Fairview Lp Signal GF	New Traffic Signal	Completed	\$1,300,000	\$0	2009
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline / shoulder rumble strips	Completed	\$174,000	\$0	2010
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Completed	\$55,000	\$0	2011 Construction w/NHS Delin
53425	Safety Corridors: KGB Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Completed	\$574,495	\$0	2013-2015
51896	KGB & Fern St Signal & Turn Lanes GF (\$1.2M; City \$300k)	Traffic signal, left turn lanes, merge lane extension	Completed	\$5,681,450	\$0	2013
55750	HSIP CR Guardrail Delineation Enhancements	Upgrades to high intensity web reflectors and to post top delineators on coasts	Completed	\$31,048	\$0	2014
51717	KGB Widening MP 6.8-: Vine Rd - Settler's Bay GF + FHWA	Divided 4 lane hwy with at-grade intersections	Short Term	\$ 39,416,000	\$0	2018
52464	KGB Widening MP 0.3-6.8: Centaur to Vine GF + FHWA	Separated 4 lane hwy with at-grade intersections Coordinating with S. Mack project.	Medium Term	\$ 72,969,093	(\$8,369,000)	2020+
				\$48,566,993	\$0	TOTAL

Short Term = Interim Improvements 1-2 years

Medium Term = Permanent Improvements within 1-3 years in STIP

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

KEY:	Completed since Safety Corridor
	In Design
	Under Construction

SAFETY CORRIDOR EXPECTED DECOMMISSIONING PLAN: (for segments as road upgrades occur)

MP 1-6.8	upon completed multilane construction	2018?
MP 6.8-8	with divided highway construction	Uncertain

Cumulative Growth Impacts: Housing, Prison, Future Schools, Knik-Arm Crossing, Coal, Wood Resource extraction, Rail terminal

Sterling Hwy Safety Corridor - DOT/PF Improvements since Designation July 1, 2009

02/29/16

AKSAS	Project	Scope	Solution	Funding Source Identified through STIP, GF	Estimated Funding Shortfall, Planned Projects [UNDERFUNDED]	Construction Year (Est)
51046	Sterling Hwy Rut Repair, MP 90-94	Surface repaving from Soldotna to Forest Lane	Completed	\$3,043,000	\$0	2009 Phase I
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline/shoulder rumble strips	Completed	\$105,000	\$0	2010
52493	Sterling Hwy Resurfacing, MP 82-90	Forest Lane to Sterling resurfacing, guardrail, signing, striping	Completed	\$4,842,682	\$0	2011 (Phase II)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Completed	\$55,000	\$0	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Completed	\$100,000	\$0	2011
53425	Safety Corridors: Sterling Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Completed	\$343,296	\$0	2013-2015
54830	Safety Corridor Study	Sterling to Soldotna: Four lane options	Long Term	\$600,000	\$0	2017
57088	HSIP Traffic Safety Corridors Left Turn Lanes	Left turn lanes - Jim Dahler Rd / Forest Lane, each direction	Short Term	\$1,750,000	\$0	2017
30130	Sterling Safety Corridor Improvements MP 82.5-94	Widening to a divided 4 lane facility w/limited center TWLTO lanes	Long Term	\$8,500,000	Undetermined	2019+
				\$10,838,978	\$0	TOTAL

Short Term = Interim Improvements 1-2 years

Medium Term = Permanent Improvements within 1-3 years in STIP

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

KEY:

Completed since Safety Corridor
In Design
Under Construction

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2015 AUDIT

ENFORCEMENT CONSIDERATIONS				
Contact: Lt. David Hanson, AST – Bureau of Highway Patrol (BHP)				
email: david.hanson@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009, 2010	Increase traffic patrol staff in the Mat-Su focused on and around the Parks Highway Safety Corridor	2006: Opened Pittman Rd office October. Initially added 2 Municipal officers to BHP. 2010: Added 2 full time BHP troopers to Girdwood. 2010-2011: Authorized for more BHP officers up to 26 positions. 2011: DRE grant funds for 4 additional DRE's statewide. Ongoing: Shifting BHP resources as needed to cover events, holidays, and higher risk corridors at desirable shift levels. 2012-2013: No staff increases. Maintain ongoing patrol. 2016: BHP reduced to 3 officers serving the Seward Hwy and Statewide. MatSu West Trooper Post officers will patrol MatSu.	No additional action.
2	Audit Group 2009	Target aggressive, reckless/improper driving, and speeding	2010: Added staff (see above), and local police agreements to BHP from 2009-2011. Increased Seward Hwy enforcement in 2009, further in 2010 with two BHP units assigned to Girdwood. Purchased 5 smart carts in 2009 – deployed radar trailers for mobile use since 2010. Increased REDDI reporting awareness via radio in 2010, signing by DOT in 2011. 2016 budget cuts are reducing enforcement staffing for highway patrol.	No additional action.
3	Audit Group 2009, 2010	Experiment with aerial enforcement to determine cost-effectiveness in reducing crashes	Tested in 2006, 2008, 2009. Preliminary testing proved challenging due to summer traffic congestion, winter conditions covering aerial markers and lack of full time dedicated staff for areal enforcement. Aerial program not cost-effective. No resources available for a sustained program.	No further action.
4	Audit Group	Tap Safety Corridor fines, agency grants, and legislated funds	2009-2011: Submitted AST Grant request to AHSO for more PCN's. 2012: AHSO funding grants utilized. 2013: No grants available. 2014-2016: Safety funding utilized from DOT for Safety Corridors.	No additional action
5	Audit Group 2009	Explore agreements with local police	2011: Established BHP in four teams Palmer Team Soldotna Team	No additional actions at this time. Additional actions

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		agencies or rotate staff into traffic work as needed.	Girdwood Team Fairbanks Team Completed agreements in past with KPD, PPD, WPD and FPD APD ~15 hrs/mo McHugh Crk north. 2012: AHSO funding grants utilized. 2013: No grants available. Local agreements on hold 2014: Safety funding available from DOT for Safety Corridors. 2016: BHP Reduced state budgets puts all local agreements on hold. Reduced to 3 BHP officers who patrol the Seward Highway and major special events as needed.	 tied to available budgets
6	Audit Group 2009	Increase DUI enforcement on weekends. Corridors to be included in enforcement. Shifts for location focus will be based off data review.	Holidays, weekends are a routine focus. 2009: Citations in B Detachment at 300 DUI's yr, up 50/yr. 2010: Patrol hours up. 2010: BHP Conducted "Sat Nite Blues" plan early SUN am targets. Intercepting more DUI's before the peak crash period, as the DUI affect begins. 2011-2012: AHSO funding grants utilized and concluded. 2013: No grants available. 2014-2016: Safety funding utilized from DOT for Safety Corridors.	Performance Reporting.
7	Audit Group 2009	Seward Highway: Explore Midnight to 2 AM any months, and FEB-APR	2009 Expanded with BHP staff scheduling. 2013+ Continue to review schedules to address alcohol related incidents.	No additional actions
8	Audit Group 2009	Consider a "DUI BATmobile" (Blood Alcohol Testing mobile) on weekends to keep officers on the road while processing offenders	Considered. Added equipment and staff to operate is not cost-effective. All offices now have Datamaster DMT Breath Test Instruments for DUI processing.	Not recommended.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
9	Audit Group 2009	Increase traffic patrol targeting aggressive driving by time of day, month to correlate with higher crash periods	Schedule shifts using DOT/PF times from past crash data, along with local enforcement experience.	No additional actions.
10	Audit Group 2009	Document enforcement efforts and potential effectiveness.	2010: Programmed more tracking measurements. Created beat codes for Safety Corridors event coding. BHP measuring for all fatal crashes and many major injury crashes. 2009: B Detachment is for up to 5,000 citations/yr for speeding, insurance, seatbelts, other factors. 2010: report is for about 4,000 citations. 2013 Research approved for performance reporting in the field. 2014: Need research agreement. Need to update members assigned to research team. 2015+: Multiyear research begun to measure how police presence on roadways affects citations, arrests, and crashes.	Research agreement & startup Initiated in 2015. Followup results will take years.
11	PUBLIC LEGISL 2009	Provide more Troopers Enforce illegal passing.	2009: Established BHP. 2009-2011: Built up staff to goal levels. 2016: State budgets require reducing staffing for this effort.	No additional actions.
12	PUBLIC LEGISL 2009	Provide Hotline to report dangerous drivers	2010: Increased REDDI media. 2011: REDDI signs installed in Safety Corridors.	No additional actions.
13	PUBLIC LEGISL 2009, Girdwood 2020	Install photo/camera radar on the Seward Highway	2009: Considered. Requires legislation to clarify fees, fines, tolerances, enabling staffing, rulemaking. 2016: Discussed in Girdwood 2020 meeting. Requires legislation, equipment, and staffing to maintain and operate.	No additional actions.
14	PUBLIC LEGISL 2009	Place unmanned police cars along road. Mark more cars so they can be seen and reduce citations.	2009: Considered by BHP. Concerns for vandalism, liability. No link to effectiveness.	No further action.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
15	PUBLIC LEGISL 2009	Create routine volunteer patrols to make REDDI call-ins. Advertise REDDI phone number.	2009: Considered. 2010: Increased REDDI media. 2011: REDDI signs installed in Safety Corridors. MatSu calls divided well to 2500/mo-911/EMS calls to Palmer; 1000/mo-911/REDDI calls to Wasilla. Continues REDDI dispatch on separate channels. Kenai Pen KPB/AST all goes to one channel – larger volume of 18,000 911 calls. Concern is that it affects air time available for dispatch. KPB dispatch on same channel limits airspace.	Reviewed KPB Dispatch channel use and methods, after receiving REDDI calls. Explore updating Education to public on REDDI with AST/AHSO
16	PUBLIC LEGISL 2009	Run patrols, pilot cars at 55 MPH and make others follow	Considered. Limited to existing officer resources. No resources for pilot cars. Most motorists are already creating slower speeds in busier Safety Corridors due to high traffic levels.	No further action.
17	PUBLIC LEGISL 2009	Enforce slow vehicles which delay other vehicles.	Enforcing the law where clearly violated and where pullouts available. 2009: Done when obvious, with judgment of traffic levels. Difficulty is to identify the “lead” vehicle on a busy weekend. Executive/regulatory limitations. Not illegal if going the speed limit. 2013-2014: Up to 8 more pullouts constructed with signs.	No additional action.
18	AUDIT GROUP 2010	Increase DRE’s available to law enforcement	2011: Increased with AHSO grants for state and local agencies. Revised and improved the Drug Recognition Expert program to include more local law enforcement input and provide essential recertification of DREs. 2013: 23-25 DRE’s statewide 2015: Expanding to 40 to 45 DRE’s statewide. Trained additional DRE’s in 2015 and planning to train more. DRE’s increasing training to law enforcement for impaired driving detection (ARIDE) and school administrators (DITEP). Annual DRE training is also teaching DRE’s, attorneys, and toxicologists regarding impaired driving prosecution.	DRE increases occurring. No additional action.

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EDUCATION CONSIDERATIONS				
Contact: Tammy Kramer, AHSO				
<u>tammy.kramer@alaska.gov</u>				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	Expand education efforts to include aggressive as well as impaired driving.	<p>ANNUALLY: Click it or Ticket May. July , Labor Day, New Years/Xmas - impaired driving, Small one in Nov for Click it or Ticket.</p> <p>2009: TV Ads for new Safety Corridors Jul 1.</p> <p>2009-2011: Radio campaign for drowsy driving. Road-wise headlights ads, September.</p> <p>2010: Hosted teen driving test, "Take the Challenge" on AHSO website</p> <p>2010: KTUU 1 Hr TV/web panel on Seward Hwy Safety Corridors.</p> <p>2010-2011: Contracted with AIPC to produce radio, TV ads with agency officials. No shooting at signs. Distributed bumper sticker selections for public use/preference to encourage courtesy to others.</p> <p>2010-2013: Distracted driving campaign, including texting and using hand-held/hands-free phones for radio and tv media campaign</p> <p>2011-12: Due to federal funding reductions and tighter restrictions the focus is on impaired driving messages.</p> <p>2014-2015+: Contracting out each year and coordinating Statewide Safety messages, and with AST for supplemental messages</p>	Continue media, No additional action.
2	Audit Group 2009	Continue DUI and seatbelt efforts	<p>2009: Seatbelt compliance levels measured at 86.1%, up 1.6%</p> <p>2010: 86.8%</p> <p>2011: at 89.3%.</p> <p>2015: ~ 90% seatbelt compliance in survey http://www.dot.state.ak.us/stwdplng/hwysafety/pubs.shtml</p> <p>Promoting seatbelt messages on the four "corner" holidays each year.</p>	Continue surveys, otherwise no additional actions.
3	Audit Group 2009; 2010	Target improper passing and speeding. Explain how and when to pass safely, esp. 3 Lane sgmts.	<p>2009: Contracted with AK Injury Prevention Center to produce radio and TV ads with agency officials. Commissioners of DPS/DOT/DOL/ participating in ads.</p> <p>2011-2013: Unable to fund messages other than impaired driving. DOT/PF projects will</p>	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		Explain how to use Slow Vehicle Turnouts.	promote use of SVT's through project education.	
4	Audit Group 2009; 2010	Encourage citizen reports of reckless and aggressive driving at the time of occurrence. REDDI reports have contributed to the overall success of past enforcement	2009-2012: AST produced REDDI media ads with Governor, Commissioners, managers including DOT&PF/DPS/Law and Labor in 2009, 2010, 2011, 2012. 2011: REDDI signs incorporated into corridors. 2013: GFD – REDDI is working in their view, AST E Det – more education on REDDI reporting desired by more means: radio, schools. More REDDI reports than can be assigned/followed up. What is a REDDI report (911 call) and what is not? No “vendetta” reporting, real serious risks only.	Consider update to REDDI education efforts in 2016, otherwise no additional actions.
5	Audit Group 2009	Consider terminology effect – be blunt vs. softpedaling - are crashes “deaths”, “murder”, “disfiguring”, “handicapping”	2009-2011: Grants made to BHP, and to AIPC for media campaigns underway. Newer ads were blunt and serious.	No additional action.
6	Audit Group 2009	Involve DA's office in Education plan. Help with understanding of agency efforts prior to judging how serious a citation is.	2009-2011: The Municipality of Anchorage has a Traffic Safety Resource Prosecutor who assists and educates state and municipal Prosecutors, the court system, law enforcement agencies and the public primarily in Anchorage where most crashes are and a significant share of the traffic injury and fatalities. 2012-2013: No TSRP staff. 2015: TSRP staff unlikely given current budgets.	Considered TSRP at the state level. Tabled for budget reductions.
7	Audit Group 2009	Consider educational materials to be given out at the border, ports of entry. CD's brochures,...etc.	2009-2011: Grant agreements are being developed with AST, AIPC, Market Wise and Soldotna PD for media campaigns. No data to suggest RV's, port of entry visitors are a major crash problem. 2011: Ads in Milepost, on Buses and on Facebook. 2012-2013: No grants available to AST due to	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			reporting requirements. AIPC and Marketwise active. 2014-2015: New annual contract media work.	
8	Audit Group 2009	Determine effect of cell phone use on crashes.	Lack of data due to existing crash report forms, however, using national studies to back up TV and radio ads to discourage cell phone use. As of 2011, Subcommittee has revised the 12-200 crash report forms and local agencies have begun to test this data point. 2013 implemented a new crash form with cel phone fields.	Analyze data when available (anticipated in 2016).
9	Audit Group 2009	Take status reporting to Anchorage Assembly, Public Safety Advisory Committee, other groups.	2009: Met with AMSAC Motorcycle Safety Committee. (AMSAC no longer functional past few years 2014-2015.) 2010: Met with ATA Trucking Association about passing, visibility, and speeds. 2011: Limited staffing available for field meetings. Transportation funding is being reduced. 2016: Briefing community groups, Girdwood 2020 and media upon request.	Will report as requested, otherwise, posting web reports.
10	Audit Group 2009	Measure education efforts	2010: Completed Alaska 2010 Highway Safety Phone Survey Report: survey: http://www.dot.state.ak.us/stwdplng/hwysafety/stats.shtml Annual: Federal survey is being conducted annually. AST, Market Wise and AIPC will combine resources to have AIPC produce one single survey 2015: Annual AHSO survey awareness – results . Annual seatbelt survey result – usage increased to almost 90% Navigator survey 2016 (Dittman) reflects positive awareness of work zones, message boards, radio, web-based, and social media notices.	No additional actions.
11	PUBLIC LEGISL 2009	Gather public and legislative input.	2009: Met with Girdwood public at AFD Chief request. Briefed Senate Transportation Committee. Presented to Joint Judiciary & Transportation Committee. Toured with House Transportation Committee Seward Hwy Corridor. 2010: Ch 2 News Hour Special Input Panel.	Continue briefings as meetings and invites occur

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			Expanded Safety Corridors website info. 2011: Secretary of Transportation LaHood and Commissioner of DOT/PF conducted Girdwood roundtable. Legislative briefing by Commissioners of DPS, DOT/PF. 2013-2015: Girdwood 2020 Community updates by Special Project Manager for DOT. Annual: Audits of year to date. Staff booths at each year at Alaska State Fair and MatSu and Anchorage Transportation Fairs.	
12	PUBLIC LEGISL 2009	Use SYLVIA sign at Potters Marsh more frequently for education.	Considered. Will use for education as prescribed by Joint agency signing manual once sign is rebuilt. 2010: Sign was “down” in 2010 due to parts obsolete, unavailable 2011: October. Sign replaced and functional. 2012: No education planned messages. 2013: Sign upgrades to link to 511. 2014-2015: Commissioner liason preplanned messages for the year.	Annual safety campaign messages occur each year at 4 major holidays
13	PUBLIC LEGISL 2009	Education at border; in schools; vehicle & RV rental shops	2009-2010: Pursued additional media options besides TV and media grants to AIPC, BHP, including bumper stickers, fliers.	No additional recommendation .
14	PUBLIC LEGISL 2009	Education for teens, stricter age restrictions	2004: Passed Graduated Drivers License program. DOT&PF and DPS Commissioners directly involved in “Every 15 Min.” (EFM)high school mock crash program 2010: Driver License “Take the Challenge”(TTC) online practice test available on AHSO main webpage. 2011: Funding for grantees for teen education in high schools about impaired driving. 2007-2013: Updated the SHSP with youth safety strategies. 2015 : Buckle Up annual by AIPC for teens. Recent news - recent education – Service HS.	Continued programs. Measure outreach levels.
15	PUBLIC	Public shaming,	2010-2011: Voluntary bumper stickers	No additional

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	stickers on license, plates	distributed for those supporting courtesy, safe driving	action w/o legislation.
16	PUBLIC LEGISL 2009	Promote video conferencing rather than road travel	2009: Considered. Conferencing determined by economics. This is occurring for various government staff meetings.	No additional action.
17	PUBLIC LEGISL 2009	Mass text to all texters that texting kills	2009: Evaluated internet, cell media other messages. Law passed in AK against texting. 2010: Distracted driving message on CMS signs "No texting zone".	No additional actions.
18	PUBLIC LEGISL 2009	Set up "break stops" along the highway	2009-2010: Set up stops in Turnagain Pass with BHP/AST. July 4. No plans for dedicating highway stops or information. No indication of effectiveness. REACT has provided this in past.	No additional actions.
19	PUBLIC LEGISL 2009	Set up a Highway Watch as a nonprofit oversight group Girdwood. Fund equipment, volunteer shifts to observe and make REDDI reports on regular basis.	2009: Considered. Focused instead on funding BHP, REDDI program, education programs, engineering projects, and EMS coordination, and not diverting agency time.	Not recommended.
20	PUBLIC LEGISL 2009	Public Service Announcement on school bus safety.	Considered reports by ASD on rural passing on the Seward Hwy.	Considered but not possible because of a lack of funding.
21	PUBLIC LEGISL 2009	Reinstate activities bus for Girdwood to reduce extracurricular driving, vehicles on road.	2009-2013: Reinstated by ASD. Big in early season and track, drops other times. Continued use as funding allows.	No additional action at this time.
22	PUBLIC LEGISL 2009	Eliminate school bus strobes – blinding drivers?	None. No frequent concerns noted at the State level.	Not recommended at this time.
23	PUBLIC LEGISL 2009	Hire a traffic psychologist, behavior specialist	Considered. AHSO coordinates with NHTSA to gain benefits of these insights. No positions available at this time for added staff.	No additional actions.
24	PUBLIC	More education on	2009-2015: Primary media funding limited to	Not recommended

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action at this time.
	LEGISL 2009	following distance, following too close.	DUI efforts.	
25	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	Moved to LEGISLATIVE CONSIDERATIONS for tracking.	No additional action. Forward to the executive or legislative level.
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors, these are a large percentage?	Moved to ENGINEERING CONSIDERATIONS for tracking	No additional actions.
27	PUBLIC LEGISL 2009	Eliminate “delay of 5 vehicles” rule. Doesn’t work if you are driving the speed limit. Makes the safe driver a lawbreaker.	2009-2015: Primary media funding limited to DUI efforts. Not considered delay or a rule to pull over if driving the speed limit. 2014: New messages planned with projects for Slow Vehicle Turnouts on the Seward, Sterling Hwys 2016: CR to release summer PR w/Passing Lane field tests – Shannon, Anna?	Increase education messages
28	PUBLIC LEGISL 2009	Apply photo radar to the Seward Highway	2014: DOT testing driver feedback signs, not enforcement signs with legislated funds. First must be sure of effectiveness of radar for length of corridor, not just radar site. Next must link to crash reduction. Requires hardware, staffing to maintain. If results are proven, then requires a regulatory effort before engineering, education, or enforcement.	No action at this time.
29	AUDIT GROUP 2010	Increase DRE’s available to law enforcement	Moved to EDUCATION CONSIDERATIONS for tracking	No additional actions.
30	AUDIT GROUP 2010	Examine need for Claims Agencies to collect fines	2009: Reviewed court system collections effectiveness.	No action recommended at this time.
31	AUDIT GROUP 2010	Are “blue” high intensity headlights a safety problem	Headlight type studies are unknown at this time. Requires national review as this is not only common to Alaska.	No action recommended at this time

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ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
<u>scott.thomas@alaska.gov</u>				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	Build low cost road projects, while scheduling major upgrades:	Significant series of projects are attached to this audit. Additional funding sought for major long term project upgrades, as documented in the 2011 STSP Draft. 2009-2013: Hooligan fishery speed zone 45 MPH approved for each May annually. 2009-2013: Additional permanent CMS message boards on the NHS Highways at Alyeska Junction and west of Wasilla not recommended due to ongoing costs. See attached projects lists.	Nearly all projects listed for Safety Corridors are already completed or underway.
2	Audit Group 2009	Improve winter sanding/plowing	2009: Paving ruts saved M&O 20% on sanding runs, 50% on Parks. Houston plowing routes to school 30 minutes after DOT plowing. 2009-2010: Reviewed EMS concerns with Soldotna M&O. Sanding/roads improved by EMS observation thru 2013. 2009: M&O testing aggregate sizes, prewetting salts, and D-1 use on Kenai, added chemicals in Mat-Su. Review salt use. 2013: Budget limitations limit salt options. Salt/sand storage areas being improved. Anti-icing technologies being reviewed statewide. 2016: Budget cuts reduced overall M&O, Safety Corridors remain Priority 1.	No additional actions beyond current investigation.
3	Audit Group 2009	Cut roadside brush for visibility at night	Prioritizing Safety Corridors, Moose Corridors. 2009: Budgets down by 1/3 in Mat-Su. Parks, KGB Corridors cut. 2010: Parks, Sterling cut. 2013: Statewide vegetation management plan developed, alternatives being reviewed besides cutting, including herbicides. 2015: HSIP Project expanded clearing of Roadside for additional view, thawing over time.	No additional actions beyond current investigation.
4	Audit Group 2009	Move edge of traveled way, increase shoulder?	Considered. 12' lanes provide width for traffic movement, rut avoidance. Planned rumble strips dictate EOTW location.	No narrowing recommended.
5	Audit Group 2009	Consider Whittier Tunnel operations:	2009, 2013: Tunnel operation considered – serious implications with changes – Safehouse capacity, spacing, safety in tunnel requires	No further action.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		Release cars first? Then buses and trucks don't lead to a bunch of passing maneuvers.	releasing buses at larger gaps/headways and leading the pack is the most efficient way to ensure this. Easier to control 8 buses a shot and leave space for remaining citizens, than vice versa, cutting off citizens for buses. Reviewed crash data, no significant correlation to large vehicles or tunnel traffic. 2015-2016 – Acceleration lane upgrades in Design for the Seward Hwy MP 75-90 Project.	
6	Audit Group 2009	Reevaluate speed limit in Sterling. Traffic goes faster.	2009: Higher limit unlikely given urban design standards. Would take more highway upgrades in the area to reconsider. Some urban businesses, no significant change in commercial use over time.	No further action.
7	PUBLIC LEGISL 2009, 2011, Girdwood 2020	Build 4 lanes divided hwy now, or Build a Turnagain Arm Crossing as an alternative route.	2009: See Attached major long term projects list as projects are begun and completed. 2016: Discussed at Girdwood 2020 = major funding constraints limit project initiation and selection.	No additional action for Auditing.
8	PUBLIC LEGISL 2009, 2011	Install continuous median barrier. Concrete or steel rail.	2009: Considered full length. Costly. Impacts access, shoulder use, emergency response, road width is inadequate without losing shoulders. Not recommended on most of Seward Highway, Knik-Goose Bay Road without widening. Parks, Sterling have access and scheduling concerns. Cost appears to be more efficiently spent on full widening of at least one more passing lane rather than 6-8 foot for a barrier. 2013: Partial barrier to be evaluated in corridor studies. Initial review shows space is too limited, secondary impacts to access, drainage, shoulders, rumble strips, plowing, all appear significant. 2015: Barrier considered in MP 75-90 Rehabilitation, Passing Lane project design options. Rejected in Design phase due to cost, impact, width vs project scope, schedule, and budget.	Considered. Declined due to cost, schedule, budge, M&O, and EMS needs
9	PUBLIC LEGISL 2009	Make entire corridors No Passing zones, double yellow.	Considered. Striping must command respect, serve a purpose. Continuous DY does not remove aggressive or poor driving and is not demonstrated to reduce crashes. Concern is it	Not recommended.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		Reduce passing opportunities or ban passing.	makes it worse.	
10	PUBLIC LEGISL 2009	Make passing lanes double yellow.	Considered. Not recommended systemwide as it does not command respect, does not guide motorists. Our practice is to stripe for guidance and allow driver judgement, expecting greater compliance and respect. Exception made for Turnagain Hill in 2009 based on fatal crash concentrations unique to hill and this site.	Not recommended.
11	PUBLIC LEGISL 2009	Use transverse markings/ chevron striping along corridor.	Considered with HSIP NHS Delineation project. Considered spot location possibility, applied to Swd MP 88 median, and Turnagain Pass divided Hwy. Continuous application not found in practice.	Not recommended for continuous use.
12	PUBLIC LEGISL 2009	Lower speed limit. One suggestion at 40 MPH. Evaluate Bird and Indian areas at 45 MPH.	Speed limit reductions not accepted effective national practice for solving Safety Corridors. Past zones in rural highway communities have not worked as intended at less than 45 MPH. 2011: Field observations of traffic on the Seward MP 87-90 suggests current speed limits match rural condition of road. MP 88 will be treated individually as per existing devices and pending projects. 2012-2013: Speed Limit Review of Bird and Indian completed. Met w/Community Council May 2013. Final report to sent to City, community October 2013. 2015+ Turn lanes in Design	No change recommended
13	PUBLIC LEGISL 2009	Larger speed limit/ TSC signs.	Considered. Wind loading, post sizes would be costly, problematic, and greater targets. Sign legend is already sized for conventional roadway speeds. BEGIN legend is large two post sign. Added education, enforcement appear to best boost public awareness beyond more engineering features.	Not recommended.
14	PUBLIC LEGISL 2009	Signs to report reckless drivers every 20 miles or signs with eyes	2011: Installed REDDI CALL 911 signs in Safety Corridors. Program works per GFD, APD, BHP with real field results preventing crashes.	No additional actions.
15	PUBLIC LEGISL	Build the roads	2011: Long term projects being pursued for	No additional

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	2009, 2011	to 4 lanes	more lanes on all the major corridors. See attached project lists for corridors.	actions.
16	PUBLIC LEGISL 2009, 2011	Better marked pullouts. Larger parking/pullout signs/markings. More "Delay of 5 Vehicle signs" or change message	2009: SVT's must meet standard first, more planned above. Signing projects underway above. Newer Seward Hwy pullouts are marked. Missing signs on older ones. Parking addressed with advance signs and signs as projects come through. 2010: Two HSIP projects for pullouts initiated. 2013-2014: Slow Vehicle Turnouts, passing lane upgrades.	No additional work.
17	PUBLIC LEGISL 2009	Build more pullouts	2013-2014: Slow Vehicle Turnouts, passing lane upgrades.	No additional actions.
18	PUBLIC LEGISL 2009	Signs: No texting, No stopping for wildlife, # of road fatalities.	Considered. Sign clutter an issue. No link to texting as the main cause of crashes in corridors. Wildlife stops are part of corridor's scenic purpose. No link to fatal posting and crash reduction effectiveness (see moose program). Corridor space should be reserved for site specific messages, not statewide issues.	Not recommended.
19	PUBLIC LEGISL 2009	Widen, straighten curves in Cooper Landing.	Ongoing: Major road project in final environmental impact statement EIS stages. Crash data shows shoulders also needed. Is a head-on crash concentration area. Environmental Document for new alignments being drafted. Interim design underway with striping visibility tests.	No additional actions.
20	PUBLIC LEGISL 2009	Ferry from Anchorage to Nikiski	MSB ferry was intended for testing this route. MSB ferry cancelled for use.	No additional actions.
21	PUBLIC LEGISL 2009	Light rail, Anchorage to Seward, Anchorage to Palmer.	Studies completed for ARRC both routes. Considered by DOT/PF H2H project.	No additional short term action available by audit.
22	PUBLIC LEGISL 2009; 2010	Eliminate all 3 lane highway segments - confusing. Use 2 or 4 lanes.	Studies show crash reduction value of 3 lane segments. These improved the overall highway flow and travel time. 3 Lanes in Design: Seward Hwy. 4 Lanes in Design: Parks Hwy, KGB Road. Funding for Sterling Hwy 4 lane being sought. Funding needs are documented and being pursued.	No additional actions.
23	PUBLIC	Install reflective	Best available materials used, durability greatly	No additional

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ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
<u>scott.thomas@alaska.gov</u>				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	striping	improving. Upkeep is difficult given plowing conditions. See attached projects list for delineation projects.	actions.
24	PUBLIC LEGISL 2009	Reduce construction delays.	DOT limits to night work, off-peak work and minimizes impact each season, compared to daytime work, weekdays, commuting times. 2012: Some daytime work tested.	No additional actions.
25	PUBLIC LEGISL 2009	Increase road maintenance, staffing. Sanding requests don't all go directly to M&O.	Sanding and staffing is at levels as funded each year. Plowing, sanding are within budget allowed, and are priority level 1 over other winter maintenance.	No additional actions beyond annual funding requests.
26	PUBLIC LEGISL 2009	Plow pullouts during winter months.	Slow Vehicle Turnouts meeting standards, and Passing Lanes are plowed. Other turnouts not meeting speed criteria are selected for plowing based on use. 2016: Pullouts are going to be lower priority than turning lanes and thru lanes due to reduced budgets.	No additional actions.
27	PUBLIC LEGISL 2009	Add lighting, reflectors	Continuous lighting expensive to install, maintain. Not a short term solution. Nighttime crash patterns not dominant, so crash/benefit not established. Lighting depends on legislation, funding for addition, otherwise reserved for high crash areas. See attached project lists for delineation, reflectors.	No additional actions.
28	PUBLIC LEGISL 2009	Consider YOUR SPEED IS ... informational signs such as in Whittier Tunnel	2010: Legislated funds for signs. 2015: Signs completed in Safety Corridors. Ongoing M&O required, calibration, power reserve required. Signs on solar power shut down in winter. 2 or more signs have stopped working. Some signs show errors due to localized radar interference and need occasional adjustment.	No additional actions.
29	PUBLIC LEGISL 2009	Install light up warning signs	2011: Upgraded signing and delineation Regionwide on main highways. Active warning signs are the next step up after static measures. Will reserve for highest crash, anomalous curves only after trying all other low tech measures. Requires significant work to	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			hook up power source and maintain.	
30	Audit Group 2010	Expand cel coverage through Turnagain Pass to Cooper Landing for 911 call response time improvements. Cooper Landing is all volunteer.	Moved to EMS Considerations.	No additional action.
31	Audit Group 2010	Examine pavements to reduce icing	Rut repairs demonstrated to improve plowing, traction. Deicing asphalts being investigated 2011. Rubberized asphalt being tested. 2016: High friction surface treatment will be tested in Construction.	No additional actions.
32	Audit Group 2010	Develop an edge drop standard for Alaska (federal emphasis area)	Safety Corridors repaved by 2010. All with new edges. 2010: M&O repaired/flattened ditches at Big Johns Tesoro. Current studies show no statistically significant benefit in mandating a Safety Edge. However, DOT has drafted a standard drawing for use of devices versus roadside conditions. Safety Edge paving will be considered in that process.	No additional actions.
33	Audit Group 2010	Consider adaptive signal control for special events (federal emphasis area)	2009: Hired signals expert. Building interconnect and web based software, comm. 2010- 2013: Installing upgrade hardware in Mat-Su, Kenai. 2012-2017: Anchorage funded for multiyear changeout. Parks Hwy signal progression started in Nov 2012 and is being adjusted actively.	Timing improvements occurring with with hardware upgrades.
34	Audit Group 2010, 2011	Add changeable message boards for Kenai travel at the Wye, Sterling	With AHSO funding, MSCVE obtained portable CMS for the Sterling Weigh Station, delivered in October 2011. No sign planned for the Wye due to M&O costs, other than the portable use.	No additional action without ongoing funding.
35	Audit Group 2010	Concerned for truck offtracking in Cooper Landing	Paving projects, realignment projects in Design phases. Reviewed curve radii for truck turning with current design projects, geometry is adequate. New reconstruction work recommended for long term. 2015: Paving	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			completed, truck tracking observed and pavement width held the same as before.	
36	AUDIT GROUP 2010	Concerned for Kenai Spur	2006: Last tracking put it at #10 behind 5 other corridors. HSIP evaluation of crashes continuing. No clear solutions as of yet. Project study underway for Kenai Spur options between Soldotna and Sterling. HQ reprogramming of corridor rankings in progress in 2014. 2015: Candidate corridors reranked in 2015 Audit. Kenai Spur recommended for further Study of crash characteristics in 2016 for a review in more detail.	Safety Corridor Study recommended as of 2016.
37	AUDIT GROUP 2011	Finish ARR/Hwy MP conversion.	2006: Done after EMS concern raised. 2012: Rechecked another MP 82 sign, corridor for other signs in 2012 and fixed as needed.	No additional actions.
26	PUBLIC LEGISL 2009	What about wildlife crashes in Safety Corridors, these are a large percentage?	<i>Moved here from EDUCATION CONSIDERATIONS</i> Annual: Brush cutting by DOT/PF as funding allows. Existing media and high crash area signs in use. 3corridors rank as high moose-vehicle crash areas. Multiagency coordination is ongoing. Mitigation is considered in major projects. Wildlife crashes not a significant cause of fatal/major injury crashes, but remain a concern. 2013: SHSP Strategies for wildlife updated.	No additional actions.
27	AUDIT GROUP 2013	Curve N of Rainbow Icy	2013: EMS: Fix curve, super? DOT:Swd Hwy MP 99-105 Project will examine super, signing, crash history as part of project design.	No additional actions.
28	Girdwood 2020	2016: No Headlight Signs?	15 new signs installed in 2011 by HSIP funds. Spring 2014 all signs were replaced with new legends.	Field verify number of signs remaining in 2016
29	Girdwood 2020	2016: Remove MP 109 Waterspout	To be determined	Explore removal/signing with DNR input

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EMS/FIRE CONSIDERATIONS Mat-Su, Kenai, Anchorage Chiefs				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	AUDIT GROUP 2010	Improve Preempt emitter equipment for signals	MatSu at 60-65% of fleet emitters working. Ambulances 1 st . All new ALMR equipment as replaced. 1 st EMS vehicle. Not for volunteer private rigs. Still trains for signal approach with full caution/speed reduction. All new equipment gets emitters.	No additional action.
2	AUDIT GROUP 2010	Improve radio communications between stations	<p>Good internal agency radio coverage in Safety Corridors. Older radios no longer a problem. MSB: Looking at more repeaters from MP 9.5 south on Pt. MacKenzie. 2 more in the works. MSB developing master plan for cel towers. Many more private towers going in in the MatSu.</p> <p>AFD: AFD, GFD on ALMR no communications problems. Legacy channels about gone on Turnagain Arm, have all new radios. Solved with changing channels, scanning along Turnagain Arm.</p> <p>KPB: ALMR improved Cooper Landing comm. Uses radio to dispatch first, then ALMR.</p> <p>Emergencies properly routing through Dispatch, not ALMR. Some overlap in Dispatch worked out. Proper incident command channel priority, encryption are in place.</p> <p>DOT reachable by EMS thru ALMR. DOT 100% on ALMR can talk to any camp.</p> <p>2016: GFD concerns for radio gaps at base of Turnagain Arm, up Turnagain Pass, even with ALMR.</p>	Improved with ALMR. Explore funding ALMR mobile boosters in GFD vehicles to fill gaps.
3	AUDIT GROUP 2010	Air ambulances are key to “golden hour” of life saving	2011: Down to one air ambulance service. At Wolf Lake, Mat Su. LifeMed flights, 1 in Soldotna. Mngd. By Providence and YKHC. No availability problems on Kenai Peninsula. “Guardian-“ service on Trunk Road N of 3 Bears no longer in service due to low call volume.	No additional actions.
4	AUDIT GROUP 2010, 2011	Extraction training critical to time.	2010: AFD MacInnes Sta only dedicated truck to extraction equipment, major MOA support. Most training. 8 units have the equipment. New cars always changing structure. Serves MP 104 N out of Anchorage, Jointly with	On track. No additional actions.

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EMS/FIRE CONSIDERATIONS Mat-Su, Kenai, Anchorage Chiefs				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			Girdwood to MP 100. Breakpoint south is at Ingram Creek, but EMS serves farther as needed. GFD: More extraction/training grants in progress for 2012. AFD has instructors to train GFD staff. (\$22k for 30 person training.) 2013: GFD moving to wireless extraction equipment, major improvement. 2011: MSB reports good distribution of equipment. jaws of life (~\$4800 item) at 4 stations, available on Safety Corridors – esp. KGB.	
5	AUDIT GROUP 2010, 2011	Unclear where dispatches change APD/ Kenai to AFD	Girdwood EMS works south of Ingram in times of need. All calls go through Dispatch, and are coordinated with Soldotna as needed. Clarified. Internal workings ok.	No additional action.
6	AUDIT GROUP 2011	Safety vests for responders GFD and others	Could use in field for improved visibility, shortage of vests. 2015: AHSO grant for \$17,000 in safety vests provided.	Jackets granted in 2015: No additional action.
7	Audit Group 2010	Expand cel coverage through Turnagain Pass to Cooper Landing for 911 call response time improvements. Cooper Landing is all volunteer.	<i>Moved here from ENGINEERING CONSIDERATIONS 2011.</i> 2010: Mat-Su Borough has a Tower Master Plan for radio, cel, ALMR. MP 7 south on KGB Road becomes hit or miss for cel signal. Other Safety Corridors have coverage. Date: AHSO has investigated crashes versus coverage areas. 2013: DOA explored status of private cel service with phone companies. No plan to fill gaps at this time. GFD supports more callboxes as an option, but cel coverage preferable. 2013 Governor’s Safety Initiative assigns callbox review for consideration, expansion potential. 2016: Staffing levels and coverage between Girdwood and Cooper Landing are of concern, restaffing efforts underway.	Determine next step after future gaps identified.
8	Audit Group 2013	Maintain, enhance training	2013-2014: Training program begun for trainers. Traffic control techniques for highways. Training more drivers and trainees seasonally in GFD.	First responder training begun, ongoing

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EMS/FIRE CONSIDERATIONS				
Mat-Su, Kenai, Anchorage Chiefs				
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9	Audit Group 2009	EMS access to Turnagain Arm	GFD: Desires highway access to rescue recreational incidents, other water problems next to highway on Arm. 20 Mile R is limited. 2013-2015: DOT has draft access design under consideration with the Seward Hwy Windy Corner project.	No additional action.

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REGULATORY CONSIDERATIONS (Executive level considerations, beyond technical/staff authority)				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	PUBLIC LEGISL 2009	Consider a “scofflaw” law for seizure of vehicles when there is no license or no insurance for the driver.	2009: Houston reports seizure of 17 vehicles within the Safety Corridor and City limits. There is an apparent high incidence of unlicensed/uninsured drivers on Alaska roads. Examine the first cause of investigation to lead to seizure? The measured correlation to severe crashes is uncertain.	No further action.
2	PUBLIC LEGISL 2009	Require CDL for RV’s	Not established: link established between RV’s experience, crashes	No further action.
3	PUBLIC LEGISL 2009	More action on headlight use, make it mandatory	In legislature for review statewide. 1995: Exists for Seward Hwy. 2011: DOT/PF, DPS added requirement to Safety Corridors under executive authority.	No further action.
4	PUBLIC LEGISL 2009	No stopping for wildlife rule and signs.	Wildlife stops are part of corridor’s scenic purpose and Alaska corridors in general.	Not recommended.
5	PUBLIC LEGISL 2009	Double or increase severity of points, sentences, or triple fines for rural driving problems. Consider removing driving privileges 15 years to life when there is a fatal crash.	Fines are doubled in Safety Corridors. Points increase for improper passing. Added points or more extreme penalties requires executive consideration. 2011: Revisited with STSP Update. Safety Corridor results demonstrate serious crash reduction without change in penalties, thus no recommendation from staff.	Not recommended.
6	PUBLIC LEGISL 2009	Write a “No Passing while towing” law	No established overrepresentation of towing vehicles, commercial vehicles and crashes	No further action.
7	PUBLIC LEGISL 2009	Create a stricter tailgate rule.	Like DELAY OF 5 VEHICLES regulations, can be difficult to write a rule that makes sense and is easily observed, enforced in the field. Safety Corridor results demonstrate serious crash reduction without change in penalties, thus no recommendation from staff. Instead, understanding of safer following distances may be lacking. Look at education considerations instead of regulatory work.	Not recommended.
8	PUBLIC	Email request to	DOT/PF Strategic Hwy Safety Plan makes	No other actions

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REGULATORY CONSIDERATIONS (Executive level considerations, beyond technical/staff authority)				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	establish multiagency leadership to govern highway safety Set up a Highway Watch Board with agency representatives. Work with Insurance companies.	recommendations on this. 2006: DOT/PF, DPS has multiagency process for Safety Corridors by legislation.	at Executive level.
9	PUBLIC LEGISL 2009	Require senior citizen driving tests annually, set age reqmt	2010: Voluntary web "Take the Challenge" on the DOT/PF website. Because crashes also spike for younger drivers, impaired drivers, and new resident drivers, staff recommends not singling out one age group for required testing. Instead, any testing program should be considered as part of the entire renewal program for all users.	Not recommended for Seniors only.
10	PUBLIC LEGISL 2009	Increase the gas tax and revenues for highway work	There is no dedicated state funding for highway work. Alaska's current fuel tax would provide less than 15 percent of the annual highway program. By itself, the current gas tax will not be sufficient to meet Alaska's highway infrastructure needs.	No new actions. State and federal funding sources reexamined annually at the Executive level.
11	PUBLIC LEGISL 2009	Ban cell phone use [in vehicles or while driving]	Studies show it "impairs" driving. Legislation has occurred for some restrictions on cel phone use in terms of texting and driving.	Has been considered at Legislative Level.
12	PUBLIC LEGISL 2009	Run breathalyzer checkpoints on each end of the highway, remove most of the problem.	Cannot run without legislative authorization. Recommend testing BHP impact, DUI Teams during earlier hours, and increased REDDI reporting, as well as bar checks.	Not recommended.
13	AUDIT GROUP 2011	Is it possible to mandate cel phone service in unserved main corridors?	Such as Turnagain Pass. Can 911 be a required service as a means of doing business in Alaska? Added cost or existing 911 surcharges?	No mandate authority. Executive level exploring 911 service options.
14	PUBLIC	Mandatory	<i>Moved from EDUCATION CONSIDERATIONS</i>	No new actions.

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REGULATORY CONSIDERATIONS (Executive level considerations, beyond technical/staff authority)				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
	LEGISL 2009	defensive driving, or education in schools	<p><i>2011.</i></p> <p>Driver performance is part of driver’s test. Driver’s training is optional. 2011: A driver education strategy is in the Strategic Traffic Safety Plan (STSP) Update: “Educate youth on Responsible Behavior and Driving”.</p> <p>Because crashes also spike for younger drivers, impaired drivers, and new resident drivers, staff recommends not singling out one age group for required testing. Instead, any testing program should be considered as part of the entire renewal program for all users.</p>	<p>2015 State budgets means this remains a deferred consideration for future Legislative and Executive officials.</p>

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2015 AUDIT

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DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2015 AUDIT

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