



SAFETY CORRIDORS 2013

STATE OF ALASKA

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

Accepted: Pat Kemp, P.E., Commissioner *P. Kemp*

Date: January 16, 2014

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

Authors: Safety Corridor Review Team

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

Lt. David Hanson, Bureau of Highway Patrol, AST HQ Division *DH*

Matt Walker, P.E., Assistant State Traffic & Safety Engineer, DOT/PF HQ Juneau *MW*

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

SUBJECT: Safety Corridors – 2013 Annual Review

An annual review was conducted October, 2013 by the staff above, comprised of agencies tasked with improving road safety.¹ A field review and meetings were held with Central EMS and AST Detachments in the Mat-Su and Kenai Peninsula. This audit's purpose was to review ongoing efforts to reduce fatal and major injury crashes².

ACTIONS

Education: - AHSO has contracted out statewide media services for safety messages in 2014.

Engineering: - 4 Passing lanes, 7 slow vehicle turnouts completed from Turnagain Pass to Anchorage in 2013.

- Parks Hwy & Stanley Road traffic signal completed in May 2013, with legislated funds.
- Knik-Goose Bay Rd/Fern St signal under construction in 2013, completion in 2014.
- Knik-Goose Bay Rd/Fairview Lp/Clapp St realignment, signal in Design 2013.
- Statewide Transportation Safety Plan reviewed and updated in 2013.
- Purchasing right of way for Parks Highway Corridor as four lanes, divided highway.
- Preliminary design underway for Seward Hwy, Knik-Goose Bay Road, and Sterling Highway upgrades.

Enforcement: - BHP/AST continuing field enforcement levels and rotations.

- A new electronic 12-200 crash report form was implemented January 1, 2013 with more data on crashes.
- AHSO grant funding for 2012 has been reimbursed and is now concluded.
- DOT/PF federal safety funds for enforcement in Safety Corridors approved for 2014.
- Performance reporting research project approved. Performance reporting agreement, research team needs to be reestablished.

RESULTS

- **Serious crashes are down by 50% overall in all four Safety Corridors.**³
- Fatal crashes on the Seward Highway have not decreased.⁴

RECOMMENDATIONS

- Continue "4E" agency coordination and the attached plan for projects, media, and enforcement.
- Track and investigate the attached suggestions and ideas received from past meetings.
- Evaluate decommissioning as projects are completed and sufficient data suggests lasting improvement.

CURRENT SAFETY CORRIDORS PERFORMANCE (Through 12/31/2013)

SEWARD HWY MP 87-117	Designated 5/26/06 Extended 10/30/07		3.0 Mi S of Girdwood to Potter Rifle Range		L=30.6 mi
	BEFORE (1/1/96-5/26/06)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	2.0	2.1	2.5 (+24%)	2.5 (+17%)	
Major Injury Crashes MI	7.0	7.3	3.8 (-46%)	3.8 (-49%)	
Serious Crashes F+MI	9.0	9.5	6.3 (-30%)	6.3 (-34%)	-32%
PARKS HWY MP 44.5-53	Designated 10/16/06		Church Rd, Wasilla to LaRae Rd, Houston		L=8.5 mi
	BEFORE (1/1/96- 10/16/06)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	1.5	3.6	1.0 (-35%)	2.0 (-44%)	
Major Injury Crashes MI	4.7	11.5	2.4 (-50%)	4.9 (-58%)	
Serious Crashes F+MI	6.2	15.2	3.3 (-46%)	6.9 (-54%)	-50%
KNIK-GOOSE BAY RD MP 0.6-17.2	Designated 7/01/09		Palmer-Wasilla Hwy to Pt. MacKenzie Rd		L=16.4 mi
	BEFORE (1999-2008)		AFTER		Overall*
	Crashes Per Year	Crashes/ HMVM	Crashes Per Year	Crashes/ HMVM	
Fatal Crashes F	1.2	3.4	0.2 (-82%)	0.5 (-86%)	
Major Injury Crashes MI	4.0	11.0	1.1 (-72%)	2.4 (-79%)	
Serious Crashes F+MI	5.2	14.5	1.3 (-75%)	2.9 (-80%)	-77%
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	0.4 (-53%)	1.3 (-55%)	
Major Injury Crashes MI	1.9	5.9	0.7 (-65%)	2.0 (-66%)	
Serious Crashes F+MI	2.9	8.9	1.1 (-61%)	3.3 (-63%)	-66%

WEIGHTED TOTAL -50%

*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.

SPECIFIC RECOMMENDATIONS and GOALS: Revised from 2012 Safety Corridors Audit⁵**Education (AHSO)**

- Update the Safety Corridors website with “frequently asked questions” in 2014
- Explore education opportunities with DOT/PF and DPS beyond impaired driving, such as distracted, aggressive driving, and Rules of the Road.

Engineering (DOT/PF)

- Research passing lane signing and effectiveness – Move research simulation work into field phase.
- Complete connecting portable/permanent Changeable Message Signs (CMS) to 511 Traveler Info.

Enforcement (DPS)

- Document enforcement performance in/around Safety Corridors beyond citations. Have obtained funding for “hours” measure through DOT/PF Research grant. On hold until project research team can be assembled and work plan approved.
- Explore enforcement funding opportunities beyond impaired driving, such as distracted, aggressive driving, and Rules of the Road.

EMS Response

- Examined 911 service potential through DOA - Dept. of Administration in 2013. Consider alternative methods for encouraging 911 coverage.

Executive Considerations (DOT/PF, DPS)

- Review regulatory suggestions list for potential advancement
- Determine action conclusions for regulatory suggestions list

cc: Gary Folger, Commissioner, Department of Public Safety
 Col. James Cockrell, Director, Department of Public Safety, Division of Alaska State Troopers
 Al Fletcher, P.E., Operations and Safety Engineer, FHWA, Juneau
 Roger Healy, P.E., Chief Engineer, DOT/PF

NOTES

¹ Fatal and major injury crashes are a serious problem in the Safety Corridors. DOT/PF and DPS are tasked by law with the responsibility of reducing these crashes. It is recognized these roads are at or near capacity. Long term, major roadway projects are desirable to address traffic volume growth (see attached project lists). Until long term projects are built, interim enforcement, education, and engineering solutions are recommended to reduce crashes.

² The purpose of this report and any attached 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.

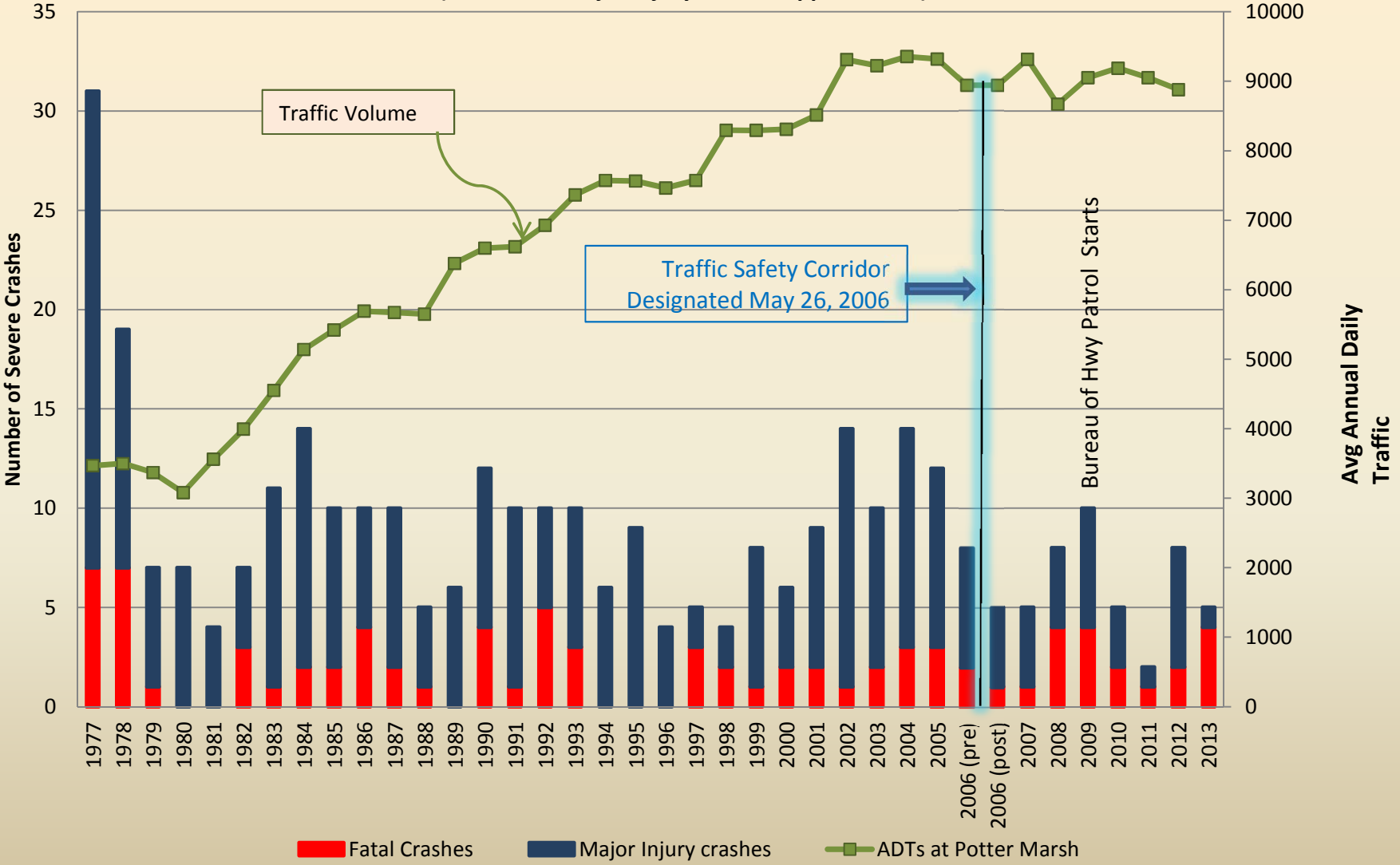
³ Fatal and major injury crashes are based on the Dispatch and fatal reporting information currently available. Final crash records for 2011-2013 may change as each year’s final record becomes complete.

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 for 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 abilities.

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.

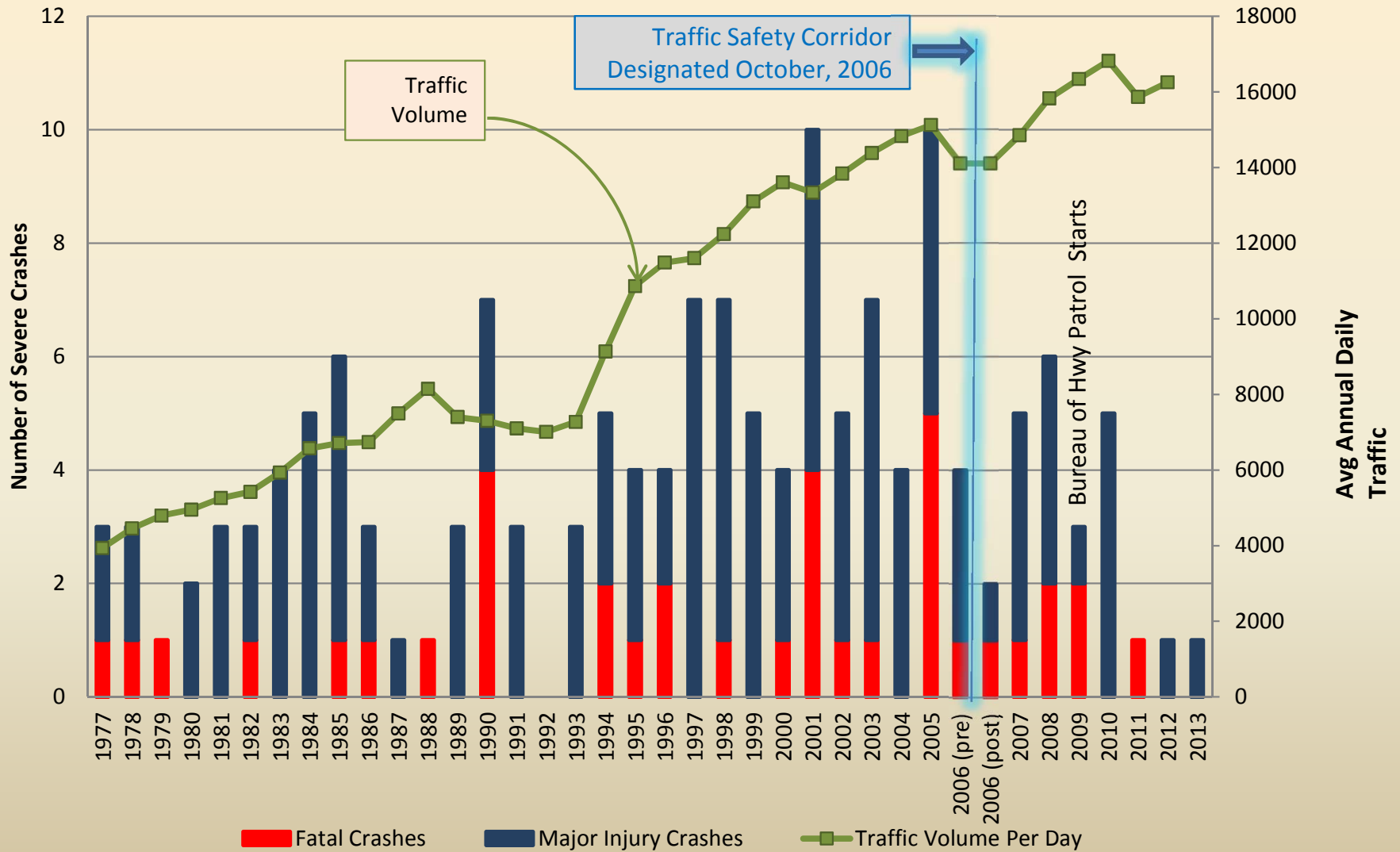
Seward Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2013

(2011-2013 major injury crashes approximate)



Parks Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2013

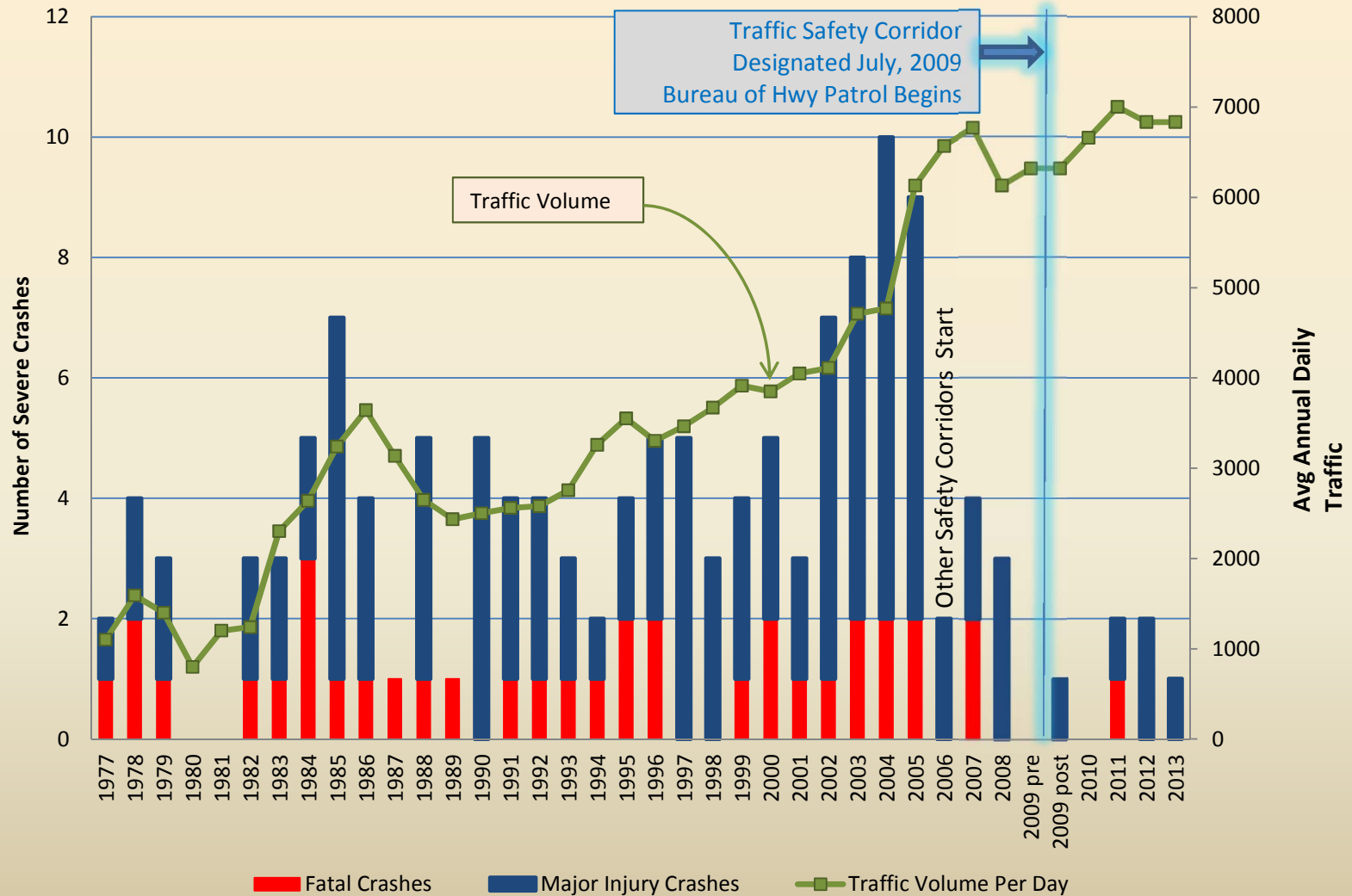
(2011-2013 major injury crashes approximate)



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

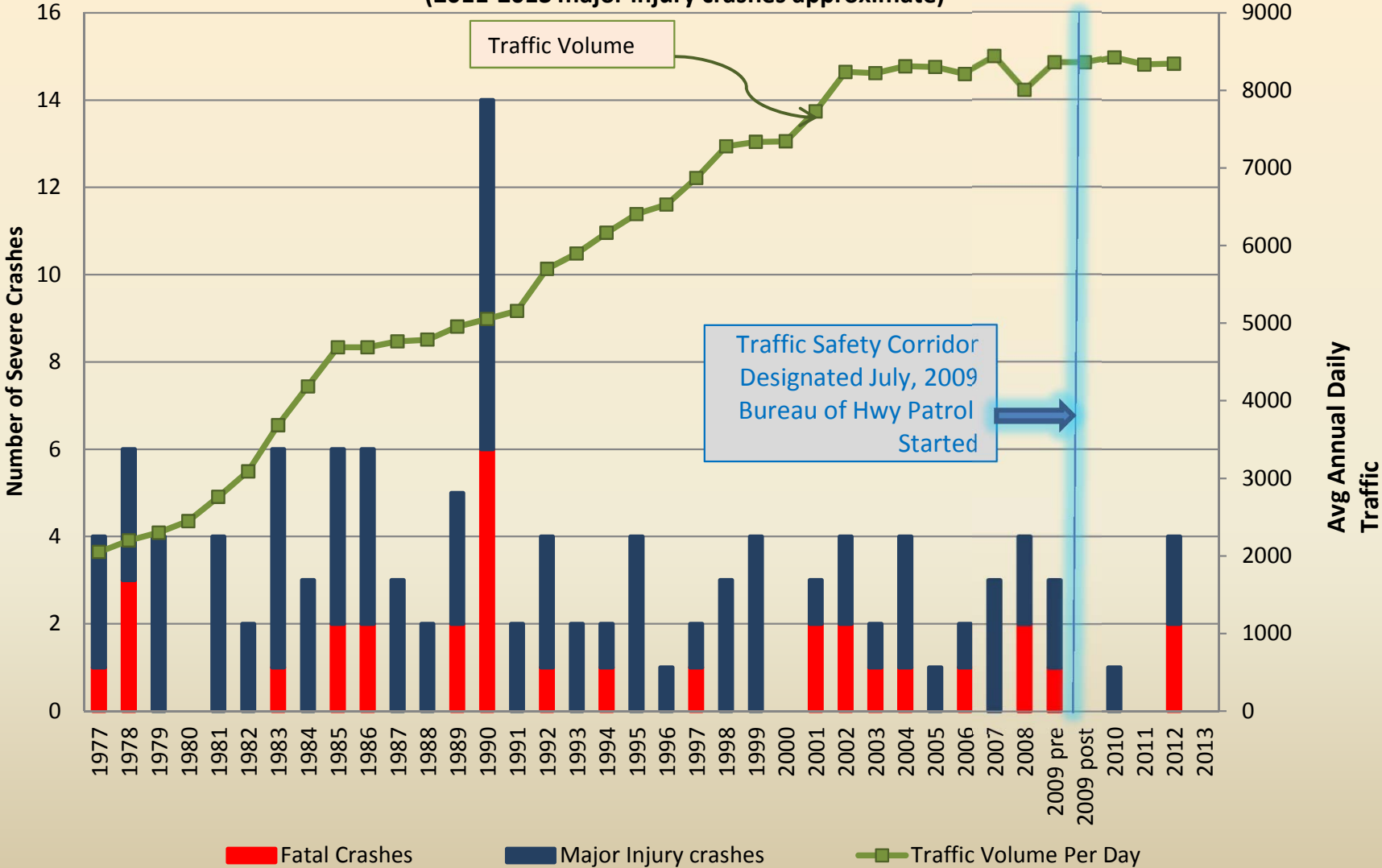
Fatal & Major Injury Crashes: 1977-2013

(2011-2013 major injury crashes estimated until reports finalized)



Sterling Highway Traffic Safety Corridor Fatal & Major Injury Crashes: 1977-2013

(2011-2013 major injury crashes approximate)



Seward Highway: MP 87 to MP 117 (Potter) CDS Rt #130000 Mipt. 86.325-116.945 (Extended 10/30/07)

1977-2013 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of Troopers	Segment Length	ADTs at Potter Marsh PTR	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	7	24	31	1	30.41	3469	105492	18.180	62.330	80.510
1978	7	12	19	1	30.41	3499	106405	18.024	30.898	48.922
1979	1	6	7	1	30.41	3368	102421	2.675	16.050	18.725
1980	0	7	7	1	30.41	3081	93693	0.000	20.469	20.469
1981	0	4	4	1	30.41	3561	108290	0.000	10.120	10.120
1982	3	4	7	1	30.41	3994	121458	6.767	9.023	15.790
1983	1	10	11	1	30.41	4550	138366	1.980	19.801	21.781
1984	2	12	14	1	30.41	5139	156277	3.506	21.037	24.544
1985	2	8	10	1	30.41	5423	164913	3.323	13.290	16.613
1986	4	6	10	1	30.41	5692	173094	6.331	9.497	15.828
1987	2	8	10	1	30.41	5674	172546	3.176	12.703	15.878
1988	1	4	5	1	30.41	5650	171817	1.595	6.378	7.973
1989	0	6	6	1	30.41	6380	194016	0.000	8.473	8.473
1990	4	8	12	1	30.41	6600	200706	5.460	10.920	16.381
1991	1	9	10	1	30.41	6621	201345	1.361	12.246	13.607
1992	5	5	10	2	30.41	6929	210710.89	6.501	6.501	13.002
1993	3	7	10	2	30.41	7366	224000.06	3.669	8.562	12.231
1994	0	6	6	2	30.41	7571	230234.11	0.000	7.140	7.140
1995	0	9	9	2	30.41	7565	230051.65	0.000	10.718	10.718
1996	0	4	4	3	30.41	7464	226980	0.000	4.828	4.828
1997	3	2	5	4	30.41	7574	230325	3.569	2.379	5.948
1998	2	2	4	4	30.41	8296	252281	2.172	2.172	4.344
1999	1	7	8	4	30.41	8294	252221	1.086	7.604	8.690
2000	2	4	6	4	30.41	8309	252677	2.169	4.337	6.506
2001	2	7	9	4	30.41	8514	258911	2.116	7.407	9.524
2002	1	13	14	4	30.41	9311	283148	0.968	12.579	13.546
2003	2	8	10	4	30.41	9224	280502	1.953	7.814	9.767
2004	3	11	14	4	30.41	9356	284516	2.889	10.592	13.481
2005	3	9	12	4	30.41	9321	283452	2.900	8.699	11.599
2006 (pre)	2	6	8	4	30.41	8936	271744	5.041	15.123	20.164
2006 (post)	1	4	5	4	30.41	8936	271744	1.680	6.721	8.402
2007	1	4	5	4	30.41	9316	283300	0.967	3.868	4.835
2008	4	4	8	4	30.41	8670	263655	4.157	4.157	8.313
2009	4	6	10	5	30.41	9051	275241	5.099	7.649	12.748
2010	2	3	5	7	30.41	9187	279377	2.512	3.768	6.280
2011	1	1	2	7	30.41	9050	275211	1.275	1.275	2.550
2012	2	6	8	7	30.62	8880	271906	2.581	7.743	10.324
2013	4	1	5	7	30.62	8880	271906	5.162	1.290	6.452

TOTALS 83 257 340 = Estimated Value

1996-2005	19	67	86	30.41	8566	260501	1.998	7.046	9.045
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1/1/1996									
5/26/2006									
3798	21	73	94	30.41	8600	261523	2.114	7.349	9.464
							0.116	0.303	0.419

5/26/2006									
12/31/2013									
2776	19	29	48	30.62	9013	275974	2.480	3.785	6.265

Before Per Year	2.02	7.02	9.03	30.41	8600	261523	2.114	7.349	9.464
After Per Year	2.50	3.81	6.31	30.62	9013	275974	2.480	3.785	6.265

% Change	23.79%	-45.65%	-30.14%		30.62	4.80%	5.53%	17.30%	-48.49%	-33.79%
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Parks Highway: Wasilla to Houston CDS Rt# 170000 Mipt 9.454 - 17.805

1977-2013 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of BHP Troopers (Pittman)	Segment Length	Traffic Volume Per Day	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	2	3		8.35	3937	32874	8.334	16.668	25.002
1978	1	2	3		8.35	4454	37188	7.367	14.735	22.102
1979	1	0	1		8.35	4799	40073	6.837	0.000	6.837
1980	0	2	2		8.35	4953	41355	0.000	13.250	13.250
1981	0	3	3		8.35	5258	43901	0.000	18.722	18.722
1982	1	2	3		8.35	5426	45306	6.047	12.094	18.142
1983	0	4	4		8.35	5936	49568	0.000	22.109	22.109
1984	0	5	5		8.35	6574	54893	0.000	24.955	24.955
1985	1	5	6		8.35	6715	56071	4.886	24.431	29.317
1986	1	2	3		8.35	6742	56296	4.867	9.733	14.600
1987	0	1	1		8.35	7500	62625	0.000	4.375	4.375
1988	1	0	1		8.35	8147	68027	4.027	0.000	4.027
1989	0	3	3		8.35	7400	61790	0.000	13.302	13.302
1990	4	3	7		8.35	7300	60955	17.979	13.484	31.463
1991	0	3	3		8.35	7100	59285	0.000	13.864	13.864
1992	0	0	0		8.35	7010	58534	0.000	0.000	0.000
1993	0	3	3		8.35	7275	60746	0.000	13.530	13.530
1994	2	3	5		8.35	9138	76303	7.181	10.772	17.953
1995	1	3	4		8.35	10866	90729	3.020	9.059	12.079
1996	2	2	4		8.35	11486	95908	5.713	5.713	11.426
1997	0	7	7		8.35	11602	96877	0.000	19.796	19.796
1998	1	6	7		8.35	12238	102191	2.681	16.086	18.767
1999	0	5	5		8.35	13103	109412	0.000	12.520	12.520
2000	1	3	4		8.35	13607	113616	2.411	7.234	9.646
2001	4	6	10		8.35	13340	111388	9.839	14.758	24.596
2002	1	4	5		8.35	13838	115548	2.371	9.484	11.855
2003	1	6	7		8.35	14385	120112	2.281	13.686	15.967
2004	0	4	4		8.35	14830	123827	0.000	8.850	8.850
2005	5	5	10		8.35	15126	126304	10.846	10.846	21.692
2006 (pre)	1	3	4		8.35	14100	117735	2.939	8.817	11.756
2006 (post)	1	1	2		8.35	14100	117735	11.176	11.176	22.352
2007	1	4	5		8.35	14855	124039	2.209	8.835	11.044
2008	2	4	6		8.35	15828	132164	4.146	8.292	12.438
2009	2	1	3		8.35	16340	136439	5.143	2.572	7.715
2010	0	5	5		8.35	16822	140464	0.000	12.490	12.490
2011	1	0	1		8.35	15870	132515	2.648	0.000	2.648
2012	0	1	1		8.35	16253	135713	0.000	2.585	2.585
2013	0	1	1		8.35	16253	135713	0.000	2.585	2.585

TOTALS

37 114 151

Traffic Vol = Weighted Segment ADT's

= Estimated Value

1996-2005	15	48	63
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8.35	13355	111518	3.685	11.792	15.478
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1/1/1996			
10/16/2006			
3941	16	51	67

8.35	13423	112083	3.622	11.546	15.168
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10/16/2006			
12/31/2013			
2633	7	17	24

8.35	15790	131848	2.016	4.897	6.913
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Before Per Year	1.48	4.72	6.21
After Per Year	0.97	2.36	3.33

8.35	13423	112083	3.622	11.546	15.168
8.35	15790	131848	2.016	4.897	6.913

% Change	-34.52%	-50.11%	-46.38%	8.35	17.63%	17.63%	-44.33%	-57.59%	-54.42%
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1977-2013 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Fatal & Major Injury Crashes	Number of BHP Troopers (Pittman)	Segment Length	Traffic Volume Per Day	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	1	2		19.04	1100	20944	13.081	13.081	26.162
1978	2	2	4		19.04	1590	30274	18.100	18.100	36.200
1979	1	2	3		19.04	1400	26656	10.278	20.556	30.834
1980	0	0	0		19.04	800	15232	0.000	0.000	0.000
1981	0	0	0		19.04	1200	22848	0.000	0.000	0.000
1982	1	2	3		19.04	1240	23610	11.604	23.209	34.813
1983	1	2	3		19.04	2304	43868	6.245	12.491	18.736
1984	3	2	5		19.04	2640	50266	16.351	10.901	27.252
1985	1	6	7		19.04	3240	61690	4.441	26.647	31.088
1986	1	3	4		19.04	3642	69344	3.951	11.853	15.804
1987	1	0	1		19.04	3136	59709	4.588	0.000	4.588
1988	1	4	5		19.04	2650	50456	5.430	21.720	27.150
1989	1	0	1		19.04	2435	46362	5.909	0.000	5.909
1990	0	5	5		19.04	2500	47600	0.000	28.779	28.779
1991	1	3	4		19.04	2560	48742	5.621	16.862	22.483
1992	1	3	4		19.04	2580	49123	5.577	16.732	22.309
1993	1	2	3		19.04	2755	52455	5.223	10.446	15.669
1994	1	1	2		19.04	3260	62070	4.414	4.414	8.828
1995	2	2	4		19.04	3550	67592	8.107	8.107	16.213
1996	2	3	5		19.04	3304	62908	8.710	13.065	21.776
1997	0	5	5		19.04	3465	65974	0.000	20.764	20.764
1998	0	3	3		19.04	3670	69877	0.000	11.762	11.762
1999	1	3	4		19.04	3914	74523	3.676	11.029	14.705
2000	2	3	5		19.04	3850	73304	7.475	11.212	18.687
2001	1	2	3		19.04	4050	77112	3.553	7.106	10.659
2002	1	6	7		19.04	4110	78254	3.501	21.006	24.507
2003	2	6	8		19.04	4711	89697	6.109	18.326	24.435
2004	2	8	10		19.04	4770	90821	6.033	24.133	30.166
2005	2	7	9		19.04	6130	116715	4.695	16.432	21.126
2006	0	2	2		19.04	6570	125093	0.000	4.380	4.380
2007	2	2	4		19.04	6763	128768	4.255	4.255	8.511
2008	0	3	3		19.04	6126	116639	0.000	7.047	7.047
2009 pre	0	0	0		19.04	6315	120238	0.000	0.000	0.000
2009 post	0	1	1		19.04	6315	120238	0.000	2.279	2.279
2010	0	0	0		19.04	6659	126787	0.000	0.000	0.000
2011	1	1	2		19.04	7003	133337	10.274	10.274	20.547
2012	0	2	2		19.04	6835	130138	0.000	21.052	21.052
2013	0	1	1		19.04	6835	130138	0.000	10.526	10.526

TOTALS 36 98 134

Traffic Vol = Weighted Segment ADT's

= Estimated Value

1999-2008	13	42	55
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19.04	5099	97093	3.668	11.851	15.520
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1/1/1999
6/30/2009

3833	13	42	55
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19.04	5210	99197	3.419	11.046	14.465
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7/1/2009
12/31/2013

1644	1	5	6
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19.04	6729	128128	0.475	2.374	2.848
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Before Per Year	1.24	4.00	5.24
After Per Year	0.22	1.11	1.33

19.04	5210	99197	3.419	11.046	14.465
19.04	6729	128128	0.475	2.374	2.848

% Change	-82.07%	-72.24%	-74.57%	19.04	29.17%	29.17%	-86.11%	-78.51%	-80.31%
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Sterling Highway: Sterling (MP 83) to Soldotna (MP 94) CDS Rt #110000 Mipt 46.431 - 56.229

1977-2013 Fatal & Major Injury Crashes, Fatal & Major Injury Crash Rates

YEAR	Fatal Crashes	Major Injury Crashes	Grand Total	Number of BHP Troopers (Soldotna)	Segment Length	Segment ADT E of Soldotna PTR	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	3	4		10.99	2050	22530	12.161	36.482	48.642
1978	3	3	6		10.99	2200	24178	33.994	33.994	67.989
1979	0	4	4		10.99	2300	25277	0.000	43.355	43.355
1980	0	0	0		10.99	2450	26926	0.000	0.000	0.000
1981	0	4	4		10.99	2760	30332	0.000	36.129	36.129
1982	0	2	2		10.99	3090	33959	0.000	16.135	16.135
1983	1	5	6		10.99	3685	40498	6.765	33.825	40.590
1984	0	3	3		10.99	4186	46004	0.000	17.866	17.866
1985	2	4	6		10.99	4688	51521	10.635	21.271	31.906
1986	2	4	6		10.99	4688	51521	10.635	21.271	31.906
1987	0	3	3		10.99	4764	52356	0.000	15.699	15.699
1988	0	2	2		10.99	4786	52598	0.000	10.418	10.418
1989	2	3	5		10.99	4956	54466	10.060	15.090	25.151
1990	6	8	14		10.99	5055	55554	29.590	39.453	69.042
1991	0	2	2		10.99	5158	56686	0.000	9.666	9.666
1992	1	3	4		10.99	5700	62643	4.374	13.121	17.494
1993	0	2	2		10.99	5898	64819	0.000	8.453	8.453
1994	1	1	2		10.99	6165	67753	4.044	4.044	8.087
1995	0	4	4		10.99	6406	70402	0.000	15.566	15.566
1996	0	1	1		10.99	6526	71721	0.000	3.820	3.820
1997	1	1	2		10.99	6871	75512	3.628	3.628	7.256
1998	0	3	3		10.99	7278	79985	0.000	10.276	10.276
1999	0	4	4		10.99	7335	80612	0.000	13.595	13.595
2000	0	0	0		10.99	7344	80711	0.000	0.000	0.000
2001	2	1	3		10.99	7731	84964	6.449	3.225	9.674
2002	2	2	4		10.99	8238	90536	6.052	6.052	12.105
2003	1	1	2		10.99	8221	90349	3.032	3.032	6.065
2004	1	3	4		10.99	8311	91338	3.000	8.999	11.998
2005	0	1	1		10.99	8303	91250	0.000	3.002	3.002
2006	1	1	2		10.99	8212	90250	3.036	3.036	6.071
2007	0	3	3		10.99	8430	92646	0.000	8.872	8.872
2008	2	2	4		10.99	7997	87887	6.235	6.235	12.469
2009 pre	1	2	3		10.99	8352	91788	2.985	5.970	8.954
2009 post	0	0	0		10.99	8352	91788	0.000	0.000	0.000
2010	0	1	1		10.99	8425	92591	0.000	2.959	2.959
2011	0	0	0		10.99	8334	91591	0.000	0.000	0.000
2012	2	2	4		10.99	8344	91701	5.975	5.975	11.951
2013	0	0	0		10.99	8344	91701	0.000	0.000	0.000
TOTALS	32	88	120							

 = Estimated Value

1999-2008	9	18	27
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10.99	8847	97233	2.536	5.072	7.608
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1/1/1999			
6/30/2009			
3833	10	20	30

10.99	8043	88394	2.951	5.903	8.854
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7/1/2009			
12/31/2013			
1644	2	3	5

10.99	8360	91874	1.324	1.986	3.310
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before Per Year	0.95	1.90	2.86
after Per Year	0.44	0.67	1.11

10.99	8043	88394	2.951	5.903	8.854
10.99	8360	91874	1.324	1.986	3.310

% Change	-53.37%	-65.03%	-61.14%	10.99	3.94%	3.94%	-55.14%	-66.35%	-62.61%
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Safety Corridor Candidate (Mileposts)	Investments, Planned funds from 2006 forward	Corridor Length (mi)	Investment plan per mile	Underfunded needs estimated	Underfunded need per mile	Median Barrier with 4'/6' Shoulders Full Length?	4 Lane Divided Highway Cost Estimate Full Length?	
Seward Hwy MP 87-117	\$141,278,158	30.6	\$4,616,933	(\$301,655,200)	(\$9,858,013)	\$310,957,200	\$750,000,000	Mtn, ARRC, Inlet limitations
Parks Hwy MP 44-52.5	\$103,818,017	8.2	\$12,660,734	(\$97,503)	(\$11,891)	\$34,128,400	\$164,000,000	
Knik-Goose Bay Rd MP 0.6-17.2	\$14,372,893	16.4	\$876,396	(\$108,000,000)	(\$6,585,366)	\$68,256,800	\$328,000,000	
Sterling Hwy MP 83-93	\$11,968,978	9.8	\$1,221,324	(\$65,000,000)	(\$6,632,653)	\$40,787,600	\$196,000,000	
<i>TOTAL</i>	<i>\$271,438,046</i>	<i>65</i>	<i>\$4,175,970</i>	<i>(\$474,752,703)</i>	<i>(\$7,303,888)</i>	<i>\$454,130,000</i>	<i>\$1,438,000,000</i>	

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

10/04/13

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	Done	\$7,013,000	\$0	2008 (Completed)
51047	HSIP Central Region Rumble Strips, Phase II	Hwy Safety Improvement Centerline/shoulder rumble strips to reduce head-on, SVROR crashes	Done	\$315,000	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Done	\$83,000	\$0	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Done	\$100,000	\$0	2011
52223	ITS Seward Hwy 2009	DMS Sign upgrades to LEDs at Potters Marsh	Done	\$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	Done	\$3,214,000	\$0	2011
52991	Seward Hwy MP 89-96.6 Resurfacing	Girdwood to Bird. Repaving, signing, striping, guardrail replacement.	Done	\$8,980,000	\$0	2012
52121	HSIP MP 88 Curve Improvements	Guardrail removal, slope flattening	Constr	\$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.	Constr	\$12,830,529	\$0	2013
53425	GF ITS Safety Corridors: Seward Hwy Speed Signs	Dynamic speed signs, power service and pads.	Constr	\$1,071,924	\$0	2013
55750	HSIP CR Guardrail Delineation Enhancements	Upgrades to high intensity web reflectors and to post top delineators on coasts	Constr	\$288,894	\$0	2014
54619	GF Safety Corridors: Alyeska JCT Intersection Improvements	Split intersection into two directions, unsignalized. In preliminary layout phase.	Medium Term	\$7,594,800	(\$5,255,200)	2015
56631	MP 105-115 Rehabilitation	Passing lanes, sheep viewing turnout, hwy and railroad relocation.	Long Term	\$0	(\$62,950,000)	As funding is available
	Ph I: MP 104-107 Windy Corner GF		Short Term	\$4,900,000	(\$53,150,000)	2017 (Phase I)
52784	MP 99-104 Rehabilitation	Bird Point & Indian Improvements	Long Term	\$9,510,000	(\$25,800,000)	As funding is available
	Ph I: MP 99-100 Bird Pt - Bird	Passing lanes (HSIP)	Short Term	\$39,950,000	\$0	2016 (Phase I)
TBD	HSIP Traffic Safety Corridors Left Turn Lanes	Left turn lanes - Bird (Sawmill Rd) & Indian (Boretide Rd)	Short Term	\$2,672,000	\$0	2016
58105	MP 75-90 Rehabilitation	Rehabilitation, pullouts, new bridges, passing lanes	Long Term	\$41,500,000	(\$154,500,000)	As funding is available
54250	Seward Hwy Route Development Plan	Long term vision for Seward Hwy to address traffic, safety, growth, and access	Medium Term	\$1,957,000	\$0	2014+
				\$141,278,158	(\$301,655,200)	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

SAFETY CORRIDOR EXPECTED DECOMMISSIONING PLAN: (for segments as road upgrades occur)			
	MP 87-90	With MP 88 Curve improvements	2015-2016
	MP 90-99	With passing lane improvements	2015-2016
	MP 99-100	With passing lane improvements	2016-2017
	MP 100-104	With 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	Done	\$5,483,000	\$0	2008 (Completed)
53160	Parks & Vine Signal	Traffic signal installation	Done	\$1,200,000	\$0	2008 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Imprvmt Proj: Centerline/shoulder rumble strips	Done	\$89,000	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Done	\$55,000	\$0	2011
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Done	\$100,000	\$0	2011
54453 & 53425	Parks & Stanley Signalization	New traffic signal and turn lanes	Constr	\$3,023,037	\$0	2012 (Dec)
53425	Safety Corridors GF: Parks Hwy Speed Signs	Dynamic speed signs, power service and pads	Constr	\$287,248	\$0	2013
54602	Parks & Pittman Signal Modifications	Retrofit to allow for more efficient mainline operations	Constr	\$205,000	\$0	2013
52914	MP 43.5-44.5 Reconstr. (Ph I)	Lucas Rd to Church Rd: Extend 5 Lane Section	Short Term	\$91,300,732	(\$97,503)	2014 (Phase I)
52929	MP 44.5-48.8 Reconstr. (Ph II)	Church Rd to Pittman Rd: Four Lane Divided Hwy	Short term			2014 (Phase II)
54373	MP 48.8-52.3 Reconstr. (Ph III)	Pittman Rd to Big lake Rd: Four Lane Divided Hwy	Long Term			(Phase III) As funding is available
59273	Parks Hwy Multimodal Corridor Study	Plan for Parks Highway and possible alternate corridors	Medium Term	\$2,075,000	\$0	2015+
				\$103,818,017	(\$97,503)	TOTAL

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SAFETY CORRIDOR EXPECTED DECOMMISSIONING PLAN: (for segments as road upgrades occur)			
	MP 43.5-48.8	with divided highway construction	2015
	MP 48.8-52.3	with 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	Done	\$1,335,000	\$0	2009 (Completed)
50889	KGB & Fairview Lp Signal GF	New Traffic Signal	Done	\$1,300,000	\$0	2009 (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline / shoulder rumble strips	Done	\$174,000	\$0	2010 (Completed)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Done	\$55,000	\$0	2011 Construction w/NHS Delin
53425	Safety Corridors: KGB Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Constr	\$574,495	\$0	2013
51896	KGB & Fern St Signal & Turn Lanes GF (\$1.2M; City \$300k)	Traffic signal, left turn lanes, merge lane extension	Constr	\$5,681,450	\$0	2013
55750	HSIP CR Guardrail Delineation Enhancements	Upgrades to high intensity web reflectors and to post top delineators on coasts	Constr	\$31,048	\$0	2014
52464	KGB Widening MP 0.3-6.8: Centaur to Vine GF + FHWA (Design)	Divided 4 lane hwy. Needs Fairview Lp Rd intersection realignment. Coordination with S. Mack project.	Long Term	\$5,221,900	(\$108,000,000)	As funding is available
				\$14,372,893	(\$108,000,000)	TOTAL

Short Term = Interim Improvements 1-2 years

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

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

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	Done	\$3,043,000	\$0	2009 Phase I (Completed)
51047	HSIP Central Region Rumble Strips	Hwy Safety Improvement Project: Centerline/shoulder rumble strips	Done	\$105,000	\$0	2010 (Completed)
52493	Sterling Hwy Resurfacing, MP 82-90	Forest Lane to Sterling resurfacing, guardrail, signing, striping	Done	\$4,842,682	\$0	2011 (Phase II)
59838	HSIP Small SPOT Improvements	Signing for headlights, REDDI, Mileposts	Done	\$55,000	\$0	2011 Construction w/NHS Delin
51289	HSIP NHS Delineation	Curves, guardrail, roadside delineation, signing consistency on Parks, Glenn, Seward, Sterling Hwys.	Done	\$100,000	\$0	2011
53425	Safety Corridors: Sterling Hwy Speed Signs GF	Dynamic speed signs, power service and pads.	Constr	\$343,296	\$0	2013
TBD	HSIP Traffic Safety Corridors Left Turn Lanes	Left turn lanes - Jim Dahler Rd / Forest Lane, each direction	Short Term	\$1,750,000	\$0	2016
54830	Safety Corridor Study	Sterling to Soldotna: Four lane options	Long Term	\$1,730,000	(\$65,000,000)	2015+
				\$11,968,978	(\$65,000,000)	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

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 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.	No additional action.
2	Audit Group 2009	Target aggressive, reckless/ improper driving, and speeding	Added staff (see above) in 2010, and more 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.	No additional action.
3	Audit Group 2009, 2010	Experiment with aerial enforcement to determine cost-effectiveness in reducing crashes	Tested in 2006, 2008, 2009. Program still being monitored. Preliminary testing proved challenging due to summer traffic congestion, winter conditions covering aerial markers and lack of full time dedicated staff for areal enforcement. Aerial program not cost-effective to date. 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: Safety funding available from DOT for Safety Corridors.	No additional action
5	Audit Group 2009	Explore agreements with local police agencies or rotate	2011: Established BHP in four teams Palmer Team Soldotna Team Girdwood Team	Reconsider in 2014, 2015

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 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
		staff into traffic work as needed.	<p>Fairbanks Team</p> <p>Completed agreements in past with KPD, PPD, WPD and FPD APD ~15 hrs/mo McHugh Crk north.</p> <p>2012: AHSO funding grants utilized. 2013: No grants available. Local agreements on hold 2014: Safety funding available from DOT for Safety Corridors.</p>	
6	Audit Group 2009	Increase DUI enforcement on weekends. Corridors to be included in enforcement. Shifts for location focus will be based off data review.	<p>Holidays, weekends are a routine focus.</p> <p>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: Safety funding available from DOT for Safety Corridors.</p>	Performance Reporting.
7	Audit Group 2009	Seward Highway: Explore Midnight to 2 AM any months, and FEB-APR	<p>2009 Expanded with BHP staff scheduling. 2013 Crashes are down overall in last 5 years, will continue to adjust schedules to address alcohol related incidents.</p>	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	<p>Considered. Added equipment and staff to operate is not cost-effective. All offices now have Datamaster DMT Breath Test Instruments for DUI processing.</p>	Not recommended.
9	Audit Group 2009	Increase traffic patrol targeting aggressive driving by time of day, month to correlate	<p>Scheduling shifts using DOT/PF times from past crash data, along with local enforcement experinecfe.</p>	No additional actions.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 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
		with higher crash periods		
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.	Performance Reporting: Research Agreement & startup
11	PUBLIC LEGISL 2009	Provide more Troopers Enforce illegal passing.	2009: Established BHP. 2009-2011: Built up staff to goal levels.	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	Install photo radar on the Seward Highway	2009: Considered. Requires legislation to clarify fees, fines, tolerances, enabling staffing, rulemaking.	No additional actions.
14	PUBLIC LEGISL 2009	Place unmanned police cars along road. Mark more cars so they can be seen an reduce citations.	2009: Considered by BHP. Concerns for vandalism, liability. No link to effectiveness.	No further action.
15	PUBLIC LEGISL 2009	Create routine volunteer patrols to make REDDI call-ins. Advertise REDDI phone number.	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 office – larger volume of 18,000 911 calls. Concern is that it affects air time available for dispatch. KPB continues dispatch details on same channel, with airspace	Review KPB Dispatch channel use and methods, after receiving REDDI call.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 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
			limited.	
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: More pullouts in construction, with signs.	No additional action.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EDUCATION CONSIDERATIONS

Contact: Tammy Kramer, AHSO

tammy.kramer@alaska.gov

Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	Expand education efforts to include aggressive as well as impaired driving.	<p>Annually: Click it or Ticket May. 2009: TV Ads for new Safety Corridors Jul 1. 2009-2011: Radio campaign for drowsy driving. Road-wise headlights ads, September. 2010: Hosted teen driving test, "Take the Challenge" on AHSO website 2010: KTUU 1 Hr TV/web panel on Seward Hwy Safety Corridors. 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. 2010-2013: Distracted driving campaign, including texting and using hand-held/hands-free phones for radio and tv media campaign 2011-12: Due to federal funding reductions and tighter restrictions the focus is on impaired driving messages. 2014: Contracting out and coordinating Statewide Safety messages.</p>	Continue media, No additional action.
2	Audit Group 2009	Continue DUI and seatbelt efforts	<p>2009: Measured compliance levels at 86.1%, up 1.6% 2010: 86.8% 2011: at 89.3%. http://www.dot.state.ak.us/stwdplng/hwysafety/pubs.shtml Promoting seatbelt messages on the four "corner" holidays each year.</p>	Continue surveys, otherwise no additional actions.
3	Audit Group 2009; 2010	<p>Target improper passing and speeding. Explain how and when to pass safely, esp. 3 Lane sgmts.</p> <p>Explain how to use Slow Vehicle Turnouts.</p>	<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 promote use of SVT's through project education.</p>	No additional actions.
4	Audit Group 2009; 2010	Encourage citizen reports of reckless and aggressive	2009-2012: AST produced REDDI media ads with Governor, Commissioners, managers including DOT&PF/DPS/Law and Labor in	Continue education efforts, otherwise no

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EDUCATION CONSIDERATIONS				
Contact: Tammy Kramer, AHSO				
tammy.kramer@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		driving at the time of occurrence. REDDI reports have contributed to the overall success of past enforcement	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.	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.	Consider TSRP at the state level.
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 reporting requirements. AIPC and Marketwise active. 2014: New contracted media work planned.	No additional actions.
8	Audit Group 2009	Determine effect of cell phone use on crashes.	Lack of data due to existing crash report forms, however, using national studies to back up TV and radio ads to discourage cell phone use. As of 2011, Subcommittee has revised the 12-200	Analyze data when available (estimated in 2017).

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EDUCATION CONSIDERATIONS				
Contact: Tammy Kramer, AHSO				
tammy.kramer@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			crash report forms and local agencies have begun to test this data point. 2012 the new crash form is in place for 2013 deployment.	
9	Audit Group 2009	Take status reporting to Anchorage Assembly, Public Safety Advisory Committee, other groups.	2009: Met with AMSAC Motorcycle Safety Committee. 2010: Met with ATA Trucking Association about passing, visibility, and speeds. 2011: Limited staffing available for field meetings. Transportation funding is being reduced.	No action: Consider web reporting, e-notices.
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	No action: Consider web reporting, e-notices.
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. 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: Girdwood 2020 Community updates by Special Project Manager for DOT. Annual: Audits of year to date. Staff booth at Annual DOT/PF, DPS Alaska State Fair booths, MatSu Transportation Fair.	Continue briefings as opportunities arise.
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.	Plan annual safety campaign messages.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EDUCATION CONSIDERATIONS				
Contact: Tammy Kramer, AHSO				
tammy.kramer@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			2012: No education planned messages. 2013: Sign upgrades to link to 511.	
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.	Continued programs. Measure outreach levels.
15	PUBLIC LEGISL 2009	Public shaming, stickers on license, plates	2010-2011: Voluntary bumper stickers distributed for those supporting courtesy, safe driving	No additional action w/o legislation.
16	PUBLIC LEGISL 2009	Promote video conferencing rather than road travel	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,	2009: Considered. Focused instead on funding BHP, REDDI program, education programs, engineering projects, and EMS coordination, and not diverting agency time.	Not recommended.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EDUCATION CONSIDERATIONS				
Contact: Tammy Kramer, AHSO				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		volunteer shifts to observe and make REDDI reports on regular basis.		
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 LEGISL 2009	More education on following distance, following too close.	2009-2013: Primary media funding limited to DUI efforts.	Not recommended at this time.
25	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	Moved to LEGISLATIVE CONSIDERATIONS for tracking.	No additional action. 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.	2009-2013: 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	Increase education messages when funding becomes available

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
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	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.	Continue DRE program through AST.
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

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
scott.thomas@alaska.gov				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
1	Audit Group 2009	Build low cost road projects, while scheduling major upgrades:	<p>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.</p> <p>2009-2013: Hooligan fishery speed zone 45 MPH approved for each May annually.</p> <p>2009-2013: Additional permanent CMS message boards on the NHS Highways at Alyeska Junction and west of Wasilla not recommended due to ongoing costs.</p> <p>2009-2013: Portable signs added to the main Maintenance Stations.</p> <p>2014: Project to tie portable signs into 511 being considered.</p> <p>2012-2013: Passing lane research/modifications under study.</p>	<p>Repair striping, signing at two existing Slow Vehicle Turnouts.</p> <p>Continue projects listed for Safety Corridors.</p>
2	Audit Group 2009	Improve winter sanding/plowing	<p>2009: Paving ruts saved M&O 20% on sanding runs, 50% on Parks. Houston plowing routes to school 30 minutes after DOT plowing.</p> <p>2009-2010: Reviewed EMS concerns with Soldotna M&O. Sanding/roads improved by EMS observation thru 2013.</p> <p>2009: M&O testing aggregate sizes, prewetting salts, and D-1 use on Kenai, added chemicals in Mat-Su. Review salt use.</p> <p>2013: Budget limitations limit salt options. Salt/sand storage areas being improved. Anti-icing technologies being reviewed statewide.</p>	No additional actions beyond current investigation.
3	Audit Group 2009	Cut roadside brush for visibility at night	<p>Prioritizing Safety Corridors, Moose Corridors.</p> <p>2009: Budgets down by 1/3 in Mat-Su. Parks, KGB Corridors cut.</p> <p>2010: Parks, Sterling cut.</p> <p>2013: Statewide vegetation management plan developed, alternatives being reviewed besides cutting, including herbicides.</p>	No additional actions beyond current investigation.
4	Audit Group 2009	Move edge of traveled way, increase shoulder?	<p>Considered. 12' lanes provide width for traffic movement, rut avoidance.</p> <p>Planed rumble strips dictate EOTW location.</p>	No narrowing recommended.
5	Audit Group 2009	Consider Whittier Tunnel operations: Release cars first? Then buses and	<p>2009, 2013: Tunnel operation considered – serious implications with changes – Safehouse capacity, spacing, safety in tunnel requires releasing buses at larger gaps/headways and</p>	No further action.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
		trucks don't lead to a bunch of passing maneuvers.	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.	
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	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.	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.	Review limited opportunities.
9	PUBLIC LEGISL 2009	Make entire corridors No Passing zones, double yellow. Reduce passing opportunities or ban passing.	Considered. Striping must command respect, serve a purpose. Continuous DY does not remove aggressive or poor driving and is not demonstrated to reduce crashes. Concern is it makes it worse.	Not recommended.
10	PUBLIC LEGISL 2009	Make passing lanes double yellow.	Considered. Not recommended systemwide as it does not command respect, does not guide motorists. Our practice is to stripe for guidance and allow driver judgement, expecting greater compliance and respect. Exception made for Turnagain Hill in 2009 based on fatal crash concentrations unique to hill and this site.	Not recommended.

DOT/PF & DPS
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
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.	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. With education, enforcement, public awareness is well known and observable in large numbers of changed driver behavior.	Not recommended.
14	PUBLIC LEGISL 2009	Signs to report reckless drivers every 20 miles or signs with eyes	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 2009, 2011	Build the roads to 4 lanes	2011: Long term projects being pursued for more lanes on all the major corridors. See attached project lists for corridors.	No additional actions.
16	PUBLIC LEGISL 2009, 2011	Better marked pullouts. Larger parking/pullout signs/markings. More "Delay of 5 Vehicle signs" or change message	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: See project lists for Slow Vehicle Turnouts, passing lane upgrades.	No additional work.
17	PUBLIC LEGISL 2009	Build more pullouts	2013-2014: See project lists for Slow Vehicle Turnouts, passing lane upgrades.	No additional actions.

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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
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 pre-design. Crash data shows shoulders also needed. Is a head-on crash concentration area. Environmental Document for new alignments being drafted. Interim design underway with striping visibility tests.	No additional actions.
20	PUBLIC LEGISL 2009	Ferry from Anchorage to Nikiski	MSB ferry 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. All corridors underfunded, funding needs are documented and being pursued.	No additional actions.
23	PUBLIC LEGISL 2009	Install reflective striping	Best available materials used, durability greatly improving. Upkeep is difficult given plowing conditions. See attached projects list for delineation projects through 2014.	No additional actions.
24	PUBLIC LEGISL 2009	Reduce construction delays.	DOT limits to night work, off-peak work and minimizes impact each season, compared to daytime work, weekdays, commuting times. 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 take priority over other winter maintenance.	No additional actions beyond annual funding requests.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

ENGINEERING CONSIDERATIONS				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
26	PUBLIC LEGISL 2009	Plow pullouts during winter months.	Slow Vehicle Turnouts meeting standards, and Passing Lanes are plowed. Other turnouts not meeting speed criteria are selected for plowing based on use.	No additional actions.
27	PUBLIC LEGISL 2009	Add lighting, reflectors	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. 2014: Signs to be installed in Safety Corridors.	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 hook up power source and maintain.	No additional actions.
30	Audit Group 2010	Expand cel coverage through Turnagain Pass to Cooper Landing for 911 call response time improvements. Cooper Landing is all volunteer.	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. 2015: High friction surface treatment will be tested.	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,	No additional actions.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

ENGINEERING CONSIDERATIONS				
Contact: Scott Thomas, DOT/PF				
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Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			DOT has drafted a standard drawing for use of devices versus roadside conditions. Safety Edge paving will be considered in that process.	
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.	Continued timing improvements with hardware.
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.	No additional actions.
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.	Rerank corridors
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.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

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.	Increase emitter installations
2	AUDIT GROUP 2010	Improve radio communications between stations	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. 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. KPB: ALMR improved Cooper Landing comm. Uses radio to dispatch first, then ALMR. Emergencies properly routing through Dispatch, not ALMR. Some overlap in Dispatch worked out. Proper incident command channel priority, encryption are in place. DOT reachable by EMS thru ALMR. DOT 100% on ALMR can talk to any camp.	Improved. No additional action.
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 Girdwood to MP 100. Breakpoint south is at Ingram Creek, but EMS serves farther as	On track. No additional actions.

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HIGHWAY SAFETY CORRIDORS
2013 AUDIT

EMS/FIRE CONSIDERATIONS				
Mat-Su, Kenai, Anchorage Chiefs				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
			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	GFD: Consider statewide grant for safety vests – online forms.
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.	Determine next step after future gaps identified.
8	Audit Group 2013	Maintain, enhance training	2013: Training program begun for trainers. Traffic control techniques for highways. Training more drivers and trainees seasonally in GFD.	Continue to first responder training.
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: DOT examining options under Seward Hwy Windy Corner project.	No additional action.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

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.	No further action.
4	PUBLIC LEGISL 2009	No stopping for wildlife rule and signs.	Wildlife stops are part of corridor’s scenic purpose.	Not recommended.
5	PUBLIC LEGISL 2009	Double or increase severity of points, sentences, or triple fines for rural driving problems. Consider removing driving privileges 15 years to life when there is a fatal crash.	Fines are doubled in Safety Corridors. Points increase for improper passing. Added points or more extreme penalties requires 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.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

REGULATORY CONSIDERATIONS (Executive level considerations, beyond technical/staff authority)				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
8	PUBLIC LEGISL 2009	Email request to establish multiagency leadership to govern highway safety Set up a Highway Watch Board with agency representatives. Work with Insurance companies.	DOT/PF Strategic Hwy Safety Plan makes recommendations on this. 2006: DOT/PF, DPS has multiagency process for Safety Corridors by legislation.	No other actions 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.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
2013 AUDIT

REGULATORY CONSIDERATIONS (Executive level considerations, beyond technical/staff authority)				
Item	Request From	Suggestion / Comment	Related Actions	Recommendations for further Action
14	PUBLIC LEGISL 2009	Mandatory defensive driving, or education in schools	<p><i>Moved from EDUCATION CONSIDERATIONS 2011.</i></p> <p>Driver performance is part of driver’s test. Driver’s training is optional. 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>	Review at Executive level.

DOT/PF & DPS
HIGHWAY SAFETY CORRIDORS
FALL 2013 AUDIT

OTHER AGENCY ADVISORS (EMS, ENFORCEMENT):

Name	Title	Agency	Phone	email
Dep. Chief John Drozdowski	Deputy Chief	AFD Anchorage Fire Dept (HQ : 267-5901).	267-4905	droz@muni.org
Capt. Mike Davidson	Capt. Sta 6	AFD Anchorage Fire Dept. (Seward Hwy Response)	230-4960	davidsonMA@muni.org
Sgt. Steven Buchta	Supervisor	APD Anchorage Police Dept. Traffic Unit	786-2420	sbuchta@muni.org
Lt. Garry Gilliam	Supervisor	APD Anchorage Police Dept. Traffic Unit	786-8647 317-5266c	ggilliam@muni.org
Chief Bill Chadwick	Chief	AFD Girdwood Station	783-2511 602-2112c	chadwickwd@muni.org
Rich Parry	Assist Chief	AFD Girdwood Station	783-2511	parryrn@muni.org
Chief Chris Mokracek	Chief	Kenai Peninsula Borough, Central EMS	262-4792	cmokracek@borough.kenai.ak.us
Gordon Orth	Assist Chief	Kenai Peninsula Borough, Central EMS	262-4792	GOrth@borough.kenai.ak.us
Depty. Chief Roy Browning	Deputy Chief	Kenai Peninsula Borough, Central EMS	262-4792 X 3002	rbrowning@borough.kenai.ak.us
Capt. Andrew Greenstreet	Captain	AST 'E' Detachment, Kenai Peninsula	262-4453	Andrew.greenstreet@alaska.gov
Sgt. Eugene Fowler	State Trooper	BHP/AST Soldotna, E Detachment		vernie.fowler@alaska.gov
Chief Pete Mlynarik	Chief	SPD Soldotna Police Dept.	262-4455	pmlynarik@ci.soldotna.ak.us
Pat Malone	KPB RSA Director	KPB Public Works Dept.	262-4427	pmalone@borough.kenai.ak.us
Chief James Steele	Chief	Central Mat-Su Fire Department, Station 61	373-8805	james.steele@matsugov.us
Depty Chief Michael Keenan	Deputy Chief	Central Mat-Su Fire Department, Station 61	373-8806	
Capt. Hans Brinke	Captain	AST 'B' Detachment, Mat-Su	746-9135	hans.brinke@alaska.gov
Sgt. Robert French	State Trooper	BHP/AST MatSu, B Detachment	373-8307	robert.french@alaska.gov
Lt. Tom Dunn	State Trooper	BHP/AST MatSu, B Detachment	373-8333	Arthur.dunn@alaska.gov
Vacant	Officer	HPD Houston Police Dept	892-6447	
Chief Tom Hood	Chief	HFD Houston Fire Dept.	892-6869	thood@houston-ak.gov
Sgt. Bill Rapson	Law Enfrcmt Liason	WPD Wasilla Police Dept.	352-5417	brapson@ci.wasilla.ak.us
Chief Gene Belden	Chief	WPD Wasilla Police Dept.	352-5401	gbelden@ci.wasilla.ak.us
Thomas Remaley	Chief	PPD Palmer Police Dept.	746-9405	remaley@palmerpolice.com
Brad Sworts	Transp Planner	MSB Planning Dept Mgr	746-7430	Brad.sworts@matsugov.us
Mike Weller	Transp Planner	MSB Planning Dept, Hwy	746-7422	Michael.Weller@matsugov.us

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