

**SB**

**261**

**HFIN**

**FILE**

**HOUSE COMMITTEE REPC 7**

(11)

Date Referred to Committee: April 18, 2006

**FURTHER REFERRALS:**

Date of Committee Action: 4/25/06

The FINANCE Committee considered:

CSSB 261(FIN)

CS FOR SENATE BILL NO. 261(FIN)

REGULATION OF HWYS; TRAFFIC OFFENSES

"An Act relating to the designation of traffic safety corridors; relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines; and providing for an effective date."

Recommends it be replaced with [] HCS or [] CS SB 261 (JUD)  
 For Senate Bills with new title: [ ] Technical Title [ ~~] New Title: HCR~~ [ ] Same Title [] New Title

- [ ] attach amendments
- [ ] add new referral to \_\_\_\_\_ Committee
- [ ] Letter of Intent \_\_\_\_\_ Committee

List of Abbrev for Depts.:  
 ADM  
 CED  
 COR  
 CRT  
 EED  
 DEC  
 DFG  
 GOV  
 HSS  
 LEG  
 LAW  
 LWF  
 MVA  
 DNR  
 DPS  
 REV  
 DOT  
 EA

<u>NEW FISCAL NOTES</u>				
*Assigned by Chief Clerk's Office				
List by Dept(s):	*FN#	Fiscal	Indet.	Zero
HFC			✓	

<u>PREVIOUS FISCAL NOTES</u>				
List by Dept(s):	FN#	Fiscal	Indet.	Zero
DIST	1	✓		
DPS	2			✓
AK COURT	3			✓

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
<i>Bea Kestula</i>	Herthick			✓	
<i>[Signature]</i>	Saupe	X			
<i>[Signature]</i>	Holm				✓
<i>[Signature]</i>	Hawker	X			
<i>[Signature]</i>	Weyhrauch			X	
<i>[Signature]</i>	Foster	X			
<i>[Signature]</i>	Stoltz				
Chair: <i>[Signature]</i>	Meyer	X			
Chair: <i>[Signature]</i>	Chenault	X			

# FISCAL NOTE

STATE OF ALASKA  
2006 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HCS CS SB 261(JUD)  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: All  
 Title Regulation of Highways; Traffic Offenses RDU \_\_\_\_\_  
 Component \_\_\_\_\_  
 Sponsor Senate Rules by Request of the Governor  
 Requester \_\_\_\_\_ Component No. \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>	*	*	*	*	*	*
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This legislation provides for enhanced fines related to motor vehicle traffic offenses committed within a designated safety corridor. The passage of this legislation will result in increased revenue to the State. It is not possible to accurately determine the precise amount of revenue that will be generated due to the passage of this legislation.

Prepared by: House Finance Committee  
 Division: \_\_\_\_\_  
 Approved by: Representative Meyer  
Representative Chenault

Phone 465-4945  
 Date/Time 04/25/06 9:37 a.m.  
 Date \_\_\_\_\_

# FISCAL NOTE

STATE OF ALASKA  
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1  
Bill Version: SB 261  
(S) Publish Date: 2/01/06

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
Title Highway Safety Corridors RDU Administration & Support  
Component Transportation Management  
Sponsor House Rules/Senate Rules And Security  
Requester Governor Component No. 2607

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	5.0					
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

FUND SOURCE	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
1002 Federal Receipts						
1003 GF Match						
1004 GF	5.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

Maintenance and operations staff estimate the cost for materials for re-signing a designated corridor to be \$5,000 per corridor. This includes new signs for each end of the corridor alerting the driving public that they are entering a double fine safety corridor, and replacement signs for the speed limit signs throughout the corridor, which would include the double fine notice. Installation costs, including personnel and equipment, would be absorbed within existing M&O budgets.

Prepared by: Johr Manly  
Division: Legislative Liaison, DOT&PF  
Approved by: Mike Barton  
Agency: Commissioner, DOT&PF

Phone 465-8994  
Date/Time 1/30/06 10:00 AM  
Date 1/30/2006

# FISCAL NOTE

STATE OF ALASKA  
2006 LEGISLATIVE SESSION

Fiscal Note Number: 2  
Bill Version: SB 261  
(S) Publish Date: 2/1/06

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Public Safety  
Title: "An Act relating to the designation of traffic safety corridors; relating to the bail or fine for..." RDU: Alaska State Troopers  
Sponsor: Rules Committee Component: AST Detachments  
Requester: Governor Component No.: 2325

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This bill will create traffic safety corridors and provide enhanced fines or bail amounts related to motor vehicle traffic offenses committed within a traffic safety corridor. This proposed legislation will also allow the legislature to appropriate 50% of the fines for offenses committed in this corridor. These funds will be accounted for separately and go towards highway safety programs administered by the Department of Transportation and Public Facilities.

The enforcement of law applicable to motor vehicles within the traffic safety corridors will be enforced by using the existing assets currently available within the division of the Alaska State Troopers. There will be no fiscal impact on the Department of Public Safety.

Prepared by: Lieutenant James Helgoe  
Division: Alaska State Troopers  
Approved by: Commissioner William Tandoske  
Agency: Department of Public Safety

Phone: 907-269-4532  
Date/Time: 1/27/06 1:35 PM  
Date: 1/27/2006

# FISCAL NOTE

STATE OF ALASKA  
2006 LEGISLATIVE SESSION

Fiscal Note Number: 3  
Bill Version: CSSB 261(FIN)  
(S) Publish Date: 3/22/06

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: \_\_\_\_\_  
Title: Regulation of Highways; Traffic Offenses RDU: Alaska Court System  
Component: Trial Courts  
Sponsor: Senate Rules by Request of the Governor  
Requester: \_\_\_\_\_ Component No.: \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

The court system does not anticipate any fiscal impact from the passage of CSSB 261(TRA).

Prepared by: Doug Wooliver, Administrative Attorney  
Division: Alaska Court System  
Approved by: Doug Wooliver for Stephanie Cole, Administrative Director  
Agency: Alaska Court System

Phone: 463-4750  
Date/Time: 3/17/06 @ 8:00 am  
Date: 3/17/2006

THE  
FOLLOWING  
DOCUMENT(S)  
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# Alaska State Legislature



House of Representatives  
House Judiciary Committee

State Capitol, Room 120  
Juneau, Alaska 99801-1182  
(907) 465-4990

Adopted by the Judiciary Committee  
April 19, 2006

Letter of Intent  
HCS SB 261 (JUD)

The Alaska Traffic Manual requires that signs be posted in each Traffic Safety Corridor and Safety Zone at intervals no greater than every five miles. The signs must state that traffic fines are doubled. The Legislature requests that the manual be revised to require that such signs be posted at intervals no greater than every three miles.

A handwritten signature in cursive script, reading "Lesil McGuire".

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Representative Lesil McGuire, Chair, House Judiciary Committee

**COMMITTEE COPY**

**HOUSE CONCURRENT RESOLUTION NO.**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**TWENTY-FOURTH LEGISLATURE - SECOND SESSION**

**BY THE HOUSE JUDICIARY COMMITTEE**

**Introduced:**  
**Referred:**

**A RESOLUTION**

1 **Suspending Rules 24(c), 35, 41(b), and 42(e), Uniform Rules of the Alaska State**  
2 **Legislature, concerning Senate Bill No. 261, relating to traffic safety corridors.**

3 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4       That under Rule 54, Uniform Rules of the Alaska State Legislature, the provisions of  
5 Rules 24(c), 35, 41(b), and 42(e), Uniform Rules of the Alaska State Legislature, regarding  
6 changes to the title of a bill, are suspended in consideration of Senate Bill No. 261, relating to  
7 traffic safety corridors.

Dear President Stevens:

Under the authority of art. III, section 18, of the Alaska Constitution, I am transmitting a bill relating to the designation of traffic safety corridors; and relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines.

This bill would authorize the Department of Transportation and Public Facilities to designate a portion of a highway to be a traffic safety corridor by posting signs at the beginning and end of the corridor. The designation would be made to promote traffic safety in that area.

The Alaska Supreme Court and each municipality would be required to provide that the scheduled amount of a fine or bail for a motor vehicle or traffic offense in a traffic safety corridor would be double the amount of the fine or bail if the offense had not been committed in a traffic safety corridor.

The provisions of AS 28.05.151(d) and AS 28.40.070 currently provide for double fines or bail for motor vehicle or traffic offenses in areas designated as highway work zones. These provisions would be amended by adding references to traffic safety corridors.

The bill also would provide for separate accounting for fines collected for traffic safety corridor offenses, and for appropriation of 50 percent of those collected fines to the Department of Transportation and Public Facilities, highway safety planning agency, for highway safety programs.

The bill would have an immediate effective date so that traffic safety corridors could be designated as soon as possible.

I urge your prompt and favorable action on this measure.

Sincerely yours,

Frank H. Murkowski  
Governor

# SAFETY ZONE

## What is a Traffic Safety Corridor?

A safety corridor is a designated "safety zone", similar to a school zone or a work zone. Candidate roads have a high rate or concentration of fatal and severe injury crashes. The purpose of designating a zone is to reduce the rate or concentration of fatal and severe injury crashes. There may be a need to target reckless, intimidating, and aggressive driving, as well as drunk driving (TRIAD). Head-on collisions, unsafe passing or unsafe speeds are some characteristics. Other factors include falling asleep, medications and driver inexperience.

Oregon built one of the earliest programs over ten years ago. They have successfully designated corridors, reduced crashes, and eventually decommissioned them. Success requires a concerted effort of increased education, enforcement, and engineering (Three E's). Ohio has a model program for safety zone enforcement planning and daily duties.

Several other states have begun safety corridor programs. Typical elements include:

- Short two-lane, rural highway segments - 10 to 20 miles
- Focus on a few problematic highways
- Double fines and/or double points legislation
- Funding targeted, sustained highway patrol
- Expedite incident response
- Target *TRIAD* drivers, reduce driver frustration
- Quick, affordable road safety devices – special signs, centerline rumble strips
- Repeated media campaigns to educate drivers
- Investing in longer term, higher cost major road improvements
- Decommissioning to make efforts available elsewhere

Safety corridor efforts can last for years until major improvements can be put in place. Limited resources are focused on a few key roadways where the "three E's" can be brought to bear. Best results are in areas where efforts reach familiar returning drivers.

# DOUBLE FINES

# SAFETY ZONE

## What Alaska is Doing

Alaska Legislation – SB 261, HB 417 Safety Corridor Designation under legislation.  
Roadway Screening – Crash data reviews, field safety checks  
Trooper Funding – Alaska Highway Safety Office funding of DUI enforcement  
Education Campaigns – Chill Out; Buckle Up; You Drink, You Drive, You Lose

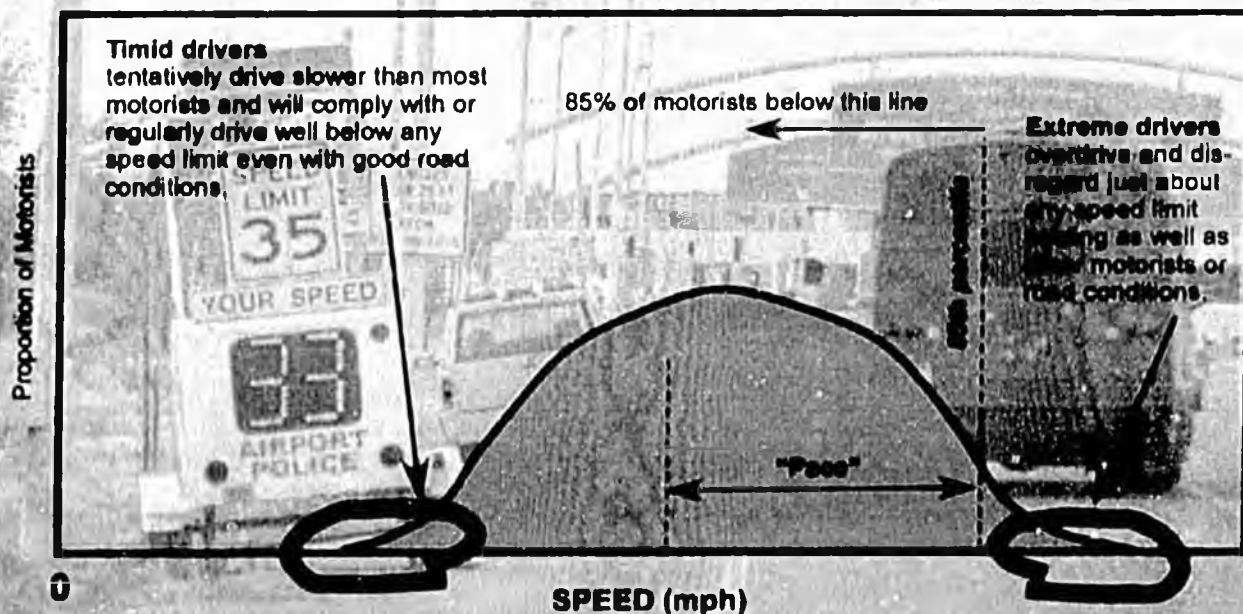
Education, Enforcement, and Engineering efforts have been ongoing for years. Safety Corridors focus additional resources for these efforts to a particular highway segment.

## Potential Alaska Safety Corridor Candidates

- Knik-Goose Bay Road – Wasilla to Pt. McKenzie Rd
- Parks Highway – Wasilla to Big Lake
- Palmer-Wasilla Highway – Glenn Hwy to Parks Hwy
- Seward Highway – Anchorage to Girdwood
- Sterling Highway – Soldotna to Sterling

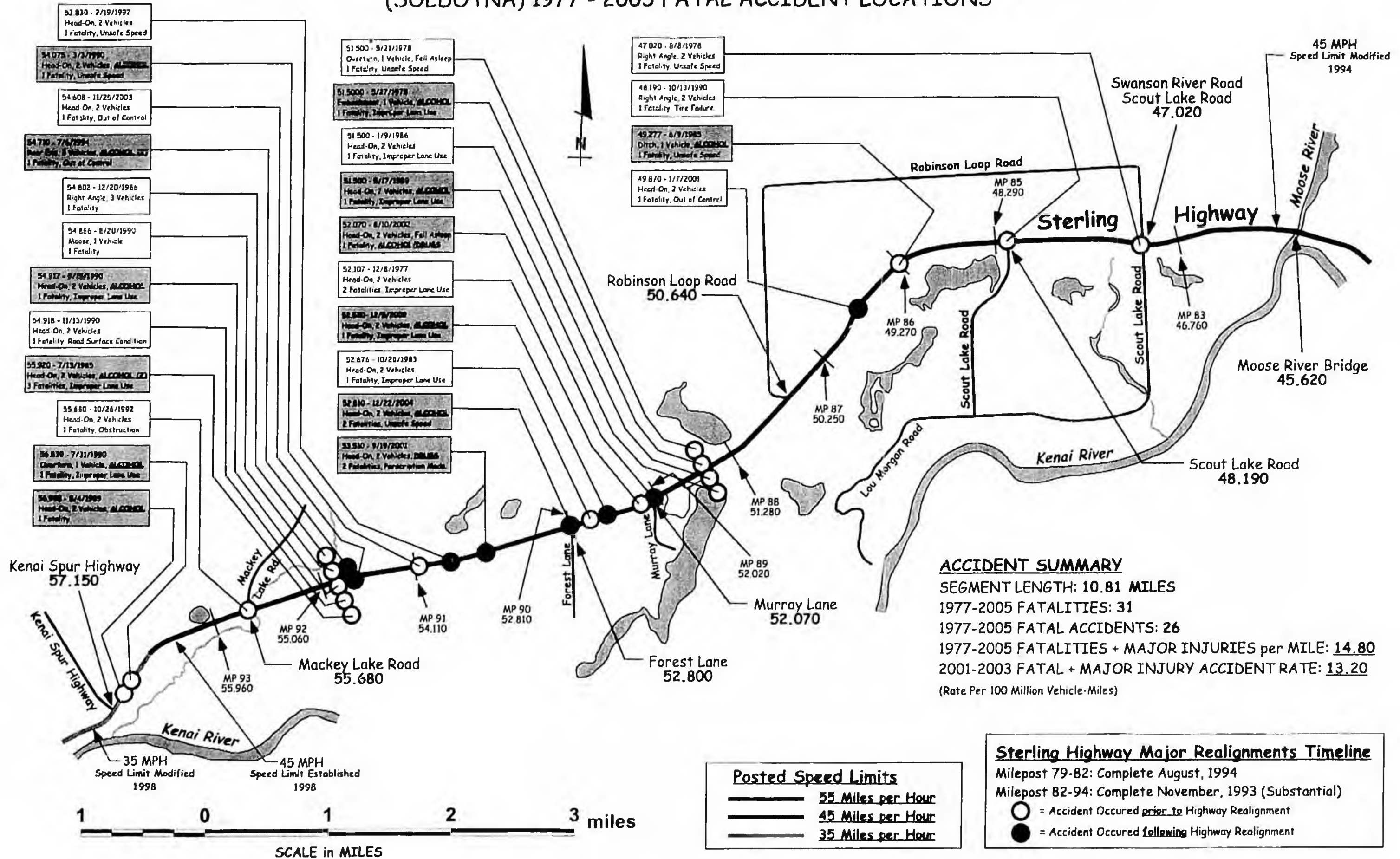
Increased safety can be achieved when the road meets driver expectations and motorists drive consistently. Combined engineering, education and enforcement is needed to maximize safe driving behavior. Most motorists drive reasonably and consistently within the law. Ideally, all motorists would, much like a bell curve without the traffic conflicts caused by motorists on each end of the scale.

## TYPICAL SPEED DISTRIBUTION OF TRAFFIC ON MOST ROADS



The 85th percentile is the ideal speed limit posting when the "PACE" contains the most motorists. Red areas are GOOD targets for enforcement when the speed limit, pace, and 85th percentile are well matched.

# STERLING HIGHWAY: MOOSE RIVER (STERLING SCALEHOUSE) to KENAI SPUR ROAD (SOLDOTNA) 1977 - 2005 FATAL ACCIDENT LOCATIONS



53 830 - 2/19/1997  
Head-On, 2 Vehicles  
1 Fatality, Unsafe Speed

54 075 - 3/3/1990  
Head-On, 2 Vehicles, ALCOHOL  
1 Fatality, Unsafe Speed

54 608 - 11/25/2003  
Head-On, 2 Vehicles  
1 Fatality, Out of Control

54 710 - 7/6/1994  
Rear-End, 3 Vehicles, ALCOHOL, DUES  
1 Fatality, Out of Control

54 802 - 12/20/1986  
Right Angle, 3 Vehicles  
1 Fatality

54 866 - 8/20/1990  
Moose, 1 Vehicle  
1 Fatality

54 917 - 9/18/1990  
Head-On, 2 Vehicles, ALCOHOL  
1 Fatality, Improper Lane Use

54 918 - 11/13/1990  
Head-On, 2 Vehicles  
1 Fatality, Road Surface Condition

55 920 - 7/13/1985  
Head-On, 2 Vehicles, ALCOHOL, DUES  
3 Fatalities, Improper Lane Use

55 660 - 10/26/1992  
Head-On, 2 Vehicles  
1 Fatality, Obstruction

56 830 - 7/31/1990  
Overturn, 1 Vehicle, ALCOHOL  
1 Fatality, Improper Lane Use

56 998 - 6/4/1989  
Head-On, 2 Vehicles, ALCOHOL  
1 Fatality

51 500 - 9/21/1978  
Overturn, 1 Vehicle, Fall Asleep  
1 Fatality, Unsafe Speed

51 500 - 5/27/1978  
Overturn, 1 Vehicle, ALCOHOL  
1 Fatality, Improper Lane Use

51 500 - 1/9/1986  
Head-On, 2 Vehicles  
1 Fatality, Improper Lane Use

51 500 - 9/17/1989  
Head-On, 2 Vehicles, ALCOHOL  
1 Fatality, Improper Lane Use

52 070 - 8/10/2002  
Head-On, 2 Vehicles, Fall Asleep  
1 Fatality, ALCOHOL, DUES

52 107 - 12/8/1977  
Head-On, 2 Vehicles  
2 Fatalities, Improper Lane Use

52 530 - 12/9/2000  
Head-On, 2 Vehicles, ALCOHOL  
1 Fatality, Improper Lane Use

52 676 - 10/20/1983  
Head-On, 2 Vehicles  
1 Fatality, Improper Lane Use

52 810 - 12/22/2004  
Head-On, 2 Vehicles, ALCOHOL  
2 Fatalities, Unsafe Speed

53 510 - 9/19/2001  
Head-On, 2 Vehicles, DUES  
2 Fatalities, Paratrophy Made

47 020 - 8/8/1978  
Right Angle, 2 Vehicles  
1 Fatality, Unsafe Speed

48 190 - 10/13/1990  
Right Angle, 2 Vehicles  
1 Fatality, Tire Failure

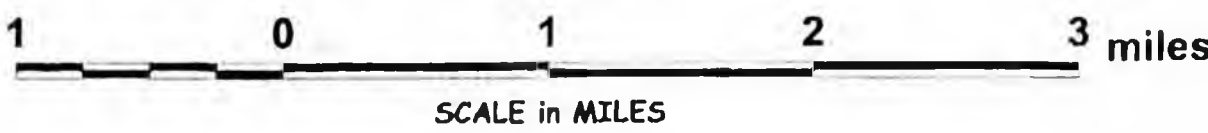
49 277 - 6/9/1985  
Ditch, 1 Vehicle, ALCOHOL  
1 Fatality, Unsafe Speed

49 870 - 1/7/2001  
Head-On, 2 Vehicles  
1 Fatality, Out of Control

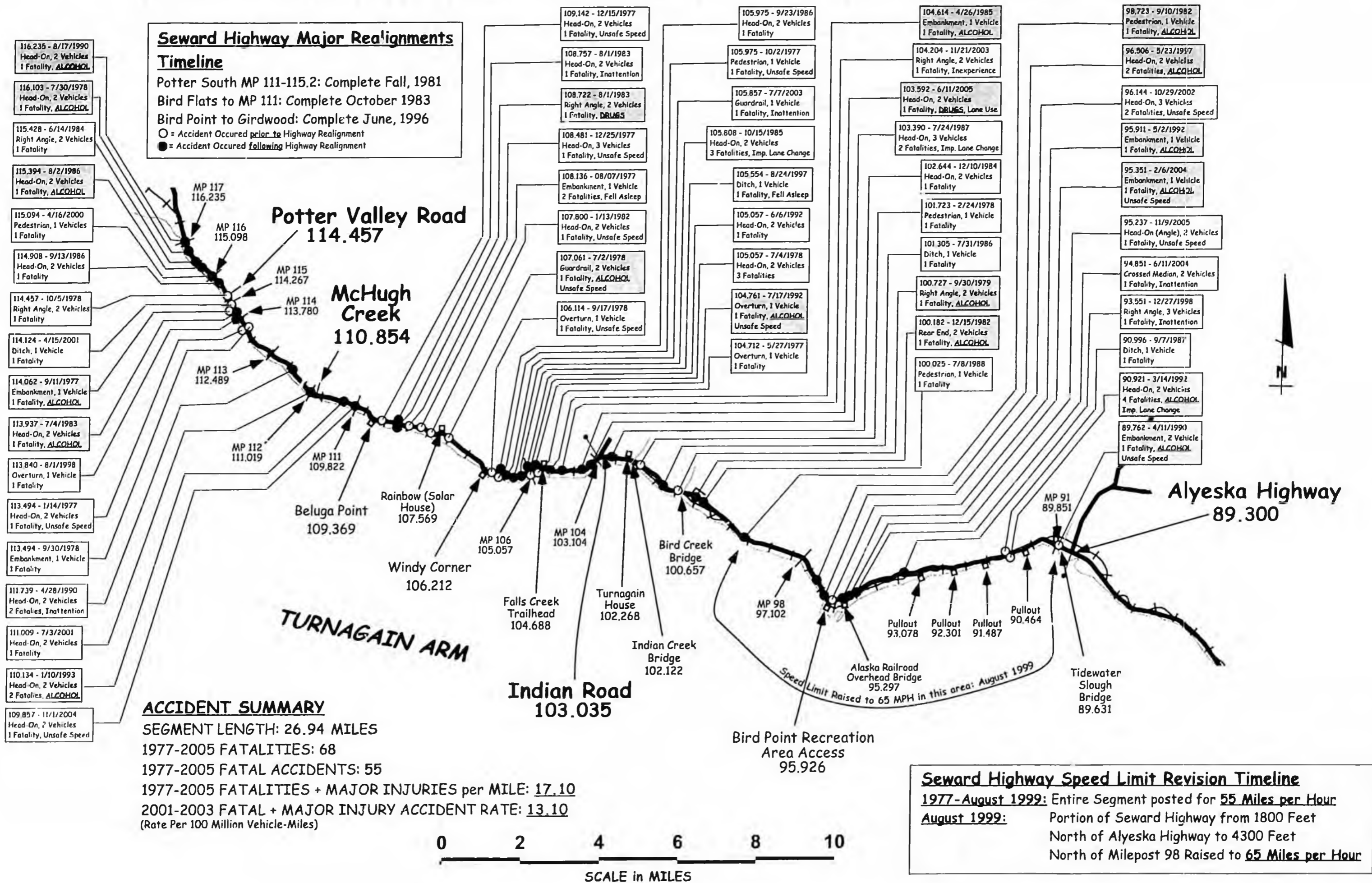
**ACCIDENT SUMMARY**  
 SEGMENT LENGTH: 10.81 MILES  
 1977-2005 FATALITIES: 31  
 1977-2005 FATAL ACCIDENTS: 26  
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.80  
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 13.20  
 (Rate Per 100 Million Vehicle-Miles)

**Sterling Highway Major Realignment Timeline**  
 Milepost 79-82: Complete August, 1994  
 Milepost 82-94: Complete November, 1993 (Substantial)  
 ○ = Accident Occurred prior to Highway Realignment  
 ● = Accident Occurred following Highway Realignment

**Posted Speed Limits**  
 ——— 55 Miles per Hour  
 ——— 45 Miles per Hour  
 ——— 35 Miles per Hour



# SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD 1977 - 2005 FATAL ACCIDENT LOCATIONS



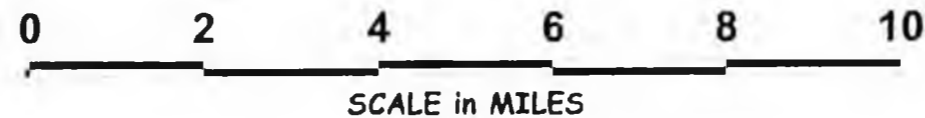
**Seward Highway Major Realignments Timeline**

Potter South MP 111-115.2: Complete Fall, 1981  
 Bird Flats to MP 111: Complete October 1983  
 Bird Point to Girdwood: Complete June, 1996

○ = Accident Occurred *prior to* Highway Realignment  
 ● = Accident Occurred *following* Highway Realignment

**ACCIDENT SUMMARY**

SEGMENT LENGTH: 26.94 MILES  
 1977-2005 FATALITIES: 68  
 1977-2005 FATAL ACCIDENTS: 55  
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 17.10  
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 13.10  
 (Rate Per 100 Million Vehicle-Miles)



**Seward Highway Speed Limit Revision Timeline**

1977-August 1999: Entire Segment posted for **55 Miles per Hour**  
August 1999: Portion of Seward Highway from 1800 Feet North of Alyeska Highway to 4300 Feet North of Milepost 98 Raised to **65 Miles per Hour**

# PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56)

## 1977 - 2005 FATAL ACCIDENT LOCATIONS

### ACCIDENT SUMMARY

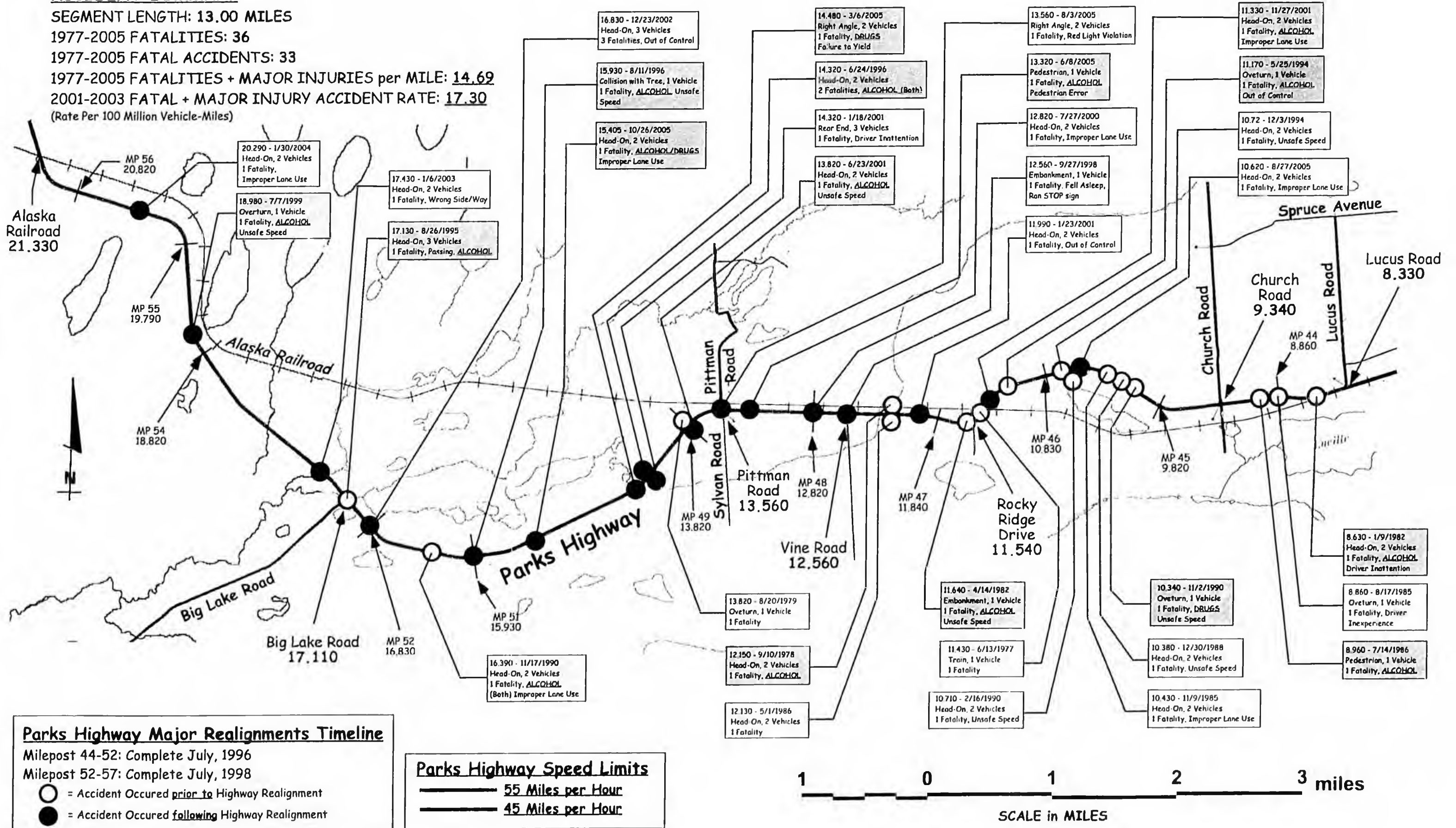
SEGMENT LENGTH: 13.00 MILES

1977-2005 FATALITIES: 36

1977-2005 FATAL ACCIDENTS: 33

1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.69

2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 17.30  
(Rate Per 100 Million Vehicle-Miles)



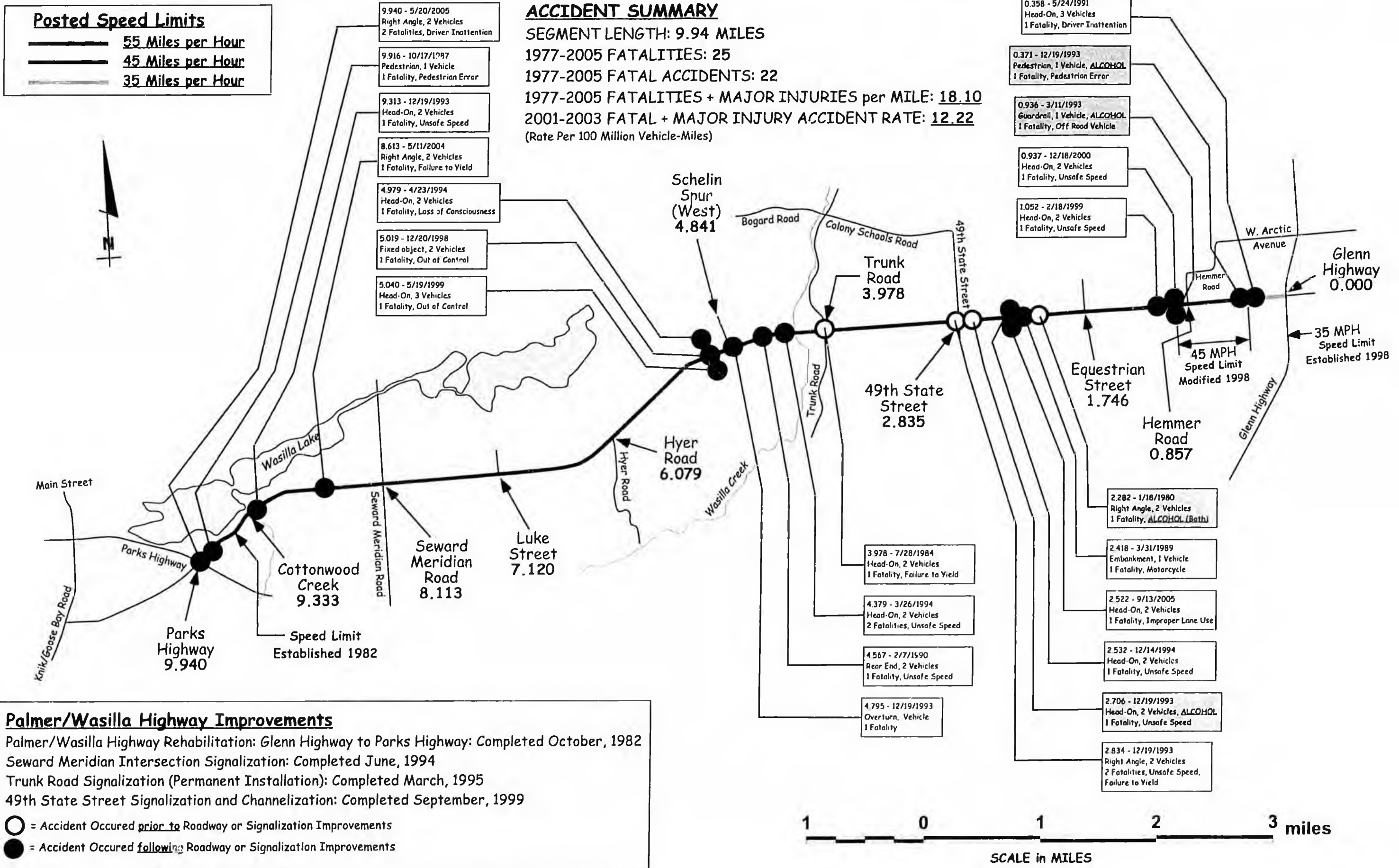
# PALMER/WASILLA HIGHWAY: GLENN HIGHWAY TO PARKS HIGHWAY 1977 - 2005 FATAL ACCIDENT LOCATIONS

**Posted Speed Limits**

- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

**ACCIDENT SUMMARY**

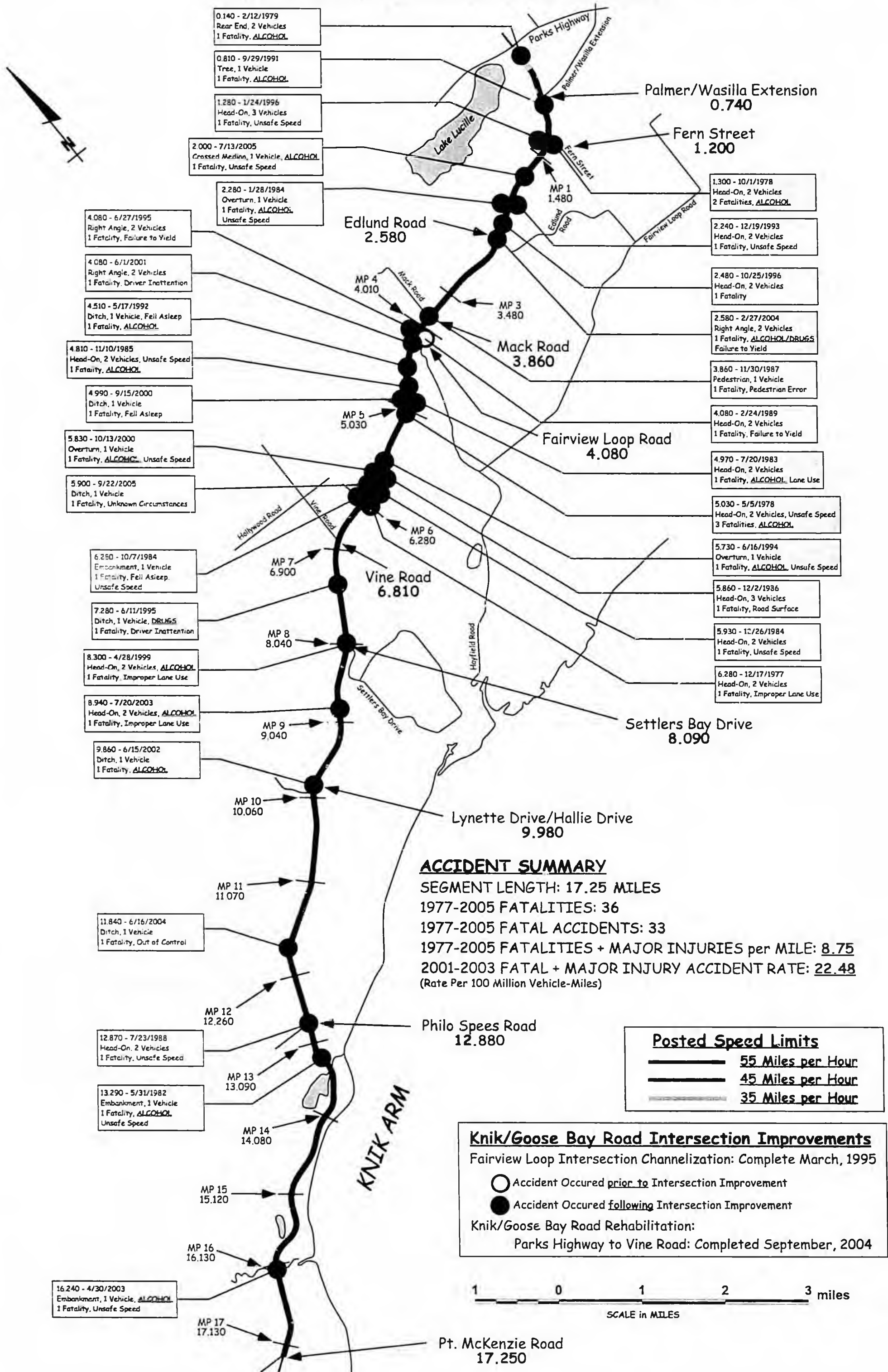
SEGMENT LENGTH: 9.94 MILES  
 1977-2005 FATALITIES: 25  
 1977-2005 FATAL ACCIDENTS: 22  
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 18.10  
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 12.22  
 (Rate Per 100 Million Vehicle-Miles)



**Palmer/Wasilla Highway Improvements**

Palmer/Wasilla Highway Rehabilitation: Glenn Highway to Parks Highway: Completed October, 1982  
 Seward Meridian Intersection Signalization: Completed June, 1994  
 Trunk Road Signalization (Permanent Installation): Completed March, 1995  
 49th State Street Signalization and Channelization: Completed September, 1999

# KNIK/GOOSE BAY ROAD: PARKS HIGHWAY TO POINT MCKENZIE ROAD 1977 - 2005 FATAL ACCIDENT LOCATIONS



### ACCIDENT SUMMARY

SEGMENT LENGTH: 17.25 MILES  
 1977-2005 FATALITIES: 36  
 1977-2005 FATAL ACCIDENTS: 33  
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: **8.75**  
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: **22.48**  
 (Rate Per 100 Million Vehicle-Miles)

**Posted Speed Limits**

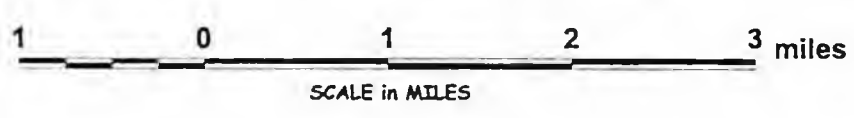
- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

**Knik/Goose Bay Road Intersection Improvements**

Fairview Loop Intersection Channelization: Complete March, 1995

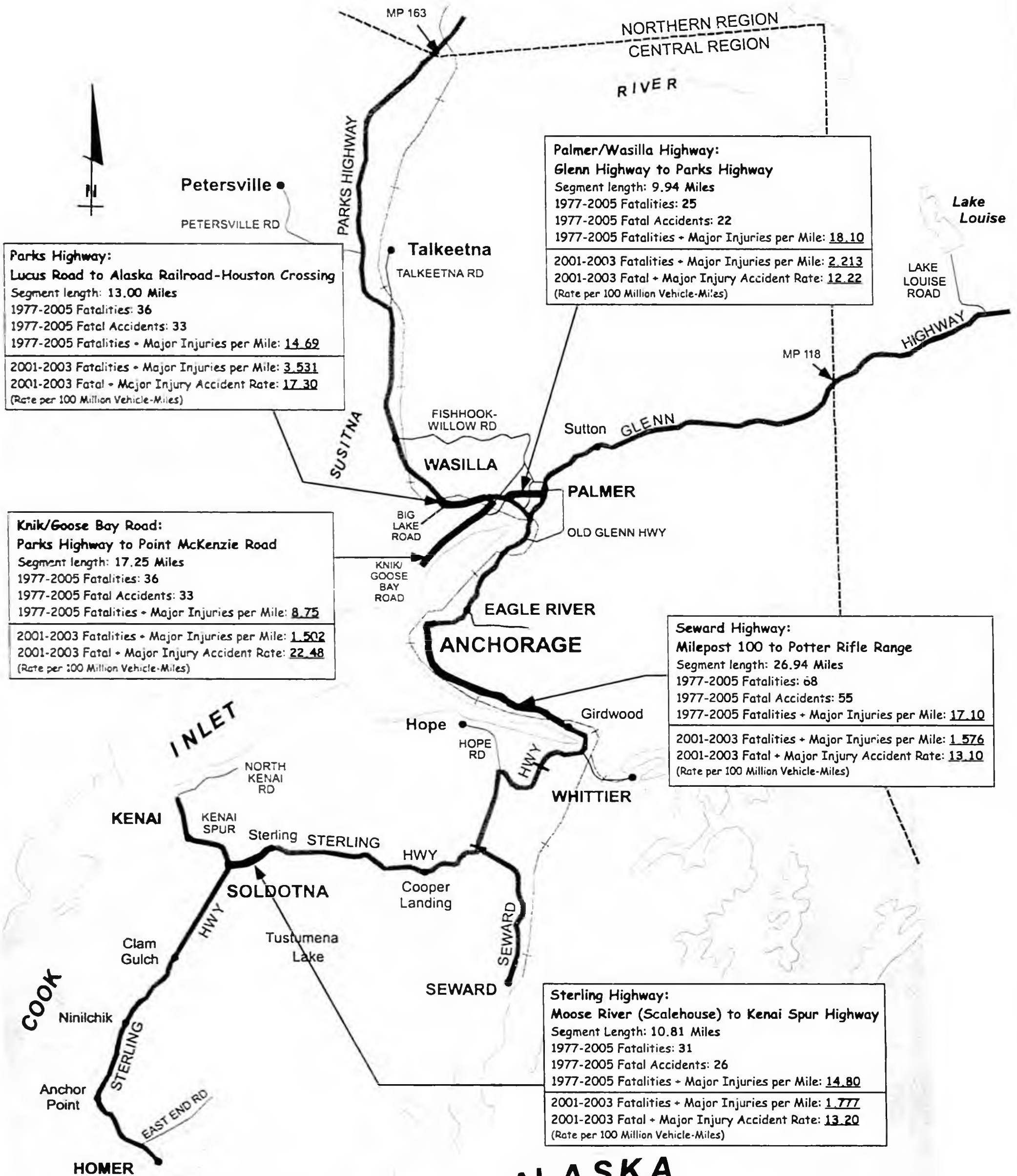
- Accident Occured prior to Intersection Improvement
- Accident Occured following Intersection Improvement

Knik/Goose Bay Road Rehabilitation:  
Parks Highway to Vine Road: Completed September, 2004



# Leading Rural Highway Candidates for Traffic Safety Corridor Designation

Central Region (Using 1977-2005 Accident Data)



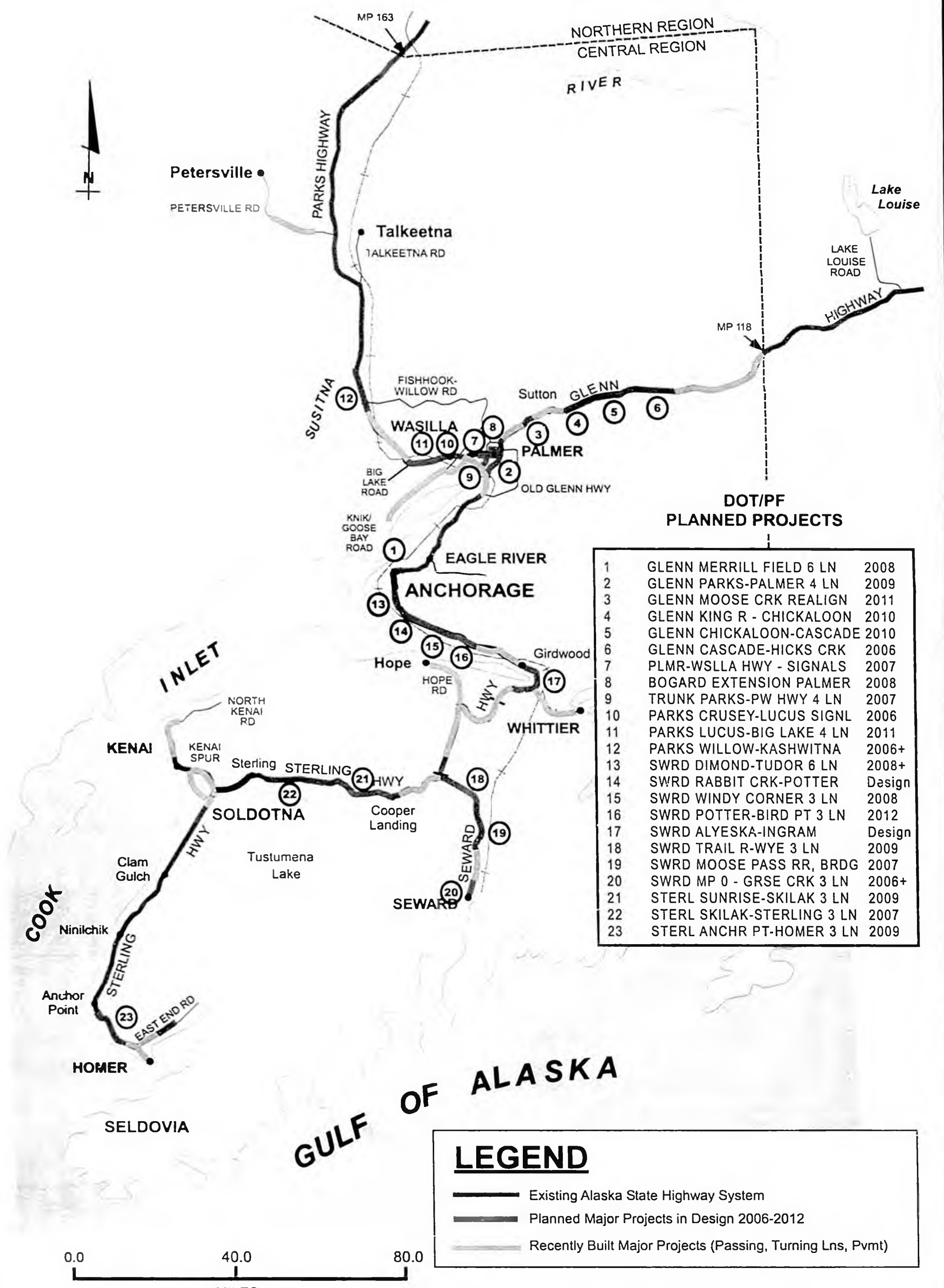
## LEGEND

2001-2003 Central Region NHS Rural Route AVERAGES  
AVERAGE Fatalities + Major Injuries per Mile: 0.777  
AVERAGE Fatal + Major Injury Accident Rate: 9.019  
(Rate per 100 Million Vehicle-Miles)

- Top Rural Highway Safety Corridor Candidates  
(Fatal + Major Injuries per mile and Fatal + Major Injury Accident Rate)
- Existing Alaska State Highway System



# Major Highway Projects Planned and Built, Central Region



## DOT/PF PLANNED PROJECTS

1	GLENN MERRILL FIELD 6 LN	2008
2	GLENN PARKS-PALMER 4 LN	2009
3	GLENN MOOSE CRK REALIGN	2011
4	GLENN KING R - CHICKALOON	2010
5	GLENN CHICKALOON-CASCADE	2010
6	GLENN CASCADE-HICKS CRK	2006
7	PLMR-WSLLA HWY - SIGNALS	2007
8	BOGARD EXTENSION PALMER	2008
9	TRUNK PARKS-PW HWY 4 LN	2007
10	PARKS CRUSEY-LUCUS SIGNAL	2006
11	PARKS LUCUS-BIG LAKE 4 LN	2011
12	PARKS WILLOW-KASHWITNA	2006+
13	SWRD DIMOND-TUDOR 6 LN	2008+
14	SWRD RABBIT CRK-POTTER	Design
15	SWRD WINDY CORNER 3 LN	2008
16	SWRD POTTER-BIRD PT 3 LN	2012
17	SWRD ALYESKA-INGRAM	Design
18	SWRD TRAIL R-WYE 3 LN	2009
19	SWRD MOOSE PASS RR, BRDG	2007
20	SWRD MP 0 - GRSE CRK 3 LN	2006+
21	STERL SUNRISE-SKILAK 3 LN	2009
22	STERL SKILAK-STERLING 3 LN	2007
23	STERL ANCHR PT-HOMER 3 LN	2009

## LEGEND

- Existing Alaska State Highway System
- Planned Major Projects in Design 2006-2012
- Recently Built Major Projects (Passing, Turning Lns, Pvmnt)

