

SB

261

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

DATE: 3/15/06

FURTHER:

DATE TURNED
 IN TO OFFICE: 3/21/06

Finance Committee considered

SENATE BILL NO. 261

SB 261 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."

and recommends:

- be replaced with _____ CS SB 261 (FIN)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

CS Senate Bill:
 Same Title
 New Title

SCS House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#
AK Court	3/17/06			✓	

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#
DOT	1/30/06	5,170			1
DPS	1/27/06			✓	2

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>[Signature]</i>	✓			
<i>[Signature]</i>			✓	
<i>[Signature]</i>	✓			
<i>[Signature]</i>	✓			
COCHAIR: <i>[Signature]</i>	✓			
COCHAIR: <i>[Signature]</i>	✓			

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						
TOTAL OPERATING	5.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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)						
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

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: John Manly Phone 465-8994
 Division: Legislative Liaison, DOT&PF Date/Time 1/30/06 10 00 AM
 Approved by: Mike Barton Date 1/30/2006
 Agency: Commissioner, DOT&PF

FISCAL NOTE

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

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
 Component AST Detachments
 Sponsor Rules Committee
 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						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

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						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

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

POSITIONS	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
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 Holgoe Phone 907-269-4532
 Division: Alaska State Troopers Date/Time 1/27/06 1:35 PM
 Approved by: Commissioner William Tandeske Date 1/27/2006
 Agency: Department of Public Safety

FISCAL NOTE

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

STATE OF ALASKA
 2006 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: CSSB261(TRA)-Courts-3-17-06
 () Publish Date: _____

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						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

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

CS FOR SENATE BILL NO. 261(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 3/15/06
Referred: Finance

Sponsor(s): SENATE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

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

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

5 * Section 1. AS 19.10 is amended by adding a new section to read:

6 Sec. 19.10.075. Designation of traffic safety corridors; fines. (a) To promote
7 traffic safety, the department may designate a portion of a highway to be a traffic
8 safety corridor. The commissioner shall establish criteria for the designation and
9 continuation of traffic safety corridors. In establishing the criteria, the commissioner
10 may consider accident data and reports, the type and volume of vehicular traffic,
11 engineering and traffic studies, and other relevant factors. Before the department
12 designates a traffic safety corridor, the commissioner shall consult with the
13 commissioner of public safety and may consult with other local, state, and federal
14 agencies with responsibility for traffic safety. A motor vehicle or traffic offense

shall

1 committed in a traffic safety corridor is subject to a double fine as provided in
 2 AS 28.40.070. The department shall erect signs designating traffic safety corridors and
 3 alerting the public that motor vehicle and traffic offenses committed within a corridor
 4 are subject to double fines. A claim for damages may not be made against the state or
 5 its officers, employees, or agents for an act or omission relating to the designation of
 6 and erection of signs regarding a traffic safety corridor.

7 (b) The legislature may appropriate 50 percent of the fines for offenses
 8 committed in a traffic safety corridor imposed under AS 28.40.070 and collected and
 9 separately accounted for by the state under AS 37.05.142, to the division of the
 10 Department of Transportation and Public Facilities responsible for highway safety
 11 planning, for highway safety programs.

12 * Sec. 2. AS 28.05.151(d) is amended to read:

13 (d) The supreme court, in establishing scheduled amounts of bail under this
 14 section, and each municipality that establishes or has established a fine scheaule under
 15 this section shall provide that the scheduled amount of bail or fine, as applicable, for a
 16 motor vehicle or traffic offense that is committed in a highway work zone or traffic
 17 safety corridor shall be double the amount of the bail or fine for the offense if it had
 18 not been committed in a highway work zone or traffic safety corridor.

19 * Sec. 3. AS 28.40.070 is amended to read:

20 **Sec. 28.40.070. Fines for offenses committed within highway work zones**
 21 **and traffic safety corridors doubled.** Whenever a person violates a provision of this
 22 title or a regulation adopted under the authority of this title within a highway work
 23 zone or traffic safety corridor, notwithstanding the amount of the fine or the
 24 maximum fine set under this title, the fine, or maximum fine, is double the amount
 25 provided in this title.

26 * Sec. 4. AS 28.40.070 is amended by adding new subsections to read:

27 (b) Fines imposed and collected under this section for offenses that are
 28 committed in a traffic safety corridor shall be separately accounted for under
 29 AS 37.05.142.

30 (c) Notwithstanding the requirements of (b) of this section and AS 37.05.142,
 31 the Alaska Court System shall deposit fines collected under this section for offenses

SENATE FINANCE COMMITTEE
3/21/2006 COMMITTEE ACTION

Bill Number	SB 261		
Amendment	# 1		
Motion	to adopt		
<u>Motion by</u>	Wilken		
<u>Objection by</u>	Green		
Removed	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Bunde			
Senator Dyson			
Senator Hoffman			
Senator Olson			
Senator Stedman			
Co-Chair Wilken			
Co-Chair Green			
<u>Tally</u>			
Yea			
Nay			
Absent			
MOTION	ADOPTED		

Proof

24-GS2083VY

CS FOR SENATE BILL NO. 261(FIN)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY THE SENATE FINANCE COMMITTEE

Offered:
Referred:

Sponsor(s): SENATE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

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

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

5 * Section 1. AS 19.10 is amended by adding a new section to read:

6 Sec. 19.10.075. Designation of traffic safety corridors; fines. (a) To promote
7 traffic safety, the department may designate a portion of a highway to be a traffic
8 safety corridor. The commissioner shall establish criteria for the designation and
9 continuation of traffic safety corridors. In establishing the criteria, the commissioner
10 may consider accident data and reports, the type and volume of vehicular traffic,
11 engineering and traffic studies, and other relevant factors. Before the department
12 designates a traffic safety corridor, the commissioner shall consult with the
13 commissioner of public safety and shall consult with other local, state, and federal
14 agencies with responsibility for traffic safety. A motor vehicle or traffic offense

Amend
#1

1 committed in a traffic safety corridor is subject to a double fine as provided in
 2 AS 28.40.070. The department shall erect signs designating traffic safety corridors and
 3 alerting the public that motor vehicle and traffic offenses committed within a corridor
 4 are subject to double fines. A claim for damages may not be made against the state or
 5 its officers, employees, or agents for an act or omission relating to the designation of
 6 and erection of signs regarding a traffic safety corridor.

7 (b) The legislature may appropriate 50 percent of the fines for offenses
 8 committed in a traffic safety corridor imposed under AS 28.40.070 and collected and
 9 separately accounted for by the state under AS 37.05.142, to the division of the
 10 Department of Transportation and Public Facilities responsible for highway safety
 11 planning, for highway safety programs.

12 * Sec. 2. AS 28.05.151(d) is amended to read:

13 (d) The supreme court, in establishing scheduled amounts of bail under this
 14 section, and each municipality that establishes or has established a fine schedule under
 15 this section shall provide that the scheduled amount of bail or fine, as applicable, for a
 16 motor vehicle or traffic offense that is committed in a highway work zone or traffic
 17 safety corridor shall be double the amount of the bail or fine for the offense if it had
 18 not been committed in a highway work zone or traffic safety corridor.

19 * Sec. 3. AS 28.40.070 is amended to read:

20 Sec. 28.40.070. Fines for offenses committed within highway work zones
 21 and traffic safety corridors doubled. Whenever a person violates a provision of this
 22 title or a regulation adopted under the authority of this title within a highway work
 23 zone or traffic safety corridor, notwithstanding the amount of the fine or the
 24 maximum fine set under this title, the fine, or maximum fine, is double the amount
 25 provided in this title.

26 * Sec. 4. AS 28.40.070 is amended by adding new subsections to read:

27 (b) Fines imposed and collected under this section for offenses that are
 28 committed in a traffic safety corridor shall be separately accounted for under
 29 AS 37.05.142.

30 (c) Notwithstanding the requirements of (b) of this section and AS 37.05.142,
 31 the Alaska Court System shall deposit fines collected under this section for offenses

1 committed in a traffic safety corridor in the general fund if the fine is collected at a
2 court location where separate accounting for traffic safety corridor fines is not
3 achievable.

4 (d) The administrative director of the Alaska Court System shall notify the
5 Department of Administration

6 (1) of court locations where separate accounting under (b) of this
7 section is not achievable; and

8 (2) when a court location identified under (1) of this subsection
9 becomes able to separately account for fines under (b) of this section.

10 * Sec. 5. AS 28.40.100(a) is amended by adding a new paragraph to read:

11 (27) "traffic safety corridor" means a portion of a highway on which
12 signs have been erected designating that portion as a traffic safety corridor under
13 AS 19.10.075.

14 * Sec. 6. This Act takes effect immediately under AS 01.10.070(c).



Official Business

Alaska State Senate

Senate Finance Committee

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1152

FAX COVER SHEET

DATE: 3/21/06 TIME: 10:30 am

TO: Legal

NUMBER OF PAGES, INCLUDING COVER SHEET: 2

FROM: ROBIN PAUL
SENATE FINANCE CMTE. ASST. SECRETARY
PHONE: 465-2618
FAX: 465-2187

NOTES: FINAL Pls! CS SB 261 (FIN)

Version 24-GS2083
with One Amendment
attached

Thank You!
Robin

Section 2B.17 FINES HIGHER Plaque (R2-6)

DRAFT

Add the following at the end of the section:

Safety Zone Signing.

Support:

The SAFETY ZONE, BEGIN DOUBLE TRAFFIC FINES (R16-112) and END DOUBLE TRAFFIC FINES (R16-101) signs legally establish the beginning and end of safety zones.

Standard:

Safety corridor signing in accordance with AAC----- shall only be installed on rural roads that meet the following conditions:

1. Have a three-year fatal+major injury incident rate per mile that exceeds 110% of the statewide average for rural arterials.
2. Have a three-year fatal+major injury crash_rate per 100 million vehicle miles that exceeds 110% of the statewide average for rural arterials.
3. The DOT&PF and the police agency with jurisdiction agree on a coordinated traffic control / traffic patrol plan.
4. DOT&PF and the police agree the proposed safety zone will be effective in reducing highway crashes.
5. The police agency with jurisdiction agrees to define and provide a sustained level of enforcement high enough to increase safe driver behavior in the safety corridor.

No more than ten safety corridors shall exist in Alaska at one time.

Option.

The DOTPF may choose not to sign all road segments that meet the above criteria.

Support.

The two accident rates serve different purposes. The per-mile injury rate indicates crash concentration while the per-vehicle mile crash rate is an indication of correctability. If both thresholds are exceeded, safety countermeasures are expected to significantly reduce crashes.

Guidance.

Safety zones should include road segments of similar character and begin and end at logical and identifiable locations. If a short non-qualifying segment exists between two qualifying segments, consider extending the zone across the non-qualifying segment. Zones should be no shorter than 2 miles.

Standard.

Safety corridor signs shall be removed when the fatal + major injury rate per mile falls below the statewide average for a three year period.

Option.

Safety corridor signs may be removed sooner if the DOT&PF and police agency with jurisdiction agree the safety corridor is no longer effective or conditions have changed in a way that makes the safety corridor unnecessary.

Standard.

SAFETY ZONE, BEGIN DOUBLE TRAFFIC FINES signs and SAFETY ZONE SPEED LIMIT signs shall be posted at the beginning of every safety corridor, in that order.

END DOUBLE FINES (R16-101) sign shall be posted at the end of every double fine zone.

All existing regulatory speed limit signs within the double fines zone shall either be replaced with SAFETY ZONE SPEED LIMIT (R2-101) signs or supplemented with CW20-102 plaques.

When a double fine zone is longer than 5 miles, SAFETY ZONE SPEED LIMIT signs shall be posted at spacings not greater than 5 miles within the safety zone.

SAFETY ZONE SPEED LIMIT signs shall be installed on the main street on either side of major intersections within safety zones.

DRAFT

Proposed Criteria for Traffic Safety Corridor Selection

Ron Martindale & Scott Thomas 2-3-2006

The Alaska Legislature is currently considering new regulations that will create "Traffic Safety Corridors" on high accident routes in the State.

It is important to place these safety corridors where they are most needed. To that end, routes with significant numbers of fatal as well as major injury collisions may be the best candidates for this designation. The designation is best suited for major rural routes where typical patterns of fatal and major injury collisions (head on, for example) are segment based, while they are intersection based on urban roads

Routes with relatively few or random fatal crash events should not be designated in order to preserve the potential value and effectiveness of these designations.

Based on evaluation of fatal collision data from National Highway System Routes in the Central Region and other routes with higher numbers of fatal collisions, common concerns can be developed into recommended guidelines for safety zones. We also looked at traffic safety corridor guidelines in two other states to compare with our suggested criteria. These guidelines will need to be reviewed by the other two regions and the State Traffic Engineer. Routes evaluated to develop the suggested guidelines include:

- Seward Highway: Seward to Anchorage
- Sterling Highway: Seward Y Junction to Homer
- Parks Highway: Glenn Highway to MP 163 (Central Region Boundary)
- Glenn Highway: Anchorage to MP 118 (Central Region Boundary)
- Knik/Goose Bay Road: Parks Highway to Point McKenzie Road
- Eagle River Road: Old Glenn Highway to Eagle River Visitors Center
- East End Road (Homer): Pioneer/Lake Street to MP 22

There were 217 fatal accidents on these rural highways in the years 1994-2003. Crashes consist mostly of single vehicle run off the road, head on, rear end, and right angle collisions. Highway information and fatal accident statistics evaluated include:

Average Daily Traffic Volumes (10 year average)

Roadway segment character (Dividing highways into segments with similar roadway character)

Highway Segment Length

Fatal Accident Rates (fatal accidents per 100,000,000 vehicle/miles)

Fatal accidents per mile over a 10 year period

Fatal accident types:

- Head On (80 of 217 or 36.87%)
- Right Angle (14 of 217 or 6.45%)
- Rear End (10 of 217 or 4.61%)
- Single Vehicle run off the road (96 of 217 or 44.24%)
- Collisions with pedestrian or bicyclist (10 of 217 or 4.61 %)
- Collisions with Moose (7 of 217 or 3.23%)

For these statistics, segments that showed the highest degree of fatal collisions demonstrated several similar traffic characteristics. The following are some suggested criteria for selecting these safety corridors:

Average Daily Traffic Volumes. An average daily traffic volume of over 2000 vehicles/day, and

Highway Characteristics. Two lane two way facilities without medians (either raised or flush), and

Fatal Accident Rate. A fatal accident rate which exceeds either the US Average (1.46 in 2004) or a statewide average (1.709 for the Central Region routes listed earlier), and

Types of Fatal Collisions. More than ½ of the fatal collisions involve more than one vehicle (head on, right angle, rear end), in essence, where one driver is affecting another driver adversely, and

Logical Termini Highway Segments. Should be of similar character and begin and end at logical and identifiable locations on the highway. Highway segments should be continuous. For example, if a 10 mile segment meets these qualifications, the next 10 mile segment does not, and the next 10 mile segment again meets these qualifications, consideration should be given to making the entire 30 mile segment a Traffic Safety Corridor.

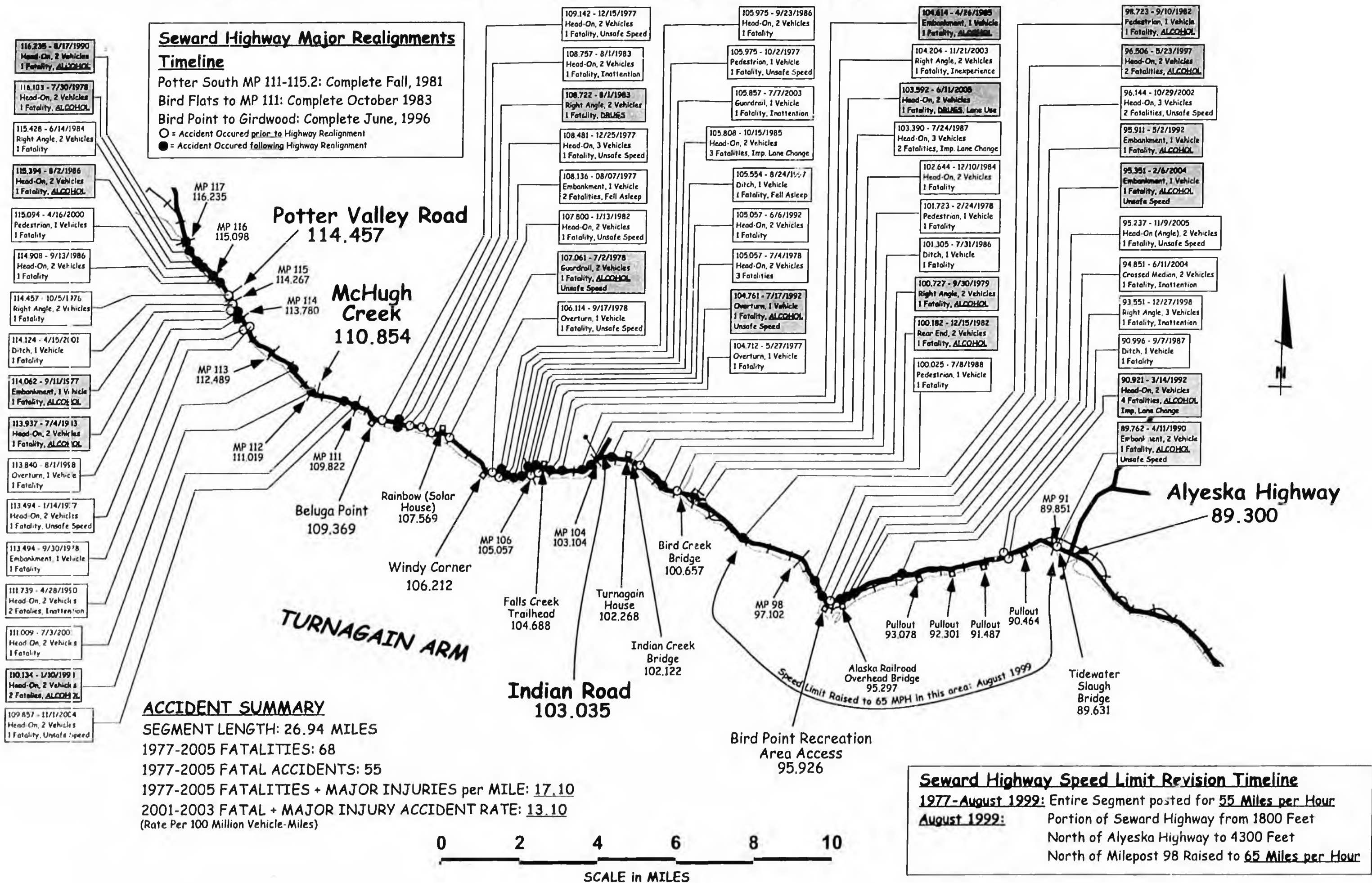
Other Considerations

The 3 E's (Engineering, Education & Enforcement)

In order for the Traffic Safety Corridors to be effective, a commitment to enforce the provisions of the corridor (double fines for violators, etc) will be required. Merely placing signs designating the corridor as a traffic safety corridor is not sufficient.

In addition, designation of a Traffic Safety Corridor should include an education campaign associated with the particular corridor citing crash statistics and crash characteristics for that corridor.

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



PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56) 1977 - 2005 FATAL ACCIDENT LOCATIONS

ACCIDENT SUMMARY

SEGMENT LENGTH: 13.00 MILES

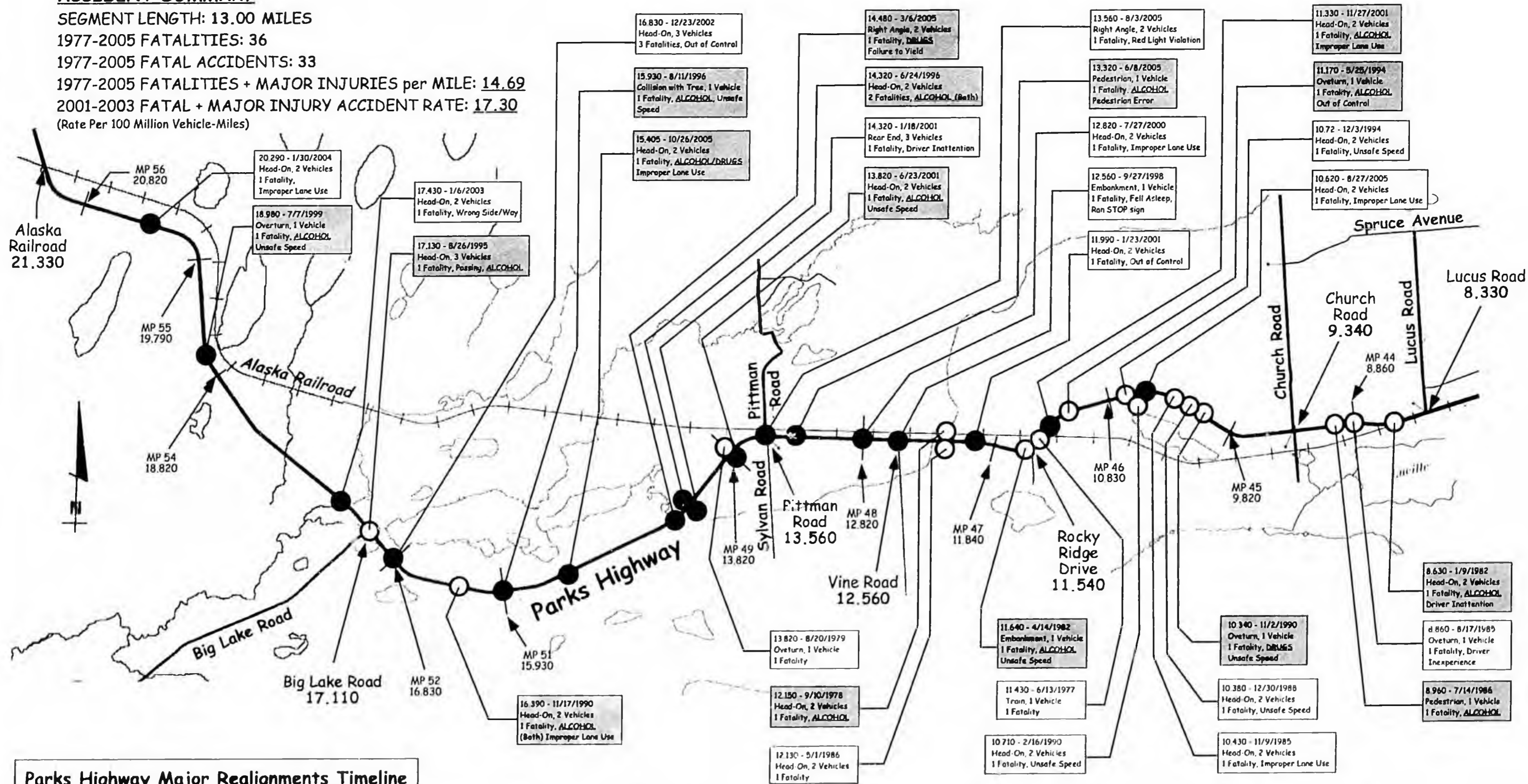
1977-2005 FATALITIES: 36

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)

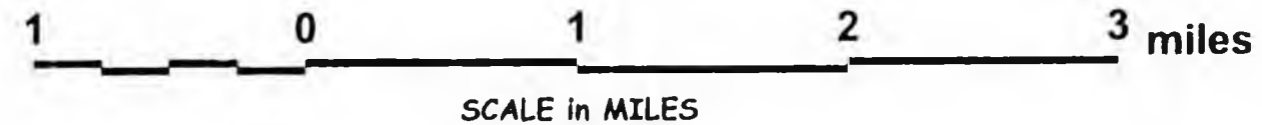


Parks Highway Major Realignments Timeline

- Milepost 44-52: Complete July, 1996
- Milepost 52-57: Complete July, 1998
- = Accident Occurred prior to Highway Realignment
- = Accident Occurred following Highway Realignment

Parks Highway Speed Limits

- 55 Miles per Hour
- 45 Miles per Hour

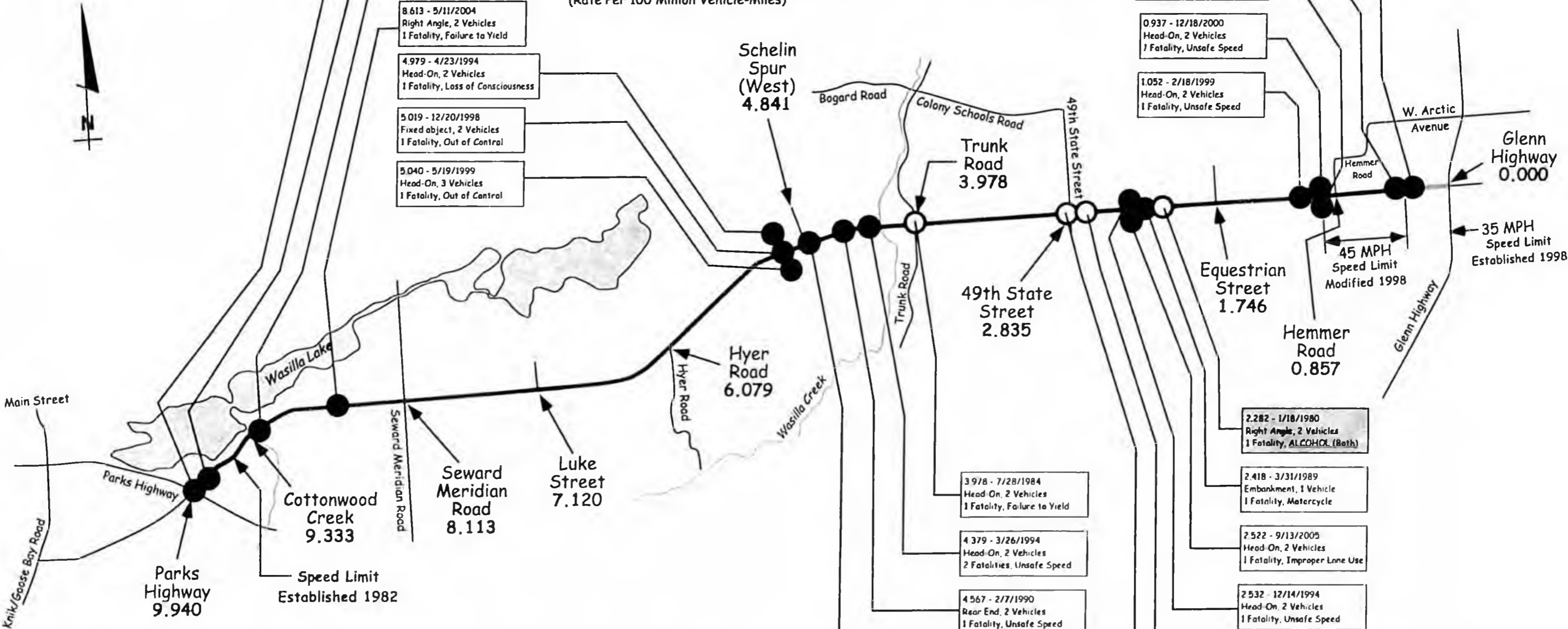


PALMER/WASILLA HIGHWAY: GLENN HIGHWAY TO PARKS HIGHWAY 1977 - 2005 FATAL ACCIDENT LOCATIONS

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)

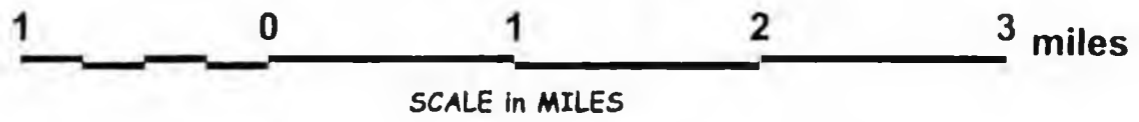


- 9.940 - 5/20/2005
Right Angle, 2 Vehicles
2 Fatalities, Driver Inattention
- 9.916 - 10/17/1987
Pedestrian, 1 Vehicle
1 Fatality, Pedestrian Error
- 9.313 - 12/19/1993
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 8.613 - 5/11/2004
Right Angle, 2 Vehicles
1 Fatality, Failure to Yield
- 4.979 - 4/23/1994
Head-On, 2 Vehicles
1 Fatality, Loss of Consciousness
- 5.019 - 12/20/1998
Fixed object, 2 Vehicles
1 Fatality, Out of Control
- 5.040 - 5/19/1999
Head-On, 3 Vehicles
1 Fatality, Out of Control

- 0.358 - 5/24/1991
Head-On, 3 Vehicles
1 Fatality, Driver Inattention
- 0.371 - 12/19/1993
Pedestrian, 1 Vehicle, ALCOHOL
1 Fatality, Pedestrian Error
- 0.936 - 3/11/1993
Guardrail, 1 Vehicle, ALCOHOL
1 Fatality, Off Road Vehicle
- 0.937 - 12/18/2000
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 1.052 - 2/18/1999
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed

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

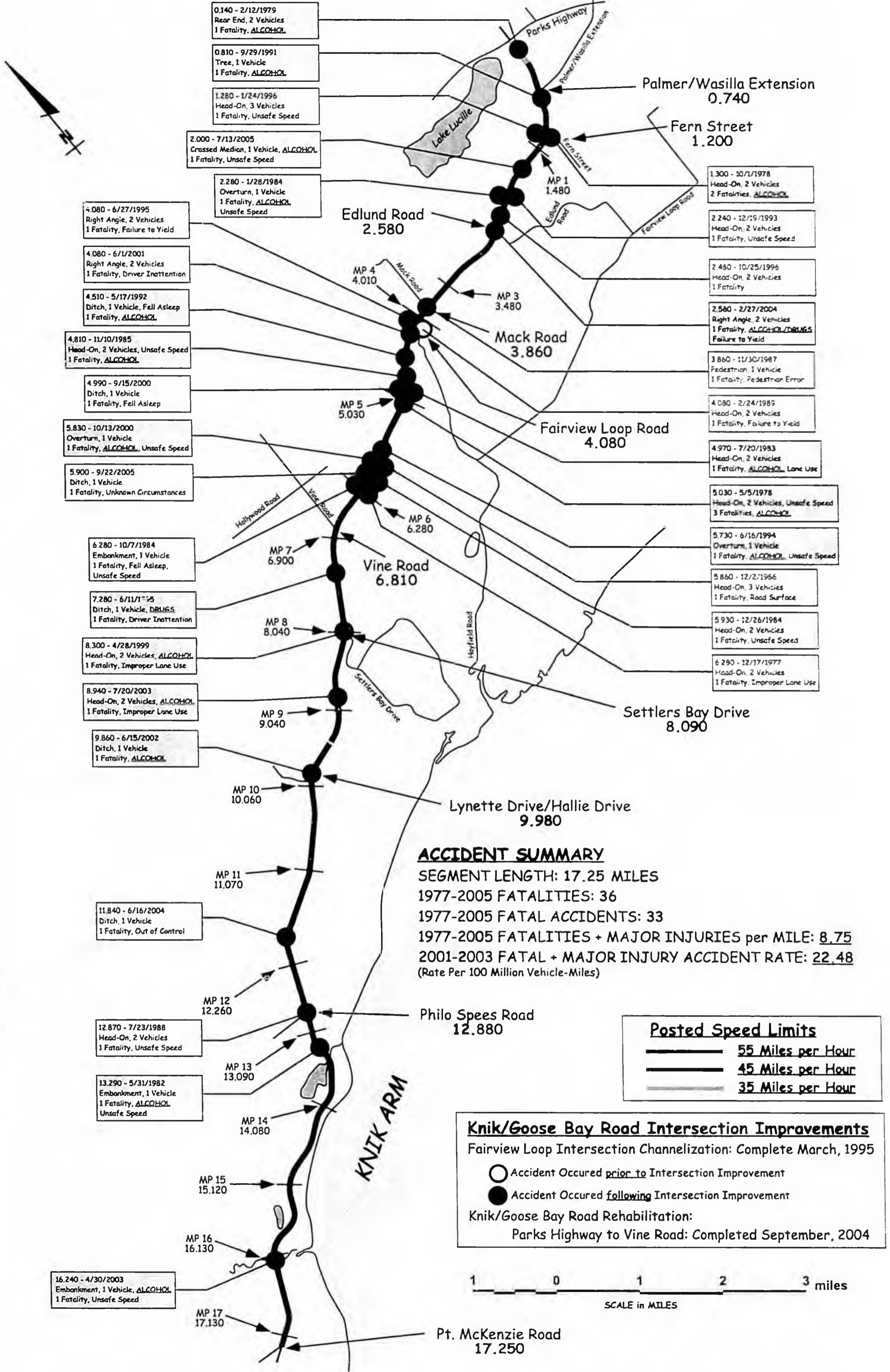
○ = Accident Occurred prior to Roadway or Signalization Improvements
 ● = Accident Occurred following Roadway or Signalization Improvements



- 3.978 - 7/28/1984
Head-On, 2 Vehicles
1 Fatality, Failure to Yield
- 4.379 - 3/26/1994
Head-On, 2 Vehicles
2 Fatalities, Unsafe Speed
- 4.567 - 2/7/1990
Rear End, 2 Vehicles
1 Fatality, Unsafe Speed
- 4.795 - 12/17/1993
Overtake, Vehicle
1 Fatality

- 2.282 - 1/18/1980
Right Angle, 2 Vehicles
1 Fatality, ALCOHOL (Both)
- 2.418 - 3/31/1989
Embankment, 1 Vehicle
1 Fatality, Motorcycle
- 2.522 - 9/13/2005
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- 2.532 - 12/14/1994
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 2.706 - 12/19/1993
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Unsafe Speed
- 2.834 - 12/19/1993
Right Angle, 2 Vehicles
2 Fatalities, Unsafe Speed, Failure to Yield

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



- 0.140 - 2/12/1979
Rear End, 2 Vehicles
1 Fatality, ALCOHOL
- 0.810 - 9/29/1991
Tree, 1 Vehicle
1 Fatality, ALCOHOL
- 1.280 - 1/24/1996
Head-On, 3 Vehicles
1 Fatality, Unsafe Speed
- 2.000 - 7/13/2005
Crossed Median, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed
- 2.280 - 1/28/1984
Overturn, 1 Vehicle
1 Fatality, ALCOHOL
Unsafe Speed
- 4.080 - 6/27/1995
Right Angle, 2 Vehicles
1 Fatality, Failure to Yield
- 4.080 - 6/1/2001
Right Angle, 2 Vehicles
1 Fatality, Driver Inattention
- 4.510 - 5/17/1992
Ditch, 1 Vehicle, Fell Asleep
1 Fatality, ALCOHOL
- 4.810 - 11/10/1985
Head-On, 2 Vehicles, Unsafe Speed
1 Fatality, ALCOHOL
- 4.990 - 9/15/2000
Ditch, 1 Vehicle
1 Fatality, Fell Asleep
- 5.830 - 10/13/2000
Overturn, 1 Vehicle
1 Fatality, ALCOHOL, Unsafe Speed
- 5.900 - 9/22/2005
Ditch, 1 Vehicle
1 Fatality, Unknown Circumstances
- 6.280 - 10/7/1984
Embankment, 1 Vehicle
1 Fatality, Fell Asleep, Unsafe Speed
- 7.280 - 6/11/1995
Ditch, 1 Vehicle, DRUGS
1 Fatality, Driver Inattention
- 8.300 - 4/28/1999
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 8.940 - 7/20/2003
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 9.860 - 6/15/2002
Ditch, 1 Vehicle
1 Fatality, ALCOHOL
- 11.840 - 6/16/2004
Ditch, 1 Vehicle
1 Fatality, Out of Control
- 12.870 - 7/23/1988
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 13.290 - 5/31/1982
Embankment, 1 Vehicle
1 Fatality, ALCOHOL
Unsafe Speed
- 16.240 - 4/30/2003
Embankment, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed

- 1.300 - 10/1/1978
Head-On, 2 Vehicles
2 Fatalities, ALCOHOL
- 2.240 - 12/25/1993
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 2.480 - 10/25/1996
Head-On, 2 Vehicles
1 Fatality
- 2.580 - 2/27/2004
Right Angle, 2 Vehicles
1 Fatality, ALCOHOL/DRUGS
Failure to Yield
- 3.860 - 11/30/1987
Pedestrian, 1 Vehicle
1 Fatality, Pedestrian Error
- 4.080 - 2/24/1985
Head-On, 2 Vehicles
1 Fatality, Failure to Yield
- 4.970 - 7/20/1983
Head-On, 2 Vehicles
1 Fatality, ALCOHOL, Lane Use
- 5.030 - 5/5/1978
Head-On, 2 Vehicles, Unsafe Speed
3 Fatalities, ALCOHOL
- 5.730 - 6/16/1994
Overturn, 1 Vehicle
1 Fatality, ALCOHOL, Unsafe Speed
- 5.860 - 12/2/1966
Head-On, 3 Vehicles
1 Fatality, Road Surface
- 5.930 - 12/26/1984
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 6.280 - 12/17/1977
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use

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

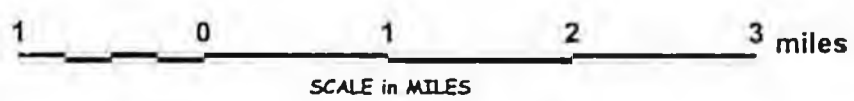
- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

Knik/Goose Bay Road Intersection Improvements

Fairview Loop Intersection Channelization: Complete March, 1995

- Accident Occurred prior to Intersection Improvement
- Accident Occurred following Intersection Improvement

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



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STATE OF ALASKA
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SB261
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January 31, 2006

The Honorable Ben Stevens
President of the Senate
Alaska State Legislature
State Capitol, Room 111
Juneau, AK 99801-1182

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.

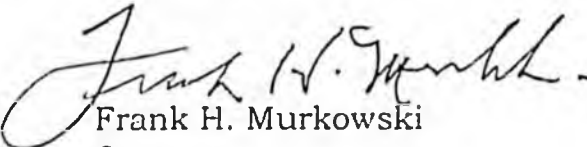
The bill would have an immediate effective date so that traffic safety corridors could be designated as soon as possible.

COMMITTEE COPY

The Honorable Ben Stevens
January 31, 2006
Page 2

I urge your prompt and favorable action on this measure.

Sincerely yours,


Frank H. Murkowski
Governor

Enclosure

SENATE COMMITTEE REPORT

First Committee of Referral

DATE: 2/1/06

FURTHER: Finance

Date of 5-Day Notice: 2/2/06
 (in accordance with Uniform Rule 23)

DATE TURNED
 IN TO OFFICE: 3/14/06

Transportation Committee considered SENATE BILL NO. 261

SB 261 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."

and recommends:

- be replaced with _____ CS SB 261 (TRA)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

CS Senate Bill:
 Same Title
 New Title

SCS House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DOT	1/30/06	✓			1
DPS	1/27/06			✓	2

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DOT	1/30/06	✓			1
DPS	1/27/06			✓	2

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	Do PASS	Do NOT PASS	No REC	AMEND
French	x			
Koolcash	x			
CHAIR:	x			

French
Koolcash

Huggins