SB

261

# State of Alaska

Department of

# Public Safety

Frank H. Murkowski, Governor
William Tandeske, Commissioner

January 25, 2006

Honorable Mark Neuman
State Capitol
Room 432
Juneau, AK 99801-1182

Dear Representative Neuman:

Based on our recent conversations regarding highway safety issues I thought you might find the attached motor vehicle crash analysis informative. This information was compiled from data covering FY01 through FY05 and YDT FY06 as an internal tool to assess areas of the state requiring our intervention. The numbers represented are for State Trooper activity only.

If you would like to discuss the information I have provided in more detail, please do not hesitate to contact my office.

Sincerely,

William Tandeske
Commissioner

Attachment

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# Department of Public Safety
# Motor Vehicle Crash Analysis
# FY 01 Thru FY 05

We looked at all types of fatal and injury traffic crashes except ATV's over the period from and inclusive of FY01 through and inclusive of FY05. This is AST case data only. Each number represents an individual event and not the number of persons killed or injured. Several "views" of the data will be presented here.

We will start with the combined data from all 5 years.

This is a list of the top 10 beat areas when you sort by number of fatality accidents only.

**Total All Years (FY 01-05)**
**Sorted By Fatal**

| Beat Description | Det | Beat | Fatal | Injury | Combined |
|---|---|---|---|---|---|
| WASILLA | B | HECE | 35 | 697 | 732 |
| SEWARD HWY | E | UEBA2 | 14 | 143 | 157 |
| STERLING | E | HDQF | 10 | 155 | 165 |
| COOPER LANDING | E | HDSF | 9 | 119 | 128 |
| ESTER | D | HJBF | 8 | 365 | 373 |
| DELTA JUNCTION | D | HJJB | 7 | 61 | 68 |
| STEESE MOBILE | D | HJMF | 7 | 178 | 185 |
| MUSK OX SUBDIVISION | D | HJCD | 6 | 156 | 162 |
| NIKISHKI | E | HDQL | 6 | 125 | 131 |
| RICHARDSON | D | HJJG | 6 | 304 | 310 |
| SUTTON | B | HEBS | 6 | 19 | 25 |
| NENANA | D | HJBM | 5 | 54 | 59 |
| PALMER | B | HECF | 5 | 218 | 223 |
| TALKEETNA | B | HHAA | 5 | 55 | 60 |
| ANCHOR POINT | E | HCYD | 3 | 52 | 55 |
| HEALY | D | HHJA | 3 | 40 | 43 |
| KASILOF | E | HDQH | 3 | 74 | 77 |
| NINILCHIK | E | HDQC | 3 | 39 | 42 |
| NOME | C | RHTA | 3 | 10 | 13 |
| SEWARD | E | HDSA | 3 | 70 | 73 |
| SILVERTIP | E | HDSG | 3 | 65 | 68 |
| TOK | D | HHEB | 3 | 35 | 38 |
| BUTTE | B | HEBU | 2 | 71 | 73 |
| CHICKALOON | B | REBV | 2 | 17 | 19 |
| CHIGNIK | C | RBWA | 2 | 0 | 2 |
| CHULITNA | B | HHBA | 2 | 29 | 31 |
| EAST END ROAD WATERMAN - FALLS CR | E | HCYM | 2 | 38 | 40 |
| FORT GREELY | D | HJJC | 2 | 11 | 13 |
| GALENA | D | RHYC | 2 | 5 | 7 |
| HOUSTON | B | HEBY | 2 | 21 | 23 |
| LAWING/CROWN POINT | E | RDTI | 2 | 17 | 19 |
| NORTH TONGASS | A | UACA4 | 2 | 54 | 56 |
| PAXSON | B | RHHB | 2 | 10 | 12 |
| PUMP STATION FIVE | D | RJQA | 2 | 2 | 4 |
| TAHNETA PASS | B | HECL | 2 | 15 | 17 |
| THOMPSON PASS | B | HEAT | 2 | 6 | 8 |
| TOLSONA | B | HHCJ | 2 | 9 | 11 |
| TONSINA | B | HEAG | 2 | 8 | 10 |
| TRAPPER CREEK ELEMETARY | B | HHAH | 2 | 20 | 22 |
| UNALAKLEET | C | RHQA | 2 | 0 | 2 |

Next we look at the top 10 beat areas when you sort them by injury crash:

| Total All Years (01-05) Sorted By Injury | | | | | |
|---|---|---|---|---|---|
| Beat Description | Det | Beat | Fatal | Injury | Combined |
| WASILLA | B | HECE | 35 | 697 | 732 |
| ESTER | D | HJBF | 8 | 365 | 373 |
| RICHARDSON | D | HJJG | 6 | 304 | 310 |
| PALMER | B | HECF | 5 | 218 | 223 |
| STEESE MOBILE | D | HJMF | 7 | 178 | 185 |
| MUSK OX SUBDIVISION | D | HJCD | 6 | 156 | 162 |
| STERLING | E | HDQF | 10 | 155 | 165 |
| SEWARD HWY | E | UEBA2 | 14 | 143 | 157 |
| NIKISHKI | E | HDQL | 6 | 125 | 131 |
| COOPER LANDING | E | HDSF | 9 | 119 | 128 |

Next we look at the top 10 beat areas when you sort them by the combined number of injury and fatal crashes:

| Total All Years (01-05) Sorted By Combined | | | | | |
|---|---|---|---|---|---|
| Beat Description | Det | Beat | Fatal | Injury | Combined |
| WASILLA | B | HECE | 35 | 697 | 732 |
| ESTER | D | HJBF | 8 | 365 | 373 |
| RICHARDSON | D | HJJG | 6 | 304 | 310 |
| PALMER | B | HECF | 5 | 218 | 223 |
| STEESE MOBILE | D | HJMF | 7 | 178 | 185 |
| STERLING | E | HDQF | 10 | 155 | 165 |
| MUSK OX SUBDIVISION | D | HJCD | 6 | 156 | 162 |
| SEWARD HWY | E | UEBA2 | 14 | 143 | 157 |
| NIKISHKI | E | HDQL | 6 | 125 | 131 |
| COOPER LANDING | E | HDSF | 9 | 119 | 128 |

Next we will look at detachment totals in the same order, all years - sorted by fatals, then by injuries, then by combined:

| By Fatal (01-05) | | | |
|---|---|---|---|
| Det | Fatal | Injury | Combined |
| B Total | 84 | 1550 | 1634 |
| D Total | 65 | 1437 | 1502 |
| E Total | 64 | 1323 | 1387 |
| C Total | 22 | 196 | 218 |
| A Total | 7 | 174 | 181 |
| Grand Total | 242 | 4680 | 4922 |

| By Injury (01-05) | | | |
|---|---|---|---|
| Det | Fatal | Injury | Combined |
| B Total | 84 | 1550 | 1634 |
| D Total | 65 | 1437 | 1502 |
| E Total | 64 | 1323 | 1387 |
| C Total | 22 | 196 | 218 |
| A Total | 7 | 174 | 181 |
| Grand Total | 242 | 4680 | 4922 |

| By Combined (01-05) | | | |
|---|---|---|---|
| Det | Fatal | Injury | Combined |
| B Total | 84 | 1550 | 1634 |
| D Total | 65 | 1437 | 1502 |
| E Total | 64 | 1323 | 1387 |
| C Total | 22 | 196 | 218 |
| A Total | 7 | 174 | 181 |
| Grand Total | 242 | 4680 | 4922 |

Next we look at just FY05 data.

First is a sort by fatals that shows the top 4 beat areas for fatals. There isn't a top 5 because it drops to zero after these beat areas:

| FY 2005 Sorted By Fatal | | | |
|---|---|---|---|
| Fatal | Injury | Combined | Beat Description |
| 5 | 144 | 149 | WASILLA |
| 3 | 68 | 71 | RICHARDSON |
| 3 | 21 | 24 | SEWARD HWY |
| 3 | 29 | 32 | MUSK OX SUBDIVISION |
| 2 | 23 | 25 | STERLING |
| 2 | 34 | 36 | STEESE MOBILE |
| 2 | 20 | 22 | COOPER LANDING |
| 2 | 9 | 11 | SEWARD |
| 2 | 17 | 19 | DELTA JUNCTION |
| 2 | 11 | 13 | NINILCHIK |
| 2 | 0 | 2 | PUMP STATION FIVE |
| 1 | 71 | 72 | ESTER |
| 1 | 16 | 17 | NIKISHKI |
| 1 | 11 | 12 | KASILOF |
| 1 | 14 | 15 | SILVERTIP |
| 1 | 11 | 12 | NENANA |
| 1 | 19 | 20 | BUTTE |
| 1 | 14 | 15 | TALKEETNA |
| 1 | 10 | 11 | GLENN HIGHWAY |
| 1 | 15 | 16 | CANTWELL |
| 1 | 10 | 11 | ANCHOR POINT |
| 1 | 6 | 7 | SUTTON |
| 1 | 8 | 9 | HEALY |
| 1 | 1 | 2 | TAHNETA PASS |
| 1 | 1 | 2 | FORT GREELY |
| 1 | 3 | 4 | BIRCH LAKE |
| 1 | 3 | 4 | TAZLINA |
| 1 | 1 | 2 | TOLSONA |
| 1 | 1 | 2 | KODIAK COAST GUARD |
| 1 | 0 | 1 | SOURDOUGH |
| 1 | 2 | 3 | PAXSON |
| 1 | 0 | 1 | GALENA |
| 1 | 0 | 1 | COFFMAN COVE |
| 1 | 0 | 1 | UNALAKLEET |

Next - top 10 by injuries:

| FY 2005<br>Sorted By Injury | | | |
|---|---|---|---|
| Fatal | Injury | Combined | Beat Description |
| 5 | 144 | 149 | WASILLA |
| 1 | 71 | 72 | ESTER |
| 3 | 68 | 71 | RICHARDSON |
| 0 | 46 | 46 | PALMER |
| 2 | 34 | 36 | STEESE MOBILE |
| 3 | 29 | 32 | MUSK OX SUBDIVISION |
| 0 | 25 | 25 | KALIFONSKY |
| 2 | 23 | 25 | STERLING |
| 3 | 21 | 24 | SEWARD HWY |
| 2 | 20 | 22 | COOPER LANDING |

Next - top 10 by combined:

| FY 2005<br>Sorted By Combined | | | |
|---|---|---|---|
| Fatal | Injury | Combined | Beat Description |
| 5 | 144 | 149 | WASILLA |
| 1 | 71 | 72 | ESTER |
| 3 | 68 | 71 | RICHARDSON |
| 0 | 46 | 46 | PALMER |
| 2 | 34 | 36 | STEESE MOBILE |
| 3 | 29 | 32 | MUSK OX SUBDIVISION |
| 0 | 25 | 25 | KALIFONSKY |
| 2 | 23 | 25 | STERLING |
| 3 | 21 | 24 | SEWARD HWY |
| 2 | 20 | 22 | COOPER LANDING |

As you can see, the Seward Highway beat area is not our greatest challenge - nor is E Detachment. Our hardest hit areas are in B and D Detachments with the Wasilla beat area clearly an area requiring attention.

This is not to slight the Seward Highway as insignificant by any means - it is obviously in the top 10 in every view of the data.

It is important to note that, when looking at the first table - all years sorted by fatal - the stretch of highway represented by the 2nd, 3rd and 4th highest beat codes - from Anchorage to Soldotna - are well represented as significant contributors to the overall total. It is also important to note that the total of these three combined is still less than the total in one beat area - Wasilla.

Next we will look at FY06 year to date. This is a list of the top 4 beat areas when you sort by number of fatality accidents only. There isn't a top 10 because it drops to zero after these beat areas:

| FY 2006 Year To Date<br>Sorted By Fatal | | | | |
|---|---|---|---|---|
| Beat Description | Beat | Fatal | Injury | Combined |
| WASILLA | HECE | 6 | 102 | 108 |
| PALMER | HECF | 3 | 34 | 37 |
| SEWARD HWY | UEBA2 | 3 | 17 | 20 |
| RICHARDSON | HJJG | 2 | 33 | 35 |
| STERLING | HDQF | 2 | 23 | 25 |
| NINILCHIK | HDQC | 2 | 5 | 7 |
| HEALY | HHJA | 1 | 13 | 14 |
| STEESE MOBILE | HJMF | 1 | 13 | 14 |
| SILVERTIP | HDSG | 1 | 8 | 9 |
| NANCY | HEBN | 1 | 5 | 6 |
| WILLOW | HEKB | 1 | 5 | 6 |
| MOUNTAIN VILLAGE | REWD | 1 | 1 | 2 |
| SUTTON | HEBS | 1 | 1 | 2 |
| ATKA | RBDA | 1 | 0 | 1 |
| DOT LAKE | HHHA | 1 | 0 | 1 |

Next we look at the top 10 beat areas when you sort them by injury crash:

| FY 2006 Year To Date<br>Sorted By Injury | | | | |
|---|---|---|---|---|
| Beat Description | Beat | Fatal | Injury | Combined |
| WASILLA | HECE | 6 | 102 | 108 |
| ESTER | HJBF | 0 | 40 | 40 |
| PALMER | HECF | 3 | 34 | 37 |
| RICHARDSON | HJJG | 2 | 33 | 35 |
| STERLING | HDQF | 2 | 23 | 25 |
| SEWARD HWY | UEBA2 | 3 | 17 | 20 |
| MUSK OX SUBDIVISION | HJCD | 0 | 16 | 16 |
| SOLDOTNA | HDQD | 0 | 16 | 16 |
| DELTA JUNCTION | HJJB | 0 | 14 | 14 |
| HEALY | HHJA | 1 | 13 | 14 |
| STEESE MOBILE | HJMF | 1 | 13 | 14 |
| GLENN HIGHWAY | UEBA3 | 0 | 13 | 13 |
| BUTTE | HEBU | 0 | 12 | 12 |
| KALIFONSKY | HDQK | 0 | 12 | 12 |

Next we look at the top 10 beat areas when you sort them by the combined number of injury and fatal crashes:

| FY 2006 Year To Date<br>Sorted By Combined | | | | |
|---|---|---|---|---|
| Beat Description | Beat | Fatal | Injury | Combined |
| WASILLA | HECE | 6 | 102 | 108 |
| ESTER | HJBF | 0 | 40 | 40 |
| PALMER | HECF | 3 | 34 | 37 |
| RICHARDSON | HJJG | 2 | 33 | 35 |
| STERLING | HDQF | 2 | 23 | 25 |
| SEWARD HWY | UEBA2 | 3 | 17 | 20 |
| MUSK OX SUBDIVISION | HJCD | 0 | 16 | 16 |
| SOLDOTNA | HDQD | 0 | 16 | 16 |
| DELTA JUNCTION | HJJB | 0 | 14 | 14 |
| HEALY | HHJA | 1 | 13 | 14 |
| STEESE MOBILE | HJMF | 1 | 13 | 14 |
| GLENN HIGHWAY | UEBA3 | 0 | 13 | 13 |
| BUTTE | HEBU | 0 | 12 | 12 |
| KALIFONSKY | HDQK | 0 | 12 | 12 |

Next we look at fatality crashes in the beat codes that make up the Seward Highway from its origin in Seward to the end of the Trooper area at McHugh Creek where the highway enters the area covered by the Anchorage Police Department. We also look at the Sterling Highway from its origin at the Seward "Y" to the point where it enters the City of Soldotna. Each stretch of roadway represented by multiple beat codes is compared to the single MatSu area beat code called "WASILLA". The Wasilla beat code represents approximately 10 miles of the Parks Highway from mile 38 to mile 51, excluding mile 41 to mile 44 which is within the City of Wasilla. The beat does cover some parts of some other roadways but nearly all of the fatal accidents within this beat code are on the Parks Highway.

As you can see - the entire Seward Highway is less deadly than a single MatSu area beat code that represents a relatively short section of highway.

| Seward Highway Beats | Beat Code | From Mile | To Mile | FY01 | FY02 | FY03 | FY04 | FY05 | FY06 | |
|---|---|---|---|---|---|---|---|---|---|---|
| Seward | HDSA | 0 | 18 | 0 | 0 | 0 | 1 | 2 | 0 | |
| Lawing/Crown Point | RDTI | 19 | 27 | 0 | 0 | 2 | 0 | 0 | 0 | |
| Moose Pass | HDSB | 28 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Silvertip | HDSG | 48 | 74 | 0 | 1 | 1 | 0 | 1 | 1 | Grand |
| Seward Hwy | UEBA2 | 75 | 112 | 4 | 0 | 3 | 4 | 3 | 3 | Total |
| | | | Total | **5** | **1** | **6** | **5** | **6** | **4** | **27** |
| Wasilla | HECE | | | 8 | 5 | 11 | 6 | 5 | 6 | 41 |

| Sterling Highway (Seward Y to Soldotna) | Beat Code | From Mile | To Mile | FY01 | FY02 | FY03 | FY04 | FY05 | FY06 | |
|---|---|---|---|---|---|---|---|---|---|---|
| Cooper Landing | HDSF | 38 | 65 | 1 | 3 | 1 | 2 | 2 | 0 | |
| Sterling | HDQF | 66 | 90 | 2 | 2 | 2 | 2 | 2 | 2 | Grand |
| Soldotna | HDQD | 91 | 106 | 0 | 1 | 0 | 0 | 0 | 0 | Total |
| | | | Total | **3** | **6** | **3** | **4** | **4** | **2** | **22** |
| Wasilla | HECE | | | 8 | 5 | 11 | 6 | 5 | 6 | 41 |

If you look at the combined fatal + injury incident numbers the comparison becomes even more telling.

| Seward Highway Beats | Beat Code | From Mile | To Mile | FY01 | FY02 | FY03 | FY04 | FY05 | FY06 | |
|---|---|---|---|---|---|---|---|---|---|---|
| Seward | HDSA | 0 | 18 | 19 | 13 | 16 | 14 | 11 | 5 | |
| Lawing/Crown Point | RDTI | 19 | 27 | 6 | 1 | 5 | 3 | 4 | 1 | |
| Moose Pass | HDSB | 28 | 47 | 7 | 14 | 7 | 6 | 7 | 11 | |
| Silvertip | HDSG | 48 | 74 | 8 | 12 | 19 | 14 | 15 | 9 | Grand |
| Seward Hwy | UEBA2 | 75 | 112 | 37 | 20 | 36 | 40 | 24 | 20 | Total |
| | | | **Total** | **77** | **60** | **83** | **77** | **61** | **46** | **404** |
| Wasilla | HECE | | | 133 | 133 | 155 | 162 | 149 | 108 | 840 |

| Sterling Highway ( Seward Y to Soldotna) | Beat Code | From Mile | To Mile | FY01 | FY02 | FY03 | FY04 | FY05 | FY06 | |
|---|---|---|---|---|---|---|---|---|---|---|
| Cooper Landing | HDSF | 38 | 65 | 32 | 27 | 32 | 15 | 22 | 8 | |
| Sterling | HDQF | 66 | 90 | 41 | 28 | 29 | 42 | 25 | 25 | Grand |
| Soldotna | HDQD | 91 | 106 | 23 | 19 | 26 | 32 | 15 | 16 | Total |
| | | | **Total** | **96** | **74** | **87** | **89** | **62** | **49** | **457** |
| Wasilla | HECE | | | 133 | 133 | 155 | 162 | 149 | 108 | 840 |

Beautiful British Columbia
Truck Safe

# Highway Safety Corridors Reduce Motor Vehicle Injuries and Fatalities

## *A Review of Initiatives in the U.S. and B.C.*

September 2005

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# SECTION I – Highway Safety Corridors

Safety corridors are stretches of highways or paved roads plagued by frequent motor vehicle accidents, injuries, and fatalities. They are deemed dangerous because extreme topography and weather situations combine with other factors such as driver inattention, inexperience, and distractions to create unfavourable driving conditions. Designated highway safety corridors are labelled with signs to warn drivers of the risks involved in driving on them, and to inform drivers about efforts to enforce traffic laws and increased vehicle inspections.

Highway safety corridors have been established in a number of U.S. states, including California, New Jersey, New Mexico, Oregon, Pennsylvania, Virginia, and Washington. Each state has its own set of regulations and requirements to designate a highway safety corridor, but they share a common objective—to lower the number of accidents, injuries, and deaths on dangerous sections of highways.

While other countries do not have formal safety corridor programs, some (such as Australia and New Zealand) analyze existing highway safety problems using a Road Safety Audit (RSA).

## Highway Safety Corridor Components

### Designation

Designating a section of highway as a safety corridor is based on specific criteria. Each of the U.S. states that have established a highway safety corridor program uses different measurements to designate safety corridors.

Common factors used to select portions of highways include roadways with high degrees of occurrence of accidents, injuries, and fatalities (see Appendix 1 – Designation Criteria Table).

### Enforcement

All current highway safety corridor programs have a form of enhanced law enforcement. Enhanced enforcement includes an increase in fines for moving violations such as speeding, tailgating, and changing lanes improperly.

Oregon and California doubled moving violations within a highway safety corridor. Virginia's maximum fines for speeding in a safety corridor are $500, and reckless driving and driving under the influence fines are $2,500. The rationale is that significantly larger fines will curb unsafe driving practices. Other states, such as Washington and North Carolina, have not increased fines in highway safety corridors; but they still provide enhanced enforcement.

### Education

A vital component of a highway safety corridor program is educating drivers about its importance. Education is not limited to drivers. It can also include community groups and local police departments with an interest in truck and road safety. Agencies coordinating highway safety corridor programs will often use the media to educate drivers about the corridors—what they are and how they work.

Roadside signs alert drivers to when they are driving in a designated corridor. Along the way, signage reminds truck and other drivers of dangerous corners, grades, or blind spots.

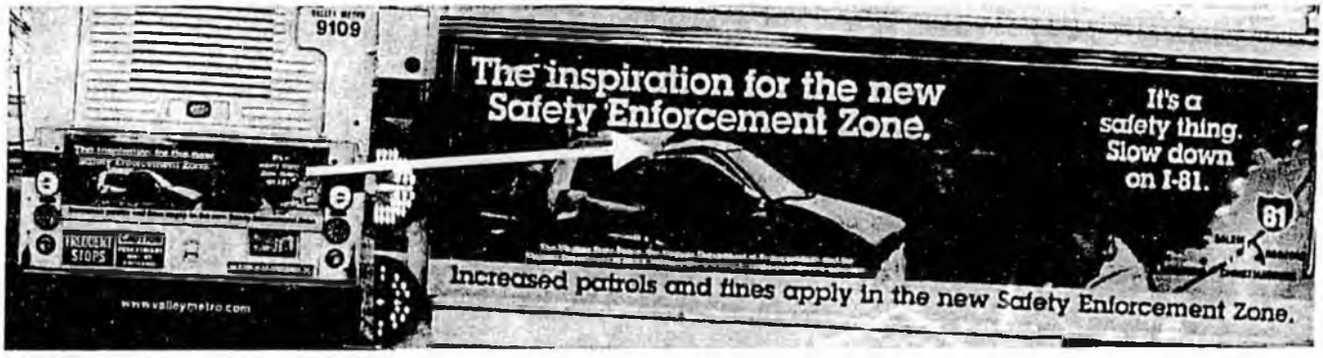
### Coordination

U.S. corridor programs use a multi-disciplinary approach. Local stakeholders are involved in the selection, enforcement, and education of highway safety. In Oregon, the state department of transportation works in cooperation with enforcement, education, media, and community groups to develop and implement a safety corridor in the local area. Such involvement brings broader ownership and creates incentive for the program to be successful and effective.

**Figure 1: Highway Safety Corridor Road Signage**



**Figure 2: Examples of Educational Methods and Materials**






# SECTION II – Safety Corridor Objectives and Selection Requirements

## Objectives

There are a number of **objectives** inherent in successful highway safety corridor programs:

- To reduce the incidence of collisions that result in injury or loss of life
- To educate truck drivers and drivers about safe driving practices, particularly in the safety corridors
- To implement engineering improvements to improve safety along highway corridors
- To enhance and target enforcement of moving violations in the highway safety corridor

For these objectives to be met, collaboration between various levels of government and agencies is essential. Programs based in the United States have succeeded because of cooperation between state and local governments, enforcement authorities, regulatory agencies, media organizations, and community groups. Each participating group helps fulfill some aspect of the overall objectives (listed above).

Of particular importance is community involvement, where businesses and local governments are part of the education and enforcement aspects of the safety corridor program. For example, a high level of community involvement could prompt law enforcement agencies to offer extra patrols or media organizations to broadcast messages about safe driving practices.

Public hearings provide an appropriate way for people to express their concern and support for a safety corridor project. These hearings can also identify members of the community who would be willing to participate in a highway safety corridor taskforce, which could also include government representatives, school officials, and representatives of safety groups.

## Selection Requirements

Limited funding sometimes allows only a few corridors to be designated at a time. Because of this, strong community involvement and local agency funding are key to the selection and maintenance of a corridor system.

Experience from the safety corridor programs currently running in the U.S. has shown that successful programs must meet the following **requirements**:

- A selection process for nominating corridors, which includes a designated overseeing agency
- A defined set of selection criteria to determine what portions of highways will be designated as safety corridors
- A review process to measure the effectiveness of highway corridors and to ensure they achieve objectives
- A commitment from government authorities to improve highway engineering along designated corridors
- A commitment from enforcement officials to patrol for traffic offenders and enforce fines along safety corridors
- An educational program that provides information to truck drivers and other drivers about safety corridors

## Effectiveness of Highway Safety Corridors

While the structure and administration of highway safety corridors take many forms, studies conducted by U.S. agencies show that, regardless of form, the overall effect of the corridors is a lower rate of accidents and a higher rate of safety.

A 2001 report from the Oregon State University Transportation Research Institute states that truck-at-fault crashes for 1999-2000 decreased 11 percent on Oregon's highway safety corridors, and crashes for 2000-2001 decreased 39 percent. Through the two periods, there was an overall decrease of 45 percent in truck-at-fault crashes.

Virginia's first highway safety corridor, established in 2004, occurred on a major trucking corridor (approximately 30 percent trucks in the traffic stream) in a mountainous area. As a result of this program, crash data from the first nine months of the program should approximate a 15 percent decrease in the total number of crashes and a 45 percent decrease in the number of injury/fatal crashes.

(See Table 1 for a summary of the impact of highway safety corridors.)

**Table 1 – Summary of Highway Safety Corridor Effectiveness**

| State | Date Initiated | Program Description | Program Impact |
|---|---|---|---|
| California | 1992 | Safety corridors with increased fines | • Collision rates reduced 11% to 37%<br>• Injury collision rates reduced 13% to 47% |
| Washington | 1993 | Safety corridors without increased fines | • Collision rates reduced 9% to 30% per corridor |
| Oregon | 2001 | Safety corridors with increased fines | • Truck-at-fault collision rate reduced 45% |

(Sources: Virginia Transportation Research Council, *Highway Safety Corridors: National Experiences and a Possible Framework for Virginia*, April 2003. Oregon State University Transportation Research Institute, *Evaluation of Oregon's Commercial Vehicle Safety Plan for FFY-01, Final Report*, December 2001.)

## SECTION III – Truck Safety Corridors in B.C.

The trucking industry is a valuable contributor to the economy of B.C. and Canada. In 2002, the industry contributed 5.4 percent of the province's gross domestic product and accounted for 15.7 percent of the country's commercial transportation sector. Unfortunately when trucking incidents or motor vehicle accidents occur, everyone is affected, directly or indirectly. Directly, the result leaves a significant impact on the trucking industry, through loss of life, money, and reputation. And indirectly consumers are affected through the increased price of transported goods.

Research on U.S. highway safety corridors was of particular interest to British Columbia in considering the development of truck safety corridors for the province.

### The Canyon Truck Safety Corridor


The Fraser Canyon (the "Canyon" as it's referred to by locals) is the gateway to the east and north of B.C., and spans 192 kilometres of the most scenic highway in Canada. The Canyon, which was the beginning of the historic Gold Rush Trail, follows the mighty Fraser River through Hell's Gate and beyond.

This m[illegible]ous highway requires an alert, cautious driver familiar with the requirements of driving in adverse conditions, including steep hills, tight curves, and all types of weather and road conditions.

In 1997, the Fraser Canyon Traffic Safety Committee was formed to act as an advisory group to deal with safe transportation and obtain input from communities and agencies that work and reside along this highway. This group believed that one of the most significant causes of serious and fatal collisions was aggressive driving. A project team was formed to research methods of addressing the needs in the Canyon. As a result of the findings, the Fraser Canyon Watch program was developed.

The Fraser Canyon Watch program was established in 2000. It was modelled after other successful "Record and Report" programs in B.C. The program involved partnerships with police, local and provincial governments, Insurance Corporation of British Columbia (ICBC), Telus, businesses, and all local communities. Posters and stickers were developed and installed in phone booths, truck stops, restaurants, and all points of business. In 2003, highway signs were erected to alert motorists to record and report aggressive driving behaviour to the police.

This highway does not have cell phone coverage, and the program encouraged motorists who witnessed aggressive driving behaviour to record information, pull into one of the community's businesses, and call 1-888-801-8884. Hope Royal Canadian Mounted Police (RCMP) Highway Patrol committed resources to house the telephone line and follow up on information received.


Early in 2004, the committee noted an increase in the crash

rate and, as a result, the Fraser Canyon Truck Crash Review Committee (FCTCRC) was formed to review the available statistics. The committee was then asked to conduct further research and develop a plan for reducing the number of incidents in the Canyon.

The collision histories of Highway 1 (Hope to Cache Creek), Highway 3 (Hope to Princeton), and Highway 5 (Hope to Merritt), from 1996–2002 were compared. Research revealed that Highway 1 had the highest number of truck-related incidents resulting in serious injury and fatality.

Based on a three-E approach (Engineering, Education, and Enforcement), the following actions were taken as a result of activities by the Fraser Canyon Traffic Safety Committee and the Fraser Canyon Truck Crash Review Committee:

- ICBC provided funding for shoulder rumble strips and other road improvements, including roadside delineation, roadside barricades, and overhead rollover signs. ICBC also commissioned studies for engineering improvements at specific collision sites.
- The RCMP's Fraser Valley Traffic Services Department and Southern Interior Traffic Services (in Ashcroft) increased enforcement, focusing on speed and aggressive driving in critical areas with a proven collision history.
- The Commercial Vehicle Safety and Enforcement Branch of the Ministry of Public Safety and Solicitor General scheduled more vehicle safety checks.
- The Ministry of Transportation moved and changed speed advisory signs, and performed the roadwork funded through ICBC.
- WorkSafeBC has coordinated development of a Canyon Hazards survey for truck drivers and an awareness and education plan.

These actions are the first steps in forming B.C.'s and Canada's first truck safety corridor. Plans are being made to implement key steps in creating the corridor, including:

- Refining its review process to measure the effectiveness of truck safety corridor
- Continuing to work with ICBC and Ministry of Transportation to improve highway engineering along the canyon
- Publicizing the RCMP's commitment to patrol for traffic offenders along the corridor
- Developing an educational program that provides information to truck drivers and other drivers about the canyon truck safety corridor.

The long-term plan is to use the canyon as model for other truck safety corridors in the province. TruckSafe believes that implementing initiatives such as this will have direct impact on serious injuries and deaths among all of BC's road users.

**Figure 3: Example of a shoulder rumble strip**

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www.chp.ca.gov/html/corridor.html
www.chp.ca.gov/html/hwy4.html
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**Web links for New Mexic o's Highway Safety Corridor Program**
http://www.nhtsa.dot.gov/people/outreach/safedige/Fall2003/Fall03_W07_NM.htm
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www.oregon.gov/ODOT/MCT/SAFETY.shtml
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www.wsdot.wa.gov/commission/news/2003/CorridorSPRecog.htm
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# Appendix 1 – Designation Criteria Table

| State | Designation Criteria Used |
|---|---|
| California | **Authority and Responsibility:**<br>• State Legislature<br><br>**Selection Criteria:**<br>• No clear set of standards has been applied to designate safety corridors<br><br>**Highway Safety Corridor Review Criteria:**<br>• Unavailable<br><br>**Decommissioning Criteria:**<br>• Unavailable |
| New Jersey | **Authority and Responsibility:**<br>New Jersey's Commissioner of Transportation<br><br>**Selection Criteria:**<br>• Selection of a highway safety corridor is based on study of:<br>▪ Accident rates<br>▪ Fatalities<br>▪ Traffic volume<br>▪ Other highway traffic safety criteria<br>and recommendations made by New Jersey's "Safety Impact Teams"<br><br>**Highway Safety Corridor Review Criteria:**<br>• Department of Transportation monitors highway data over a one-year period to chart progress<br><br>**Decommissioning Criteria:**<br>• Unavailable |

| State | Designation Criteria Used |
|---|---|
| **New Mexico** | **Authority and Responsibility:**<br>New Mexico Department of Transportation<br><br>**Selection Criteria:**<br>• Engineering studies are used to determine the need for safety zones based on crash and fatality data.<br>• State and local law enforcement, district engineers, and emergency medical, and fire service personnel analyze crash rates and other local data.<br>• Problem roadway segments are identified, ranked, and partitioned according to the appropriate Transportation District.<br>• District program managers work with local law enforcement to initiate a Safety Corridor STEP which may include special safety corridor signing, radar speed signs, double fines, increased visible traffic enforcement, and a focused public information and education campaign.<br><br>**Highway Safety Corridor Review Criteria:**<br>• Projects run on a three-year review cycle with a focus on reducing crashes and fatalities in the targeted locations.<br><br>**Decommissioning Criteria:**<br>• Unavailable |
| **Oregon** | **Authority and Responsibility:**<br>• Oregon's Department of Transportation<br><br>**Selection Criteria:**<br>• Selection is based on:<br>  ▪ A three-year average of vehicle collisions that is 110 percent above the three-year state average for similar types of highways<br>  ▪ A priority from local or state police to add at least 50 extra hours a month of enforcement on the corridor<br>  ▪ A decision on the length of the corridor that is manageable for enforcement and education, generally between four to 30 miles<br><br>**Highway Safety Corridor Review Criteria:**<br>• Department of Transportation reviews corridors that have been nominated by outside stakeholders, and once a corridor has been designated, its status is reviewed every year<br><br>**Decommissioning Criteria:**<br>• Once a safety corridor's three-year collision rate drops below 110 percent of the state collision average, then the corridor is decommissioned, with the agreement of local stakeholders |

| State | Designation Criteria Used |
|---|---|
| **Pennsylvania** | **Authority and Responsibility:**<br>• Pennsylvania's Department of Transportation<br><br>**Selection Criteria:**<br>• Traffic incidents and engineering investigations, where a five-year period of crashes exceeds the number or rate of crashes for similar highways<br>• Safe requirements needed for patrolling by enforcement officers and stopping violators, and a written commitment from police agencies to provide sustained enforcement activity<br><br>**Highway Safety Corridor Review Criteria:**<br>• Unavailable<br><br>**Decommissioning Criteria:**<br>• Unavailable |
| **Virginia** | **Authority and Responsibility:**<br>• Virginia's Department of Transportation in conjunction with Virginia State Police and the Department of Motor Vehicles<br><br>**Selection Criteria:**<br>• Selection of a highway safety corridor is based on:<br>▪ Crash frequency (which, weighted by severity, should be 50 percent above the regional average for the highway system)<br>▪ Overall vehicle crash rate (which should be at least 25 percent above the regional average for the highway system)<br>▪ Truck involved crash rate (which should exceed the average crash rate for that region for all vehicles on the highway system)<br>▪ Enforcement capability<br>▪ Roadway characteristics<br><br>**Highway Safety Corridor Review Criteria:**<br>• Commissioner of program holds at least one public hearing that is held at least 30 days before a designation is implemented<br><br>**Decommissioning Criteria:**<br>• One year after initial designations have been created, the Department of Transportation will establish criteria to decommission a safety corridor |

| State | Designation Criteria Used |
|---|---|
| **Washington** | **Authority and Responsibility:**<br>• Washington Traffic Safety Commission in conjunction with Virginia State Police and the Department of Motor Vehicles<br><br>**Selection Criteria:**<br>• Washington Traffic Safety Commission works in collaboration with the Department of Transportation and Washington State Patrol to select corridors<br><br>**Highway Safety Corridor Review Criteria:**<br>• Safety program uses low-cost engineering improvements and local partnerships to develop plans for education, enforcement, and engineering<br><br>**Decommissioning Criteria:**<br>• Unavailable |

# Appendix 2 – Fraser Canyon Truck Crash Review Committee

| Member | Organization |
|---|---|
| Delwyn Drew | RCMP |
| Barry Eastman | Ministry of Transportation |
| Lance Labby | Human Resources and Skills Development Canada – Labour Programs |
| Paul Landry | British Columbia Trucking Association |
| Pam McDermid | Commercial Vehicle Safety and Enforcement |
| Greg Mulvihill | Bobell Group of Companies |
| Warren Nelson | RCMP (Retired) |
| Jane Player | WorkSafeBC (Workers' Compensation Board of British Columbia) |
| Fergus Savage | Insurance Corporation of British Columbia |
| Roberta Sheng-Taylor | WorkSafeBC (Workers' Compensation Board of British Columbia) |
| Kathy Tull | WorkSafeBC (Workers' Compensation Board of British Columbia) |
| Al Stott | RCMP |
| Suzanne Watson | National Safety Code |
| Mike Weightman | Insurance Corporation of British Columbia |
| Marlene Yemchuk | Human Resources and Skills Development Canada – Labour Programs |

SB261

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STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

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

I urge your prompt and favorable action on this measure.

Sincerely yours,

Frank H. Murkowski
Governor

Enclosure

SB 261 Highway Safety Corridors

- Safety corridors are stretches of state highways with an incidence of fatal or injury traffic accidents greater than the statewide average for that type of roadway. This bill proposes the establishment of safety corridors that will have
  - Increased enforcement – which is the single most effective short term tool in reducing traffic accidents
  - Double fines with dollars returning from the courts to DOT to fund enforcement
  - Increased education

- Safety Corridors are
  - Relatively inexpensive to implement
  - Result in dramatic reductions
  - Can be easily reversed when the need no longer exists

- SB 261 requires that prior to establishing a safety corridor the DOT commissioner consult with:
  - Commissioner of Public Safety
  - Local traffic safety organizations
  - Resulting in commitment for greater enforcement in the corridor

**House Judiciary**

1. **Added a new section 3 - adding a two-point penalty for illegal passing in a safety corridor. Unsafe passing is one of the characteristic bad driver behaviors. This change required a title change.**

2. **Drafted a letter of intent asking that DOT place signs every 3 miles as opposed to every 5 miles in safety corridors. This includes work zone double fine corridors as well the safety corridors discussed in SB 261. The department's traffic manual is where DOT dictates distances for signs and since sign distances are not done in statute H JUD drafted the letter of intent. The department has no problems increasing signs and thereby educating drivers. We testified in H Fin that our signs would be every 3 miles.**

Info you probably don't need but just incase.

The reason we didn't double points throughout the bill was because speeding 20 miles over the speed limit results in a 6-point penalty. Doubling that would be 12 points and resulting in loss of drivers license. Speeding in a corridor would result in a harsher penalty than drunken driving (10 points). Following too closely, normally a 4-point infraction, would be 8 points and treated nearly as seriously as assault with a vehicle (10 points) or negligent homicide (10 points). Alaska Statute 28.40.050 provides that a single infraction should not result in a loss of license - no due process. The H Judiciary change just adds a couple of points to the one activity.

# 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.

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# Valley roads most deadly

## SURVEY: DOT finds three sections near Wasilla worst in state.

By RINDI WHITE
Anchorage Daily News

Published: February 26, 2006
Last Modified: February 26, 2006 at 03:08 AM

WASILLA -- The Matanuska-Susitna Borough is home to the three most dangerous highway sections in Alaska, state officials say.

Eight people died in vehicle accidents between 2001 and 2005 on the seven-mile section of the Parks Highway from Church Road to a mile before Big Lake Road, according to statistics from the Department of Public Safety public information office. There were 10 fatalities on Knik-Goose Bay Road in that time frame and two on the Palmer-Wasilla Highway.

State officials ranked those three roadways Alaska's most dangerous after considering not only deaths but also the total numbers of major accidents, traffic density and total vehicle miles traveled on the roads.

The Seward Highway, between Potter Marsh and Portage, came next on the "most dangerous" list, although the number of accidents on that road increases seasonally, Department of Transportation traffic safety engineer Scott Thomas said Saturday.

State officials released the numbers at a hearing Saturday in Wasilla of the House and Senate transportation committees to discuss highway safety.

Gov. Frank Murkowski has introduced legislation in the House and Senate aimed at making roads with high accident rates safer. The legislation

ould create "traffic safety corridors" and double traffic fines for violations within the corridors. Murkowski's legislation doesn't specifically list which roads should receive the new designation.

Gordon Keith, Central Region director of DOT, said DOT employees began analyzing fatality and accident data when the legislation was still being prepared. They started with the Seward Highway -- which has been the subject of vivid media stories and emotional community discussions recently in the aftermath of several fatal accidents -- mapping out exactly where and how many fatal accidents happened along the road, what type of accident each was and whether alcohol or drugs were involved.

Thomas said DOT data showed the Seward Highway is deadly, but it isn't the worst road in the state.

"The Seward Highway is a seasonal highway" more than the three Mat-Su roadways, Thomas said. "These are all two-lane roads carrying more than 16,000 people."

Busy roads like the Glenn Highway might seem just as dangerous, but Thomas said accident rat... on freeways and controlled-access roads like the Glenn Highway don't come close to the top four.

Overcrowding, he said, is a primary factor in higher accident rates. In Mat-Su, the fastest-growing area of the state, overcrowding is an issue in schools and neighborhoods. That it's also a factor on roads was no surprise to the roughly 40 borough residents who listened in on Saturday's meeting, where the corridor plan was discussed.

Mat-Su legislators pounced on the data showing Mat-Su roads as the most dangerous.

"We're fighting a (public relations) battle," said Rep. Bill Stoltze, R-Chugiak and vice chair of the House Finance Committee. Major news outlets, he said, have covered accidents on the Seward Highway extensively, while accidents in the Valley go unnoticed.

"Because it happens in the Valley, people have a harder time remembering our needs," Stoltze said.

If the traffic safety corridor idea becomes law, drivers could expect to see signs delineating the safety corridor as a double-fine area. Half the

money collected in fines within the area would go toward DOT-run highway safety programs.

Keith said DOT is launching a "Chill out, it's still winter" public campaign next week, encouraging drivers to slow down and relax on busy roads.

Thomas said other measures to increase safety in the traffic corridors, including road engineering changes, are being considered. The traffic safety corridor proposal is modeled after similar laws passed in the Lower 48, he said. Some of those states use "do not pass" signs, rumble strips along the center line and mobile speed carts, or sensors that display the speeds of passing cars, Thomas said.

Increased enforcement is also part of the traffic corridor plan. Representatives from the Alaska State Troopers said they hope a recruiting campaign will yield more trooper candidates to help fill open positions. Sen. Charlie Huggins, R-Wasilla, said a new trooper office at Mile 49 Parks Highway, with about 25 troopers stationed there, should boost enforcement in that area.

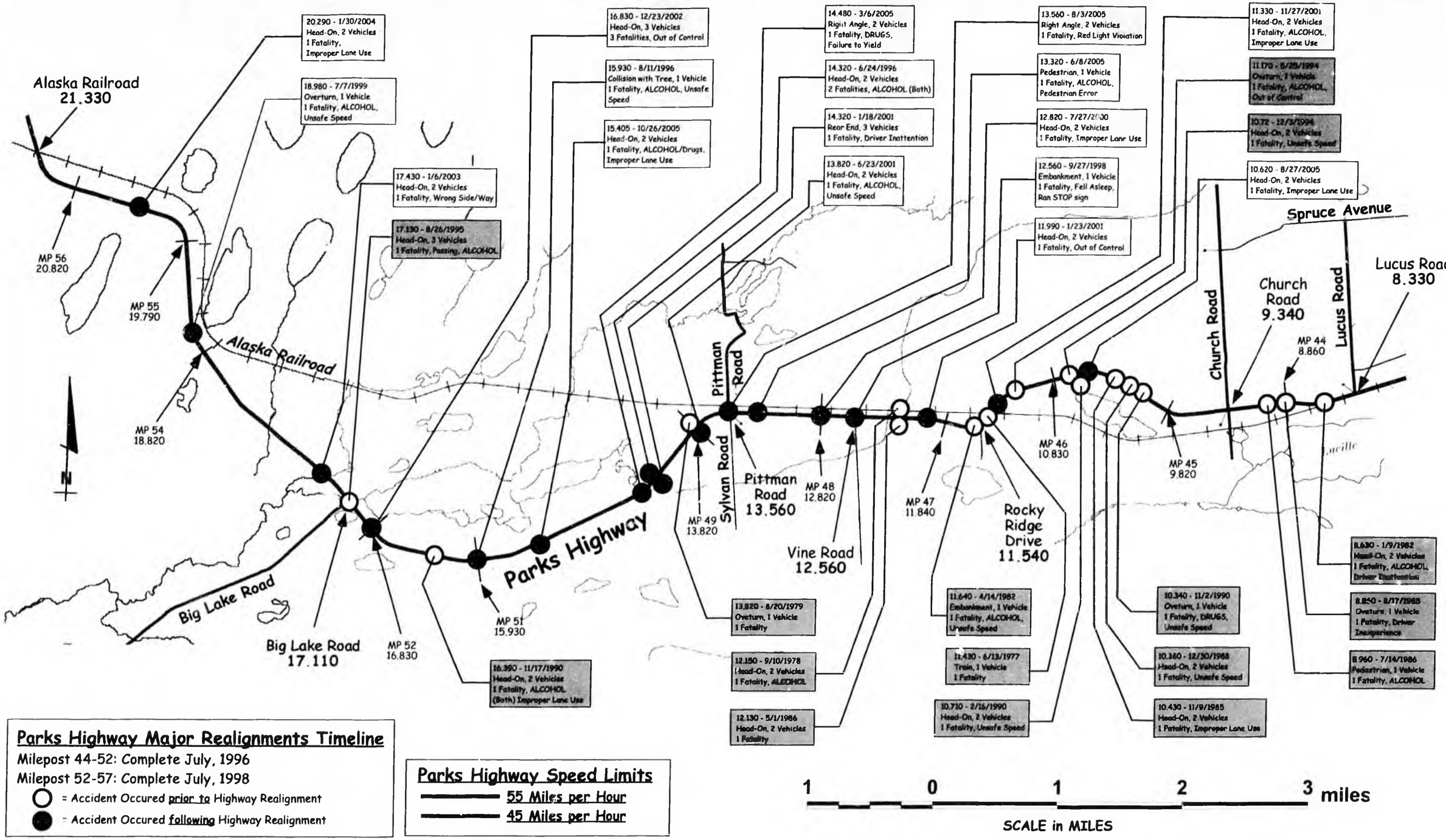
Stoltze said safety corridors are only a short-term fix to a long-term problem. What will be needed, he said, are design improvements for every road designated a safety corridor.

Road improvements helped the Seward Highway, Thomas said. Improvements between Bird Point and Girdwood have reduced traffic accidents there by 40 percent, he said.

Road improvements are on the way in Mat-Su, too. DOT held a meeting in Wasilla Thursday to discuss creating a four-lane road between Church Road and Big Lake Road, with construction tentatively set for 2010. Improvements such as more stoplights and turn lanes are scheduled over the next two years along the Palmer-Wasilla Highway.

DOT and the Alaska Railroad are working with the Mat-Su Borough and Wasilla to study a road and rail route around Wasilla, and legislators Saturday pledged to continue working to fund the Knik Arm bridge, which they said would route freight and through-traffic around congested areas.

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




**Parks Highway Major Realignments Timeline**

Milepost 44-52: Complete July, 1996

Milepost 52-57: Complete July, 1998

○ = Accident Occured prior to Highway Realignment

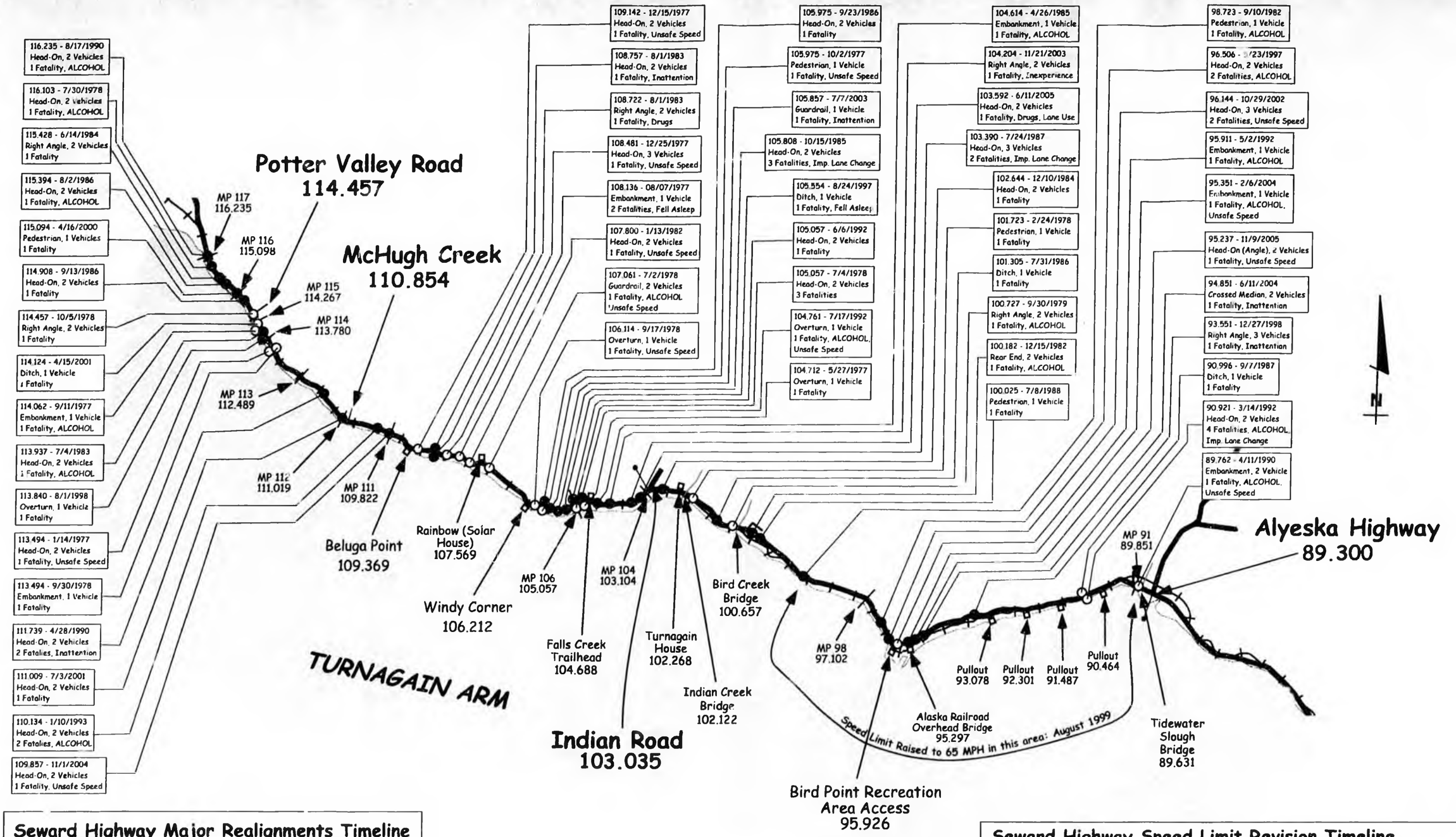
● = Accident Occured following Highway Realignment

**Parks Highway Speed Limits**

55 Miles per Hour

45 Miles per Hour

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




**Seward Highway Major Realignments Timeline**

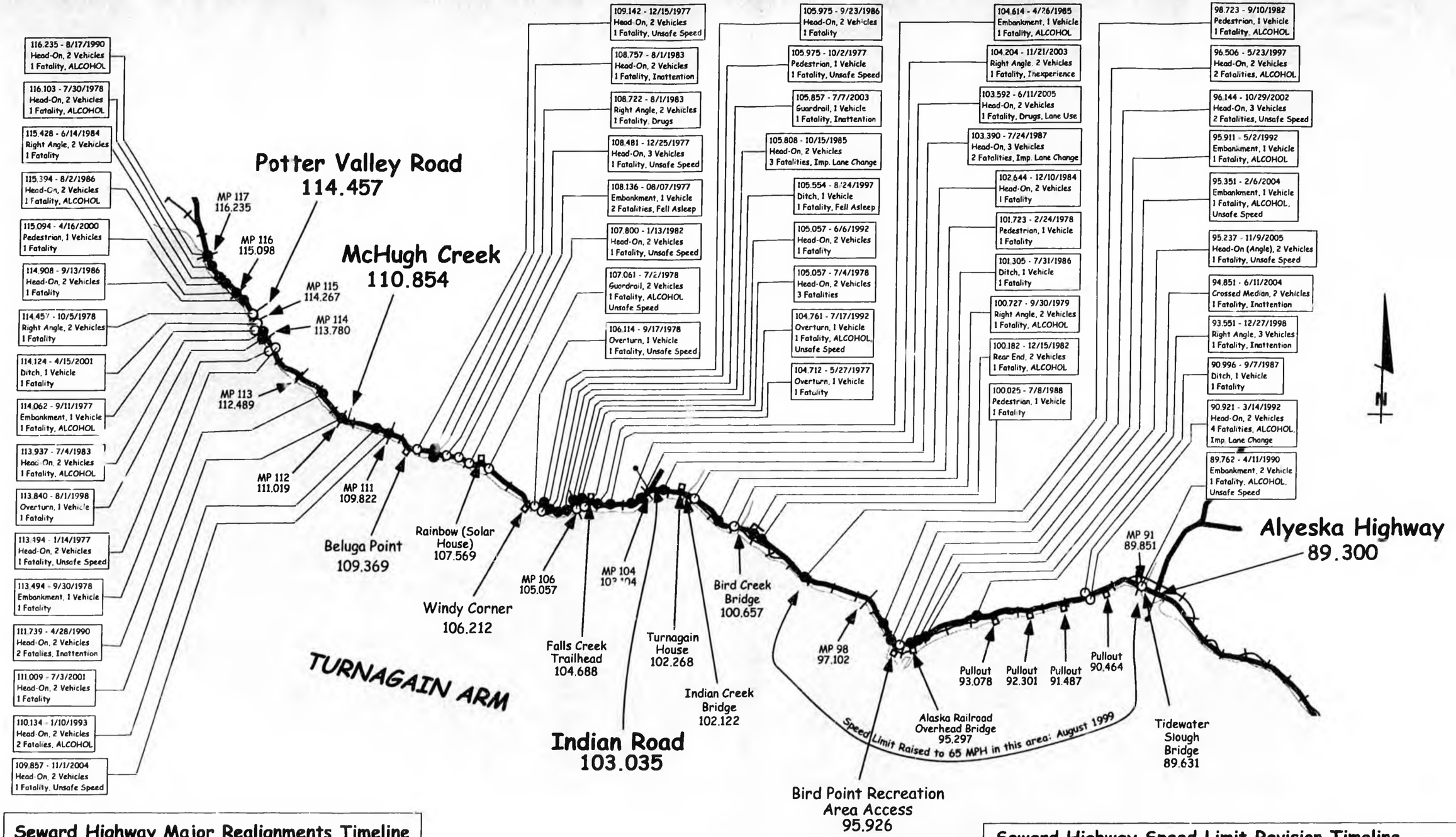
Potter South MP 111-115.2: Complete Fall, 1981
Bird Flats to MP 111: Complete October 1983
Bird Point to Girdwood: Complete June, 1996
○ = Accident Occured prior to Highway Realignment
● = Accident Occured following Highway Realignment

0 2 4 6 8 10
SCALE in 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

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

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○ = Accident Occured prior to Highway Realignment

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