

Table of Contents

CRASH DATA TRENDS	1-2
CHALLENGES	3-4
IMPAIRED DRIVING PROGRAMS	5-6
OCCUPANT PROTECTION PROGRAM - OVERVIEW	7-8
PAID MEDIA REPORT & CONTACT INFORMATION	9
NOTEWORTHY PRACTICES	10
ALASKA TRAFFIC RECORDS	11
FISCAL YEAR SUMMARY AND GRAPHS	11-12



2006 Accomplishments

During 2006 we concentrated on making our roadways safer for all Alaskans by implementing programs that combined education, prevention, technological innovation and enforcement to reduce traffic-related injuries and fatalities.

We continued to support seat belt compliance and impaired driving enforcement -two top priorities-and expanded our outreach to address the behavior of "aggressive drivers" along Alaska's major corridors.

We resurrected and joined three Traffic Record Committees, assisted in the creation of an Alaska Booster Seat Alliance Coalition, and began meeting with Alaska Motorcycle Advocates to develop a statewide education program which is supported by both government and private motorcycle enthusiasts.

Although our office experienced a 100% staff turnover in 2006, we developed a policy and procedures system which included streamlining a complicated grant process, supports data-driven, proven projects with a focus on populated regions.

Further focus will continue towards:

- Improved Performance
- Increased Accountability
- Efficient allocation of resources
- Strategic Planning

The Alaska Primary Seat Belt Law:

AHSO supported Senator Con Bunde's SB 87 which requires law enforcement officers to pull over and issue a citation for anyone not wearing a seat belt while traveling on state highways. "Alaska has one of the leading accident related death rates of all 50 states. In Alaska, a change in enforcement powers would lead to a 10-15% increase in seat belt use. That increase alone will prevent hundreds of injuries and save 8 to 9 lives each year on Alaska's roadways" said Sen. Bunde. AHSO was a part of The Seat Belt Coalition, made up of local, state and national agencies which created a comprehensive plan. Media campaigns, public policy testimony, class room and adult organization discussions were a few of the coalition's activities.

The law's effectiveness coincided with the National "Click It Or Ticket" Enforcement Campaign and on May 1, Troopers and 20 participating Police Departments issuing a total of 1,057 seat belt and child safety citations.

The campaign succeeded in making more people aware of the seat belt law, according to a recognized statewide survey taken during the campaign, the majority of Alaskans surveyed supported the law and over 30,000 additional Alaskans had already begun to buckle up since October, 2005. We found that, bolstered by the support given in the media, even police officers not formally part of the campaign were more likely to write seat belt tickets.

The Alaska Safety Corridor Law:

AHSO supported Governor Murkowski's Senate Bill 261, which allowed state officials to designate dangerous stretches of highway as a "traffic safety corridor." Under the designation, speeding and other violations carry double the normal fines as a deterrent to dangerous driving behavior. A tragic series of deaths along particular segments of road during the winter of 2006 spurred the legislation. Five sections had a pattern of serious injuries and fatalities when traffic congestion, road and weather conditions and dangerous behavioral driving were combined.

The 3 E's-Education, Enforcement and Engineering are components of the law at the recommendation of AHSO, DOT&PF Traffic Engineers and the Department of Public Safety. Affected city and police agencies such as Wasilla, Palmer Seward actively supported the law's passage because of the heartbreaking losses experienced by their communities. Paid and earned Media campaigns were established, highway signs were placed every three miles to remind drivers of the area's special status, and saturation patrols were conducted at specific times to enforce the law.

In June and October, two Safety Corridors were established; the Seward Corridor, between Girdwood and Anchorage and the Parks Corridor, between Wasilla and Big Lake.

Crash Data Trends

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatalities (Actual)	76	87	81	77	70	79	106	89	89	98	96	73
Fatality Rate /100 million VMT	1.8	2.1	1.9	1.9	1.6	1.7	2.3	1.8	1.8	1.9	1.9	1.5
Injuries (Actual)	3,925	6,059	5,851	6,257	6,163	6,081	6,120	6,543	6,370	4,249	4,206	4,053
Fatality & Serious Injury Rate/ (100 million VMT)		14.3	13.0	14.9	13.0	10.7	11.1	10.9				
Fatality Rate/100K Population		0.1	0.1	0.1	0.1	0.1	0.2	0.1				
Fatal & Serious Injury Rate/ 100K population		1.0	0.9	1.0	0.9	0.8	0.8	0.8				
Alcohol Related Fatalities		47	43	41	31	40	56	47	32	31	31	22
Proportion of Alcohol Related Fatalities		54.0	53.1	53.2	44.3	50.6	52.8	52.8	47.9	32.6	37.7	30.0
Alcohol Related Fatality Rate/ 100M VMT		1.1	1	1	0.7	0.9	1.2	1	0.7	0.7	0.6	0.4
Percent of Population Using Safety Belts*		52.0%	56.0%	59.6%	61.0%	60.6%	61.3%	62.6%	65.8%	78.9%	77.0%	78.4%
Performance Data: Novice (14-16) / Young (16-20) Drivers Collisions			1632	1802	1714	1896	1931	2112	1837	1928	1733	1516
Performance Data: Novice/ Young Drivers Fatalities			11	9	7	4	20	10	8	8	10	6
Performance Data: Safety Corridor (Seward & Parks Highways) Collisions		137	118	135	142	146	102	142	132	141	152	151
Performance Data: Safety Corridor Fatalities		1	2	2	3	0	3	6	2	2	3	7



Crash Data Trends - Fatalities

The U.S. national fatality rate:

1993: 1.45 fatalities per 100 million VMT
2003: 1.48 fatalities per 100 million VMT
2004: 1.50 fatalities per 100 million VMT
2005: 1.47 fatalities per 100 million VMT

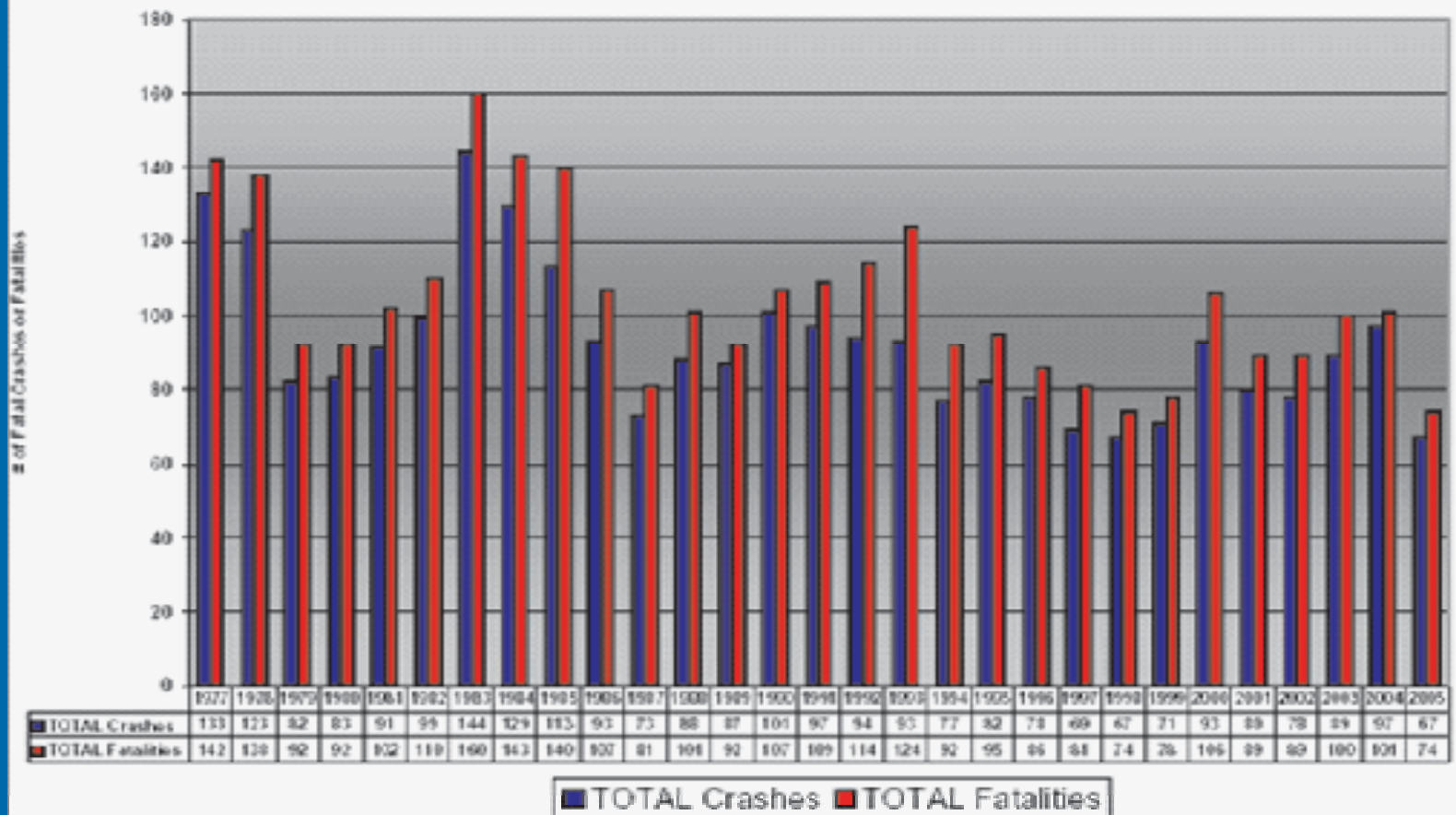
Alaska fatality rate:

1993: 2.02 fatalities per 100 million VMT
2003: 2.02 fatalities per 100 million VMT
2004: 2.03 fatalities per 100 million VMT
2005: 1.47 fatalities per 100 million VMT

In 2005, there were 13,138 traffic collisions in Alaska and 74 people died. 468 people suffered from major injuries, resulting in the loss of a limb or a substantial head injury. 3,585 people walked away with minor injuries. 9,018 collisions resulted in reported property damage and we recorded a record low 1.47 fatalities per 100 million vehicle miles traveled (VMT).

VMT = For every 100 million vehicle miles traveled, there were 1.47 deaths on Alaska highways in 2005.

TOTAL Fatal Crashes & Fatalities in ALASKA: 1977-2005



Regional fatality rate 2005:

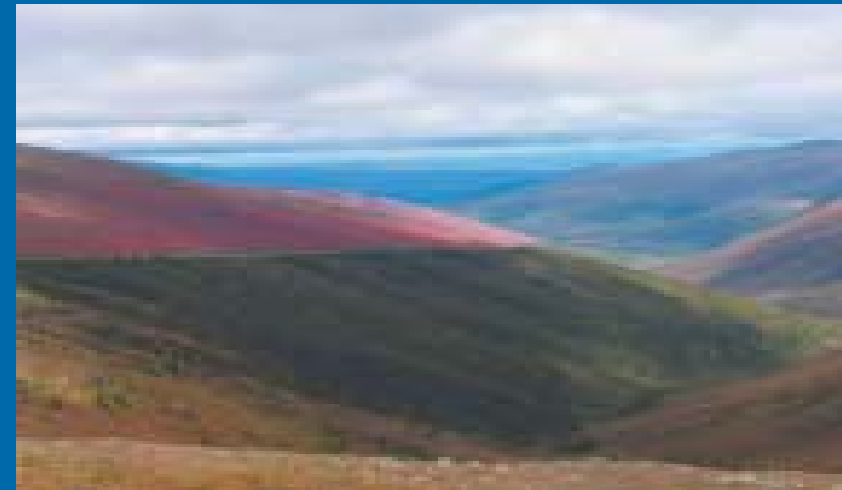
Alaska.....1.47
Idaho.....1.84
Oregon.....1.38
Washington.....1.17

AK Motor Vehicle Crash Fatalities:

2002..... 89
2003.....100
2004.....101
2005..... 74

Challenges

- **Participate with other traffic record agencies to develop an effective statewide reporting system.**
- **Support effective, data-driven programs to reduce impaired driving & prevent fatalities and injuries.**
- **Support enforcement of the Primary Seat Belt Law.**
- **Encourage blood testing of drivers involved in motor vehicle collisions.**
- **Support statewide booster seat and child safety belt education and training for families.**
- **Participate in a statewide Motorcycle Driver Education program.**
- **Encourage effective, data driven Driver Education programs, including those for the young and the older driver.**
- **Continue to develop an effective Alaska Highway Safety Program, through comprehensive research analysis, and acknowledges the populated regions.**



Historically, the most frequently cited behavioral contributors to fatal and serious injury crashes in Alaska are:

- Impaired driving
- Unsafe speed
- Failure to heed traffic control devices

In 2004, roadway conditions were a contributing factor to only 2 percent of major injury crashes and less than 1 percent of the fatal crashes.

The Alaska Highway was built by the U.S. Army between 1942 and 1948. Road conditions on the Alaska Highway are not unlike road conditions on many secondary roads in the Lower 48: rough and narrow.

Alaska has just 12,823 miles of public roads. By contrast, Texas, which is the nation's second largest State, has 301,035 miles of public roads and California, the third largest State, have 168,076. While most of Alaska's communities are located off the road system, accessible only by air and sea, the majority of the population lives in communities that are on the road system.

Of the most popular ten boroughs, five are located on the road system, and these communities comprise 75% of the State's population: Anchorage, the Fairbanks North Star Borough, the Matanuska-Susitna (Mat-Su) Borough, the Kenai Peninsula Borough and the Valdez Cordova Census Area.

Challenges



Geographical Crash Data:

According to the 2004 Alaska Traffic Collisions report, over 73 percent of all traffic collisions occurred on urban roadways, with 79 percent in the central region, 16.6 percent in the Northern region and 4.4 percent in Southeast Alaska. The Municipality of Anchorage, with about 41% of the State's population, reported 64 percent of all traffic collisions, almost sixty-five percent of all speed-related crashes and over 62 percent of alcohol-related crashes, that number being 698. Fairbanks followed with 181 alcohol-related motor vehicle crashes, Mat-Su with 178, Kenai witnessed 132 and Juneau trailed with 32 alcohol-related crashes.

Alaska has historically registered a high alcohol-related fatality rate per 100 Million Vehicle Miles Traveled (VMT) and an above-average percentage of alcohol-related fatalities.

Alaska typically experiences more accidents in the winter, with long periods of darkness and poor driving conditions. However, there are more severe accidents, including fatalities, in the summertime, where long periods of daylight occur and there is increased driving. Historically, the most frequently cited behavioral contributors to fatal and serious injury crashes in Alaska are impaired driving, unsafe speed, and failure to heed traffic control devices.

Alaska drivers were also on the road: almost 30% of state traffic crashes were alcohol-related during our nation's birthday and a few months later Memorial Day weekend counted over 18% Alaska traffic crashes because of impaired drivers.* Alaska Highway Safety Office, National Highway Traffic Safety Administration FARS data.

The Impaired Driver:

Impaired driving is the number one behavioral contributing factor in traffic crashes.

- Alcohol was involved in 8.5% of all crashes (1129 alcohol related collisions) and in 41% of fatal crashes (32 alcohol-related fatal crashes).
- The alcohol-related fatality rate was 38.2 percent. For one of every 90 miles driven in Alaska in 1999, a person with a blood alcohol concentration (BAC) >.08 was operating the vehicle.

In 2005 Police in Alaska reported 1,058 crashes involving a driver or pedestrian with a BAC of .01 or more. Formulas developed by NHTSA were used to estimate the number of alcohol-related crashes where alcohol involvement was not reported by the police.

- An estimated total of 5,290 crashes in Alaska involved alcohol.
- These crashes killed 41 and injured an estimated 1,970 people.
- In 1999, Alaska drivers with BACs of .10+ were involved in an estimated 5,000 crashes that killed 32 and injured 1,700.
- Alaska drivers with BACs between .08-.09 were involved in an estimated 90 crashes that killed 3 and injured 70. Positive BACs below .08 were involved in an estimated 200 crashes that killed 6 and injured 200 (although drivers who consume high amounts of alcohol are four times more likely to kill someone on the road, there were six families who lost loved ones when drivers consumed enough alcohol to merely impair their driving). *MADD.

The risk of a driver who has one or more DWI convictions becoming involved in a fatal crash is about 1.4 times the risk of a driver with no DWI conviction. Fatally injured drivers with BAC levels of 0.08 or greater are 9 times as likely to have a prior conviction for driving while intoxicated compared to fatally injured sober drivers. About one-third of all drivers arrested or convicted of driving while intoxicated or driving under the influence of alcohol are repeat offenders

*NHTSA, 2004.



Impaired Driving Programs

SES:

Alaska was one of thirteen Strategic Enforcement State (SES) in a pilot project between July 1, 2005 and April 30, 2006. The \$191,500 and 2,180 hours spent on aggressive DUI enforcement likely played an affective role in the reduction of alcohol related injuries and deaths but it is still too early to prove this theory. 16 police agencies, the Alaska State Troopers and the AST DUI team, participated in the SES program which resulted in 824 DUI arrests. The Palmer DUI team alone made 98 (8%) of the arrests, indicating their significant highway safety role.

- The Statewide Enforcement Reporting Coordinator, Fairbanks PD Lt. Dan Welborn, distributed and collected the individual agency reporting forms. A monthly enforcement report was sent to AHSO and NHTSA.

AST DUI Team:

The Alaska State Troopers (AST) four-member DUI Enforcement Team patrolled the major arterial route through central Alaska for the third consecutive year. The Fairbanks Police Department hired, trained and implemented a three-member DUI Enforcement Team within the Fairbanks City Boundaries. Alaska DUI Enforcement teams serve two purposes:

Provide specific DUI enforcement at annual events such as:

- The Arctic Man Race
- Talkeetna Bluegrass Festival
- Tanana Valley & Palmer State Fairs
- Offer concentrated DUI enforcement around the state along Alaska's major highway corridor



The High Risk Driver

29.4 percent of Alaska alcohol-related crashes also involved unsafe or excessive speed and 16.7 percent of all fatal crashes involved both alcohol and speed in 2002. A third of alcohol impaired drivers and 47 percent of speeding drivers were under 26 years of age.

The Novice Driver (16-20)

Motor Vehicle crashes are the leading cause of death in the United States for young people 15 to 20 years of age, accounting for roughly one third of all fatalities in that age group.*NHTSA In 2002, almost 48 percent of drivers that were both impaired and speeding at the time of the crash were between 16 and 25 years of age. *AHSO

In 1997, Alaska youth drivers aged 16-20 were compared with drivers aged 21-50 who were involved in a crash resulting in the hospitalization or death of a crash victim. Youth drivers were 2.9 times more likely than adult drivers to be involved in crashes that resulted in the hospitalization of a crash victim, and 2.6 times more likely to be involved in a crash involving a fatality.

The Young Driver (21-35)

Has the highest rate for driving while impaired in Alaska. The 2002 Alaska Traffic Collisions report by AHSO reported over 18 percent of crashes for young drivers involved alcohol, the highest of all age categories.

The Aggressive Driver & The Impaired Driver (male,18-35)

29.4 percent of Alaska alcohol-related crashes also involved unsafe or excessive speed and 16.7 percent of all fatal crashes involved both alcohol and speed in 2002. A third of alcohol impaired drivers and 47 percent of speeding drivers were under 26 years of age.

Equipment:

- Fairbanks PD purchased Vehicle Immobilization devices and Speed Display Boards. Fairbanks PD upgraded their Data-master room in which impaired drivers submit breath testing.
- Kodiak PD obtained in-car cameras for impaired driving arrests.
- Dillingham PD purchased speed measuring radar equipment.
- Wasilla PD-A Motorcycle Officer position for traffic enforcement.
- Juneau PD ordered a "Total Station" measurement device system, associated equipment and training or use of the device. The "Total Station" assisted officers in performing better investigations of serious crashes.
- Houston PD purchased tint meters, radar units, PBT's and Tasers. The tint meters assisted the department in probable cause for stops and the radar units allowed probable cause for speeding citations. The PBT's supported probable cause and supported documentation on DUI and minor consuming cases. The Tasers promoted a safer outcome to confrontational arrest situations where officers and/or suspects risked serious injury or death.

Impaired Driving Programs

Agency Amount Received

Alaska Police Department training, equipment, and specific enforcement campaigns were made possible through the AK Highway Safety Office:

- Municipality of Anchorage Police Department..... \$110,000
- City of Wrangell Police Department..... 37,000
- City of Kenai Police Department..... 33,000
- City of Seward Police Department..... 30,000
- City of Homer Police Department..... 30,000
- City of Soldotna Police Department..... 30,000
- City of Cordova Police Department..... 18,000
- City of Petersburg Police Department..... 20,000
- City of Haines Police Department..... 20,000
- City of Skagway Police Department..... 20,000
- City of North Pole Police Department..... 40,000
- City of Valdez Police Department..... 30,000

DUI Straight Talk Ad



November, 2005 - SES Summit:

- The Alaska Highway Safety Office and the Pacific Northwest regional office of the National Highway Traffic Safety Administration co-hosted an impaired driving enforcement summit in November, 2005.
- Key law enforcement executives in Alaska took this opportunity to discuss all facets of a comprehensive, statewide impaired driving enforcement program.
- During the summit, attendees interacted with other members of Alaska's law enforcement community to discuss enforcement of impaired driving laws and the tactics used in specific communities.
- Guest speakers included Paul Grimstad, Colonel of the Montana Highway Patrol, Barry Logan, Assistant Chief of the Washington State Patrol and NHTSA Regional Law Enforcement Liaison Glenn Cramer. In addition, an active session was led by a Judge and two Anchorage prosecutors on DUI issues and the courts.

April, 2006 - ASTEP Summit:

- The first annual Alaska Strategic Traffic Enforcement Partnership (ASTEP) Spring Summit, co-sponsored by the Alaska Highway Safety Office and the National Highway Traffic Safety Administration's Pacific Northwest Region was held in Fairbanks at the end of April, 2006.
- In addition to discussions on seat belt enforcement, there was opportunity to discuss other highway safety priorities such as impaired driving enforcement, tactics to motivate law enforcement officers, and funding opportunities for equipment, overtime patrols and technical assistance.
- Traffic law enforcement in Alaska had entered an exciting new phase. Alaska's primary seat belt law had been signed on January 31 and was to go into effect on May 1. High visibility enforcement of this new law was crucial to significantly impact the highway safety picture in Alaska.
- The effective date of the law coincided nicely with Alaska's annual "Click It or Ticket" seat belt enforcement mobilization.

In preparation for the ASTEP Spring Summit, the AHSO asked each public safety agency to prepare a 16-month integrated strategic enforcement plan that detailed traffic safety plans with a special emphasis on seat belt and DUI enforcement. Beginning with the 2006 "Click It or Ticket" campaign in mid-May and extending through the 2007 "You Drink & Drive. You Lose" in late August, these collective enforcement plans formed Alaska's participation in the National campaigns.

Occupant Protection - Program Overview

Safety belts work because during a crash, they hold you in place, distribute the crash forces over the stronger parts of your body such as the chest, hips and shoulders, allow the body to slow down gradually and protect the head and spinal cord.

Alaska surpassed the 78.4% of seat belt users in 2005 to a record high of 83.2% shown from the NOPUS survey that was completed in May 2006. Both our adult and child restraint programs continued to flourish in FY06, and we intend to continue with our current strategy.

AHSO will be building on the successes experienced the previous year by expanding the CIOT campaign. The continuance of educating the general public with special attention towards the novice driver and the high risk driver along with the Child Passenger Safety programs as they are all examples of attacking the problem from all sides. These data-driven programs continue to be the best strategy for improvement.

After the death of a 5 year old boy in Fairbanks, not in a car seat but belted in the car, interested partners and the Alaska CPS Committee will hold discussions on revising the current state law definitions of child booster and safety seat requirements at the for 3rd Alaska Annual Conference. The Alaska Booster Seat Alliance (ABSE) was formed in October, 2006 and continues to regularly teleconference on this goal. ABSE is composed of state, local and private stakeholders with child occupant protection.

In Alaska about 80 percent of 2002 crash occupants that were not injured or received only superficial injuries used seatbelts at the time of the crash. Seatbelts were not used as often by occupants that received major or fatal injuries-less than 40 percent of fatalities and less than 65 percent of occupants with majority injuries wore seatbelts at the time of the crash.
*Alaska Highway Safety Office

Adults who do not buckle up send a message to children that it is all right not to used seat belts. The probability of a fatally injured child being unrestrained is more than twice as likely when the adult driving was unrestrained. Wearing a seat belt can cut the risk of being seriously injured by 50 percent.



SAFE KIDS (Kenai Peninsula)

Campaign's mission is to prevent the number one killer of children – unintentional injury. The Kenai Peninsula SAFE KIDS Coalition educated adults and children and provided safety devices to families in need, and their communities for children 14 and under. Central Peninsula General Hospital and Homer's South Peninsula General Hospital, Central Emergency Services, Kenai Fire Department, Kenai Police Department, Alaska State Troopers, and Kenai Public Health Department certified child passenger safety technicians. Outlying communities, including Cooper Landing and Ninilchik, were visited with a mobile fitting station and were seen at safety rodeos and health fairs . A permanent local fitting station offered "store-front" access to issue child car seats and safety helmets. Both the mobile and the stationary stations provided parents education on seat belt and child car seat usage. A CPST 32 hr. certification class was held in May in Soldotna and as a result 3 new technicians with the Central Emergency Services. The Program Coordinator attended the annual Lifesavers conference in Texas and received the new updates on child passenger safety as well as new seats on the market, She also attended an 8 hr. Child Passenger Safety Training for school buses. In total 483 car seats were checked and 256 car seats were distributed.

Occupant Protection - Program Overview



Alaska Injury Prevention Center (Statewide and Central Region)

In addition to CIOT activities, the AHSO Child Passenger Safety Program is reaching more Alaskan's than ever before. The Alaska Injury Prevention Center continues to collaborate with the local Safe Kids Coalition and maintains a check station at their offices. Through this one location they checked 645 car seats as well as distributed 198 car seats to families while showing them the proper installation. AIPC conducted NHTSA Certification classes, recertification and CPS Update classes. An additional 286 car seats were funded through AHSO and distributed throughout Alaska.

Safe Rider Coordinators (Fairbanks) and Volunteers In Policing:

Is a leg of the Fairbanks Police Department, targeted pregnant women and new parents to train and educate about child restraints and vehicle safety. The Fairbanks Safe Rider program targeted educating new parents by holding three Birth Education Classes through Fairbanks Memorial Hospital as well CPS Education sessions. Three Young Parents Education Classes were held at the Public Health Center and checkup events were also held at the Pregnancy Resource Center. They also increased the number of car seat checks in Fairbanks and the interior resulting in an increase in the correct usage of child restraints. Safe Kids also conducted Eight public Education sessions with a total of 4,970 contacts made. They received over 1,130 phone calls, visited 111 homes, had 19 seat check events, checked 470 car seats along with providing 141 car and booster seats.

Volunteers in policing set-up and maintain a fixed car seat station at the Fairbanks Police Department as well as trained three Fairbanks Police Officers as Nationally Certified Car Seat Technicians. They also handed out brochures on child restraint regulations and recommendations to local preschools and daycares.



Kids On The Move (Juneau)

- Focused on educating the low income, and Alaskan Native families.
- Regularly scheduled appointments were available through the South East Alaska Regional Health Consortium (SEARHC) Kids on the Move held two technician courses in Southeast Alaska, In October, 8 people from five different Communities attended a class in Juneau and in June another six participants from five Communities attended the course.
- Bartlett Regional Hospital invited a technician to come to the infant support group, toddler support group as well as the birthing class. Two day care centers requested and received personal car seat check up events. In all 153 car seat were checked and 82 car seats were distributed.

Education and training is crucial to reduce little children's motor vehicle crashes. Amazingly, Technicians continue to find 80 to 95% of all car seats checked were incorrectly installed.

Paid Media Report



Alaska's Highway Safety media program is located within the Alaska State Troopers Anchorage Public Information Office. Audio, video, and photographic ads are produced in agreement with the Alaska Highway Safety Office and the Department of Public Safety. The campaigns reached approximately 85% of Alaska's population with both television and radio ads.

Media Awareness Project: The National Impaired Driving slogan, "You Drink & Drive. You Lose" was replaced with "Over The Limit. Under Arrest" and the state "Drink. Drive. Go To Jail" message. The National Seat Belt slogan "Click It or Ticket" and the state logo "Seatbelts Must Be Worn in Alaska" was used in the CIOT media campaign.

AHSO coordinated the media campaigns to coincide with the national impaired driving mobilizations. This united effort was based on data which showed the most dangerous travel dates. It was no surprise the times were around holidays, during weekends and in the evenings. The main Target Audience for the media campaigns were the "High Risk Driver", who refused to comply with traffic safety laws. Studies have determined that the most effective ads for this particular offender are consequence reminders.

The majority of Alaskans appreciated the media ads which provided simple messages: If people were not buckled up, they were going to get a ticket. If drivers were impaired, they would get arrested. The media campaigns were a major component in the strategy to combine education with enforcement. The National Campaigns occurred four times a year, around Labor Day, the 4th of July, Memorial Day and between Thanksgiving and New Year's Day.

NCADD comprehensive statewide media project targeted impaired and high risk drivers as well as educating Alaskans on the benefits of primary seat belt enforcement. Educational messages were viewed or heard by target audiences during the holiday seasons, high school/college spring break and graduation on statewide network stations, in two local newspapers as well as in movie theaters and on radio stations. A post-campaign survey was conducted in October to measure the impact and a total of 30 households from three of Alaska's most populated regions were surveyed. One interesting pattern was that most people who had seen or heard the ads indicated that although these ads did not change their views, they thought the ads would be effective in changing the attitudes of others. Overall, responses were positive, people seemed well-informed and in favor of the seat belt and drunk driving laws.

Contact Information

Alaska Highway Safety Office
PO Box 112500
Juneau, AK 99811-2500

Cindy Cashen-Highway Safety Office Administrator

Christopher Thomas-Research Analyst/AK FARS Analyst

Kathryn Budke-Project Assistant, Police Traffic Grants

Ruth Carter-Accounting Technician, AHSO Finance

Phone Number: (907) 465-4375

Fax Number: (907) 465-4030

Website: <http://www.dot.state.ak.us/stwdplng/hwysafety/index.shtml>



Noteworthy Practices

Shared information:

The Council on Domestic Violence encourages criminal justice system agencies to continue to work together to develop criminal justice information systems that interact efficiently and that provide data to enable policymakers to make reliable decisions on policy issues. The collection and tracking of data evaluated the consistency in charging, prosecution and sentencing structures in all courts for similar offenses.

Review and Evaluation of monitoring misdemeanor probation & pretrial conditions:

The NCADD Court Monitoring Reports supplied DUI court data to policy makers in all branches of government to make cost-effective decisions that improved the administration of justice.

An emphasis on principles of Restorative Justice:

Given the relatively new emergence of the theory of restorative justice in mainstream criminal justice policy, it is worthwhile to note some of its applications in Alaska.

Principles of restorative justice operate in many of the state's agencies; in some instances, the legislature has incorporated the principles into statutes. Most restorative justice programs focus on two principles:

- 1) Recognizing and fulfilling the victim's needs for restitution and healing
- 2) Recognizing the need to hold the offender accountable for the injuries he or she caused

The community plays a role in meeting these needs by providing the environment and resources necessary for justice to occur. Court monitoring empowered the community to take a closer look at drunk driving and the criminal process.

Motorcycle Education & Training (Juneau ABATE):

Established a motorcycle rider training program with a sustainable plan. The nationally certified Motorcycle Safety Foundation (MSF) rider course training curriculum, include both the MSF Basic Rider Course for beginning riders and the Experienced Rider Course for experienced riders is recognized by the Alaska Department of Motor Vehicles which waives motorcycle road and written tests for MSF Rider course graduates. ABATE of Alaska has provided similar training, testing and certification in Anchorage for many years.

Buckle Up in Anchorage High Schools Campaign (Alaska Injury Prevention Center, Anchorage):

Sponsored the Pre-surveys were done as well as students designing a campaign to promote seatbelt use. Incentive prizes were given to the students in the cars that were buckled up. The results of the change from pre (73%) to post (87%) behavior was significant in all but two schools. Additionally, Bartlett High School hosted a student led activity which hosted an assembly for all Juniors and Seniors at the school, which was attended by 750 students. They designed a 40 minute multi-media presentation, with assistance from Beth with Alaska Injury Prevention Center. At the end of the presentation students were asked to fill out a short survey where 90% said that they already wore seatbelts. 41% of those who don't wear seatbelts said that the presentation inspired them to wear their seatbelt regularly.

Youth In Action (MADD Anchorage):

Teamed with adult organizations to change societal norms about underage drinking's "rite of passage." YIA planned activities around the national DUI crackdowns and other monthly DUI enforcement activities in the Anchorage area. YIA focused on educating youth and developing community awareness about the state's zero tolerance law for drivers under the age of 21 and the dangers of underage drinking. Red Ribbons, brochures, videos and other materials were distributed to businesses in the Anchorage area on enforcement activities.

Teens In Action (NCADD Juneau):

Allowed youth to partner with adult organizations to utilize environmental strategies to combat underage drinking. These strategies focused less on changing individual behavior and more on making the drinking environment less conducive to excessive drinking. TIA used strategies to reduce the availability of alcohol to all underage teens such as participating in underage drinking compliance checks in bars, restaurants and liquor stores.

The Therapeutic Court Programs (Alaska Wellness Court & NCADD Juneau):

Operated in Anchorage, Fairbanks, Bethel, Juneau and Ketchikan to address problems in the conventional court process. These programs were designed to reduce the recidivism rates of DUIs and other alcohol-related misdemeanors and felonies through a diversion process. Repeat Offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatment and long term monitoring. The focus of the programs was on persons charged with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge worked closely with a team consisting of prosecutors, the public defender, defense lawyers, a case coordinator, corrections officers & treatment providers.

The "Protecting You, Protecting Me" (NCADD Juneau):

Curriculum was developed to teach children about the effects of alcohol on the developing brain and body and how to protect themselves when riding with an alcohol impaired driver. The PYPM Coordinator continued to position the Best Practice Program in Anchorage, Fairbanks and Juneau elementary schools. Alaska teens were trained in the peer method while teachers and counselors completed Educator courses.

High Risk Driver Education Juneau program (NCADD Juneau):

Used a statewide standardization 12-hour re-education curriculum which was taught approximately once a month to 200 youth drivers (ages 16-20) who had been adjudicated for alcohol related charges such as minor consuming (MC) or minor operating a vehicle after consuming alcohol (MOVAC).

The Teen Defensive Driving course (NCADD Juneau):

At the Juneau Douglas High School targeted the 14-16 year old "novice driver" who had received or were about to receive their driver's

license. An instructor provided textbook information about responsible driving, drunk driving material and included driver skill building with a driving simulator. School and Bicycle Rodeo Presentations and media campaigns were provided by the Bike/Pedestrian community about bike/ped traffic safety and promoted the use of bicycle helmets.



Alaska Traffic Records

During 2005 there were two electronic ticket projects conducted by the Highway Accident Data System to enhance highway safety traffic records. The old paper-driven system relied on a costly, time-consuming, and inefficient manual process. Timely and accurate data is essential to effective strategic highway safety planning. Prolonged traffic stops place the motoring public and police officers at a greater risk of vehicle collisions. Currently the average drunk driving arrest takes between 3-4 hours but electronic forms can cut the time down to 30 minutes.

Driver Report Form 12-209 Project established a shared vision between the Department and DMV for electronic crash reporting, and was put into production on June 1, 2006.

Police Report Form 12-200 Project commenced in May, 2006, with a User Committee comprised of local police officers to develop the User Requirements. A team from the New York State Police was brought to Alaska to demonstrate the Iowa DOT-developed Traffic and Criminal Software (TraCS) system. Two successful demonstrations were provided in Anchorage and Fairbanks to state and local law enforcement administrators and uniformed officers.

The Department of Health and Social Services Injury Prevention EMS Unit (IPEMS) continued to refine the state EMS Data Collection System. The EMS Unit had distributed electronic data collection software to several EMS Services in FY05; however, the ability to capture and translate data from all decentralized EMS services was not possible until an infrastructure was built to allow for importation of EMS "run data" from urban and rural EMS service providers throughout the state. The system now supports EMS data collection software currently in use by the larger organizations and provides web-based reporting for smaller communities.

ATRCC (Alaska Traffic Records Coordinating Committee)

To facilitate the integration and exchange of traffic records data between federal, state, and local traffic related agencies in an effort to reduce fatalities, crashes, and injuries. The 5-member committee consists of representatives from the Department of Transportation and Public Facilities, The Court System & Division of Motor Vehicles. Their key objective is to provide strong leadership and the necessary resources to address the timeliness, completeness, reliability, interoperability, accessibility and utility of traffic records data.

MAJIC (Multi-Agency Justice Integration Consortium)

The Council Consortium was formed to help agencies more efficiently share complete, accurate, timely information with each other more efficiently in order to enhance the performance of the criminal justice system as a whole. Our Mission is to help agencies more efficiently share complete, accurate, timely information in order to enhance the performance of the criminal justice system as a whole

TraCS

The Traffic and Criminal Software (TraCS) is application software that combines with laptop computers, one or more PCs in a central office, and data communications to provide Officers with all of the functionality necessary to record and retrieve incident information wherever and whenever an incident occurs. Officers respond to many incidents every day, and each incident requires paperwork and other administrative duties that detract from valuable patrol time. The TraCS software was developed in response to the need for a well-designed information management tool for field Officers that would simplify the data collection process and ease the administrative burden on Officers.

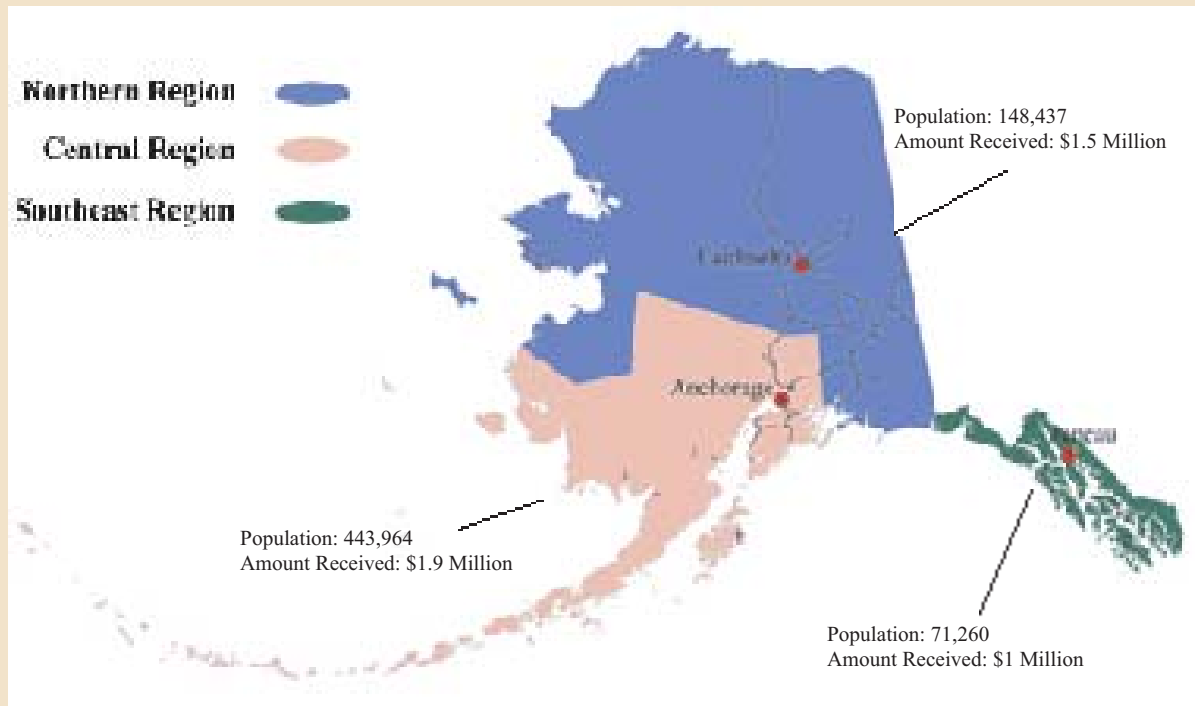
Alaska is one of 18 other states and 2 provinces and Virgin Islands who hold a TraCS license, and also has two seats on the National TraCS Steering Committee, comprised of an ADOT&PF and AHSO representative.

Fiscal Year Summary

	402	405	410	411	154	157	157	163	164	2003b	Total	% of Total
P&A	\$107,351				118,273						\$225,624	5.1%
Traffic Records	\$50,727			6,187							\$56,914	1.3%
Impaired Driving	\$0				2,628,049			165,346			\$2,793,395	63.2%
Occupant Protection	\$145,696	358,324					80,011			13,890	\$597,922	13.5%
Pedestrians	\$37,736										\$37,736	0.9%
Bicycles	\$0										\$0	0.0%
CTSP/Safe Communities	\$397,325										\$397,325	9.0%
Motorcycles	\$56,300										\$56,300	1.3%
Police Traffic Services	\$178,522										\$178,522	4.0%
EMS	\$31,708										\$31,708	0.7%
Roadway Safety	\$0				46,577						\$46,577	1.1%
Total	\$1,005,365	358,324	0	6,187	2,792,899	0	80,011	165,346	0	13,890	\$4,422,023	100.0%

Fiscal Year Summary - Graphs

DOT&PF Regional Map of Alaska



Highway Safety Office Grant Allocations

