



U. S. Department
of Transportation
**National Highway Traffic
Safety Administration**

Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

Regional Administrator

12 January 2009

Ms. Cindy Cashen, Administrator
Alaska Highway Safety Office
3132 Channel Drive
P.O. Box 112500
Juneau, AK 99811-2500

RE: Receipt of 2008 Annual Report

Dear Ms. Cashen:

Our office has received and reviewed an electronic copy of the FY 2008 Performance Plan - Annual Evaluation Report and summary financial document for Alaska's Highway Safety Program. The Annual Report was lacking required elements but as discussed on January 7th between yourself and Shirley Wise via a phone call we accept the verbal agreement on improvements needed for future Annual Reports. Based upon the phone discussion and agreed requirements needed in the report we will accept the FY 2008 Annual Report as fulfillment of the Highway Safety Program requirements contained in 23 CFR 1200.33 Annual Report and the original 2008 Performance Plan.

I would like to bring to your attention the requirements of 23 CFR 1200.33. Specifically:

Within 90 days after the end of the fiscal year, each State shall submit an Annual Report. This report shall describe:

- (a) The State's progress in meeting its highway safety goals, using performance measures identified in the Performance Plan. Both baseline and most current level of performance under each measure will be given for each goal.
- (b) How the projects and activities funded during the fiscal year contributed to meeting the State's highway safety goals. Where data becomes available, a State should report progress from prior year projects that have contributed to meeting current State highway safety goals.

Additionally, when preparing future year Annual Reports please refer to and follow the requirements for reporting on grants other than Section 402 such as Sections 408, 1906, and 2010.



Also, note the guidance for Advertising Space for highway safety messages and include any evaluations following Mobilizations and Crackdowns and document any surveys conducted measuring the knowledge and attitude of understanding of the media market message.

With that said, I would like to note the increase in the safety belt usage rate and decrease in alcohol related fatalities. These are positive improvements in the right direction, I commend you and you're your staff on the strides you are making in traffic safety in Alaska.

I appreciate you and your staff's commitment and dedication to improving highway safety in Alaska and look forward to working with you continued improvements and moving the numbers in the right direction.

Sincerely,

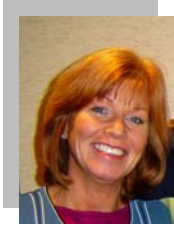
John M. Moffat

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FEDERAL FISCAL YEAR 2008

HIGHWAY SAFETY OFFICE ANNUAL REPORT





December 10, 2008

I am pleased to present the state of Alaska's report on highway safety programs during the federal fiscal year 2008. The Annual Report is required by federal regulation, and describes the accomplishments of programs supported by the Alaska Highway Safety Office, compares the goals and performance measures of the Highway Safety Plan, and provides the data used to measure Alaska's safety performance progress.

Our mission is to enhance the health and well being of the people of Alaska through programs which save lives and prevent injuries on Alaska's highways. We provide federal transportation dollars to data driven programs that encourage safe driving behavior. Impaired driving and seat belts top our priority list, which also include aggressive driving and teen driving. These priorities are determined through an analysis of traffic crashes, fatalities and serious injuries, enforcement efforts, survey results and demographic information. The multi-database allows us to identify high-risk motorists.

We remain committed to supporting highway safety advocates through the Alaska Strategic Highway Safety Plan, the Alaska Traffic Records Coordinating Committee, the Alaska Motorcycle Safety Advisory Committee and the Law Enforcement Liaisons. An example is the multi-jurisdictional collaboration of state and local law enforcement agencies to remove impaired drivers from our roads. Traffic crashes are prevented, and lives are saved, when dangerous drivers are not on our roads. Projects such as this one increase community ownership and prevent tragedies.

Sincerely,

A handwritten signature in black ink that reads "Cindy Cashen". The signature is written in a cursive, flowing style.

Cindy Cashen
Administrator
Alaska Highway Safety Office

Alaska Crash Data Trends

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (FARS)	87	81	77	70	79	106	89	89	98	101	73	74
Fatality Rate / 100 Million VMT (FARS)	2.11	1.97	1.76	1.55	1.74	2.3	1.89	1.82	1.98	2.02	1.45	1.49
Non-Fatal Injuries (HAS Dataport)	6,039	5,845	6,264	6,159	6,100	6,112	6,536	6,368	6,509	6,189	5,974	5,021
Fatality & Serious Injury Rate / 100 Million VMT (HAS Dataport)	12.33	10.74	12.65	11.22	9.04	9.25	9.23	12.70	12.61	11.40	10.63	8.76
Fatality Rate / 100,000 Population (FARS)	14.47	13.39	12.65	11.38	12.75	16.89	14.05	13.85	15.05	15.26	10.91	10.92
Fatality & Serious Injury Rate / 100,000 Population (HAS Dataport)	84.44	74.85	85.46	80.54	67.36	69.32	70.24	97.26	96.18	86.56	80.57	64.83
Impaired Driver Related Fatalities (FARS)	45	41	38	28	38	54	46	32	33	29	33	23
Percent Impaired Driver Related Fatalities (FARS)	51	51	49	39	48	51	51	36	34	29	45	30
Percent of Population Using Safety Belts (AIPC Seat Belt Surveys)	***	***	***	61.0	60.6	61.3	62.6	65.8	78.9	76.7	78.4	83.2
Performance Data: Novice Drivers Involved in Collisions (Age 14 - 15, GDL Learners Permit) (HAS Dataport)	145	142	143	134	138	140	141	124	119	120	75	62
Performance Data: Young Drivers Involved in Collisions (Age 16-17, GDL Provisional License) (HAS Dataport)	1,597	1,593	1,665	1,659	1,667	1,767	1,900	1,680	1,648	1,466	1,267	1,031
Performance Data: Young Drivers Involved in Collisions (Age 18-25) (HAS Dataport)	5,354	5,259	4,885	4,836	5,274	5,232	5,805	5,330	5,990	5,944	5,400	4,852
Performance Data: Novice Drivers Involved in Fatal Collisions (Age 14-15, GDL Learners Permit) (HAS Dataport)	1	2	0	0	0	4	1	3	0	2	1	3
Performance Data: Young Drivers Involved in Fatal Collisions (Age 16-17, GDL Provisional License) (HAS Dataport)	7	9	6	5	5	14	5	7	6	5	2	7
Performance Data: Young Drivers Involved in Fatal Collisions (Age 18-25) (HAS Dataport)	21	28	26	26	29	26	30	29	29	33	21	20
Performance Data: Safety Corridor (Seward & Parks Highways) Collisions (HAS Dataport)	***	***	141	146	152	112	148	142	153	161	157	127
Performance Data: Safety Corridor Fatalities (HAS Dataport)	***	***	4	3	1	3	6	5	3	3	9	7
Performance Data: Moose-Related Fatalities (HAS Dataport)	1	2	1	2	1	1	3	1	3	2	0	1
Performance Data: Moose-Related Injuries (HAS Dataport)	98	138	172	146	151	155	155	116	121	164	117	124
Performance Data: Speeding-Related Fatalities (HAS Dataport)	35	27	28	19	31	38	31	30	44	36	28	31
Performance Data: Speeding-Related Fatalities as a Percent of All Fatalities (HAS Dataport)	40%	33%	36%	27%	39%	36%	35%	34%	45%	37%	38%	42%
Performance Data: Speeding-Related Serious Injuries (HAS Dataport)	149	112	139	140	111	127	136	193	149	157	157	114

*** Data not available

Sources: Fatality Analysis Reporting System (FARS); State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System (HAS) Dataport; and Alaska Injury Prevention Center, Alaska Seat Belt Observation Surveys

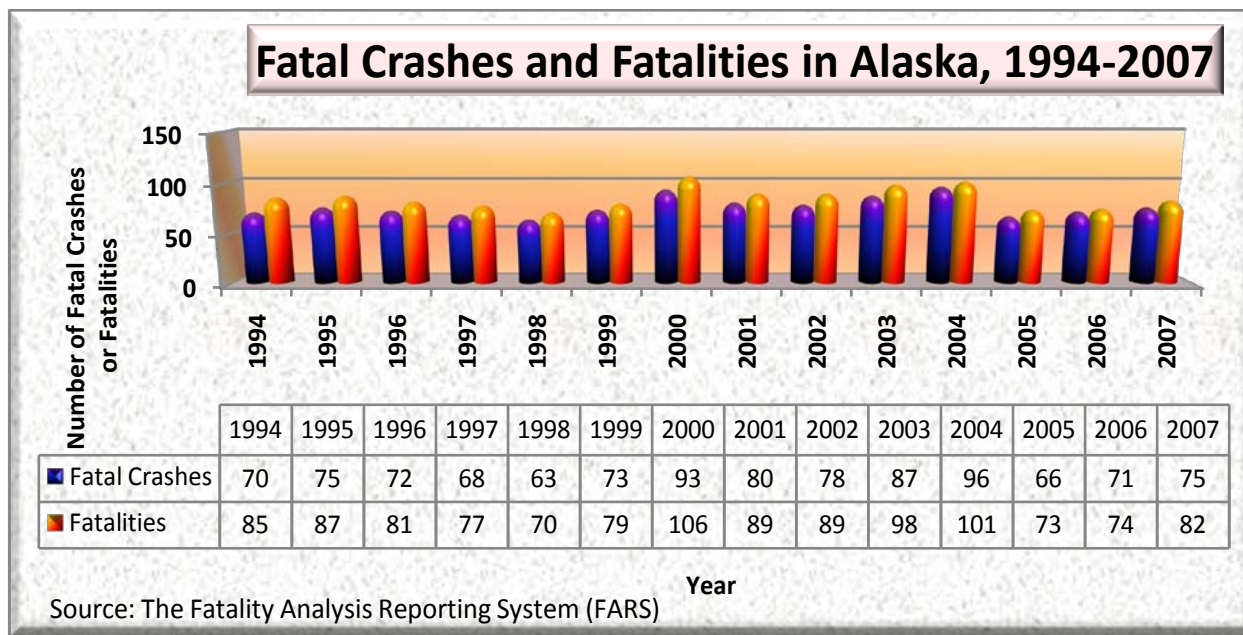
The U.S. National Fatality Rate:	
2002:	1.51 fatalities per 100 Million VMT
2003:	1.48 fatalities per 100 Million VMT
2004:	1.44 fatalities per 100 Million VMT
2005:	1.46 fatalities per 100 Million VMT
2006:	1.42 fatalities per 100 Million VMT

Alaska Fatality Rate:	
2002:	1.82 fatalities per 100 Million VMT
2003:	1.98 fatalities per 100 Million VMT
2004:	2.02 fatalities per 100 Million VMT
2005:	1.45 fatalities per 100 Million VMT
2006:	1.49 fatalities per 100 Million VMT

In 2006, there were 11,728 reported traffic collisions on Alaska’s roads, in which 74 people lost their lives. 437 people suffered from major traffic –related injuries, and 4,584 people walked away with minor traffic-related injuries. There were 8,309 collisions in which property damage only was reported.

VMT = Vehicle Miles Traveled.

For every 100 Million vehicle miles traveled, there were 1.49 fatalities on Alaska’s roads in 2006.



Regional Fatality Rate Per 100 Million VMT, 2006	
Alaska	1.49
Idaho	1.76
Oregon	1.35
Washington	1.12

Regional Motor Vehicle Crash Fatalities, 2006	
Alaska	74
Idaho	267
Oregon	478
Washington	633

ACCOMPLISHMENTS

Alaska's seat belt usage increased from 82.4% in 2007 to 84.9% percent in 2008, according to the National Occupant Protection Usage Survey (NOPUS).

Our traffic fatality numbers dropped significantly between FFY08 to FFY07. We prefer to focus on traffic crash trends rather than a single year comparison to determine program support, but current fatality numbers are monitored and noted. Our office is home to the Analyst responsible for the Fatality Analysis Reporting System (FARS). The FFY08 FARS report shows there were 20 percent less traffic fatalities in FFY08 as compared to FFY07. There were 82 traffic fatalities in 2007, and 59 as of 12/20/08; which is 23 less fatalities on Alaska highways. The number of alcohol related fatalities dropped from 34 in FFY07 to 18 in FFY08, which is a decrease of 16 fatalities. There were 31 unbelted traffic deaths in FFY07 and 21 unbelted deaths in FFY08.

- Fatal and major injuries have been on a mostly downward trend since 2003, although they ticked upward in 2007.
- Results to date in 2008 indicate a significant reduction in fatalities in comparison to prior years.
- Since May, 2006, after a Safety Corridor was designated on the Seward Highway in 22, annual fatal and major injury crashes were reduced by 77%.
- Since October 2007, after a Safety Corridor was designated on the Parks Highway, annual fatal and major injury crashes were reduced by 37%.



Successful Legislation:

HB 19: Requires the installation of an ignition interlock into the offender's vehicle in order to get a limited license following a DUI conviction. This law becomes effective on January 1, 2009.

- Convicted misdemeanor DUI offenders (including those convicted of Refusal to Take a Chemical Test) are eligible to get an Ignition Interlock Limited License which will permit them to drive an ignition interlock equipped car during their period of revocation following a 30 day hard revocation period for first time offenders and a 90 day hard revocation period for subsequent offenses. Felony DUI offenders are not eligible for an Ignition Interlock Limited License (IILL). Individuals applying for an IILL must be in compliance with the alcoholism screening, evaluation, referral, and program requirements of the Department of Health and Social Services under AS 28.35.030(h)22,
- It is an offense to tamper with or circumvent an ignition interlock device. It is an offense to rent or loan a vehicle to someone who is known to have an IILL.
- A minimum period of ignition interlock use is required as part of sentencing for DUI and Refusal to Submit to Chemical Test convictions. This period begins when the individual regains the privilege to drive and the length of time for required use is dependent upon number of prior offenses. First offense - 12 months, 2nd offense - 24 months; 3rd offense - 36 months; 4th and beyond - throughout period of probation.
- Persons holding a Limited License issued prior to the effective date of this legislation may continue to use that license.
- Local communities must include provisions for ignition interlocks that are consistent with this statute.
- If a community wherein the offender resides does not have roads connected to the state highway system, the court shall waive the requirement of the use of an ignition interlock device when a person operates a motor vehicle in that community which must be included on the list published by the department.

After six years, **HB 88** passed the House and Senate making it a serious crime to drive while watching a movie or text messaging. Rep. Carl Gatto (R-Wasilla) and Rep. Max Gruenberg (D-Anchorage) co-sponsored this legislation that aims to keep drivers' attention focused on the road. Governor Palin signed the bill at the Congregation Beth Shalom on June 13. The bill was introduced after a prominent local couple was killed on the Seward Highway in 2002 by a driver who was allegedly watching a DVD. The distracted driver crossed the center line and slammed into the couple's car. This legislation makes it a class "A" felony to have any viewable electronic device in the driver's view, if a fatal crash results. It will be a lesser felony if a lesser injury results and a misdemeanor if no crash results.

HB 75: Causes a person's driver's license to expire 90 days after they turn 21 years old. At that time, they will need to pass an alcohol awareness test before being issued a new license.

CHALLENGES

The Alaska Highway Safety Office has identified the following as priorities:

- 1) Impaired Driving
- 2) Seat Belt Usage
- 3) Aggressive Driving
- 4) Red Light Running
- 5) Teen Driving
- 6) Safety Corridors

Impaired Driving-related fatalities statewide continue to decline, going from 45% in 2005 to 30% in 2006. There were 73 traffic crash fatalities in 2005, 33 of them involved impaired drivers. In 2006 there were 74 traffic crash fatalities, of which 23 involved at least one impaired driver.

Speeding is a national concern and Alaska's data shows that this type of aggressive driving behavior surpasses the crashes, fatalities and serious injuries of impaired driving. In all motor vehicle traffic crashes in 2006, there were 687 crashes with alcohol involved, in which there were 701 impaired drivers total. In contrast, in all motor vehicle traffic crashes in 2006, there were 1,946 crashes with speeding involved, in which there were 1,960 drivers who were driving an unsafe speed. The number of major injuries due to unsafe speed however, has decreased from 157 in 2005, to 114 in 2006. Alaska has also decreased the number of crashes involving unsafe speed from 2,880 in 2004, 2,209 in 2005, to 1,946 in 2006.

Not buckling-up is the single most common factor among traffic crashes in Alaska

- Of the 54 traffic-related fatalities in seatbelt equipped vehicles in 2005, 22 were not wearing a seatbelt (41%)

- Of the 46 traffic-related fatalities in seatbelt equipped vehicles in 2006, 17 were not wearing a seatbelt (37%)
- Of the 56 traffic related fatalities in seatbelt equipped vehicles in 2007, 31 were not wearing a seatbelt (55%)
- As of December 16, 2008, 20 of the 39 traffic-related fatalities in seatbelt equipped vehicles had not buckled up (51%).

Most Dangerous Driver:

Male driver, ages 18-25 and 42-49 in a passenger vehicle

In 2006, 87 male drivers, compared to 32 female drivers, were involved in motor vehicle crashes that resulted in fatal injuries. The largest age groups involved in fatal crashes were male drivers between the ages of 18 to 25 (15 drivers), and male drivers ages 42-49 (15 drivers). Thirty-two passenger cars were involved in fatal crashes, with light trucks (only 4 tires) a close second place at thirty-one.

Most Dangerous Trafficway

Seward Highway

In 2006, the Seward Highway reported nine motor vehicle traffic fatalities, and 34 major injuries; more than any other trafficway in the state.

Source: Alaska DOT&PF, Highway Analysis System, Dataport

Fatalities and Major Injuries Involving Speeding						
	2001	2002	2003	2004	2005	2006
Speeding Fatalities	31	30	44	36	28	31
Speeding Major Injuries	136	193	149	157	157	114
Speeding Fatalities as a Percent of All Fatalities	35%	39%	45%	37%	38%	42%
Speeding Major Injuries as a Percent of All Major Injuries	31%	29%	23%	27%	27%	26%



The Impaired Driver

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

- In 2006, alcohol was involved in 687 traffic crashes on Alaska's roads, accounting for 5.8% of the total reported traffic crashes for 2006. Alcohol was also involved in

23 of the 74 traffic fatalities in Alaska, accounting for 31% of the total traffic fatalities in 2006.

- Police in Alaska reported 687 crashes involving a driver or pedestrian with a BAC of .002 or more.
- An estimated total of 687 crashes in Alaska involved alcohol.
- These crashes killed 23 and injured an estimated 500 people.
- In 2006, Alaska drivers with reported BACs of .10+ were involved in an estimated 282 crashes that killed 7 and injured 226.
- Alaska drivers with BACs between .08 - .09 were involved in an estimated 15 crashes that killed 0 and injured 2. Positive reported BACs below .08 were involved in an estimated 79 crashes that killed 0 and injured 62

The Young High Risk Driver:

Novice and/or young drivers are a priority because of their dangerous driving behavior. They are less likely to recognize and adjust for hazards on the road because in general, they lack experience, and lack the maturity necessary for good judgment. Hence, these drivers have a lower belt use rate than other segments of the population, and often drive too fast or are impaired.

- According to the National Highway Traffic Safety Administration (NHTSA), Motor Vehicle traffic crashes are the leading cause of death in the United States for young people 15-20 years of age, accounting for just over one third of all fatalities of that age group.
- In 2006, there were 3,799 drivers between the ages of 14-21 involved in motor vehicle crashes in Alaska.
- In 2006, there were 206 drivers that were involved in Incapacitating Injury crashes under the age of 26. One hundred sixty-two were between 18-25 years old, thirty-one were between 16-17 years old, seven were between 14-15 years old, and six were under age 14.
- In 2006, 28% (189) of Alaska's alcohol-related crashes also involved unsafe speed and 22% (16) of all fatal crashes involved both alcohol and speed. In 2006, 23% (162) of alcohol impaired drivers and 44% (865) of speeding drivers were under 26 years of age.
- In 2006, 38% of drivers that were both impaired and speeding at the time of a fatal crash were between 18-25 years of age. Fifty-three percent of drivers that were both impaired and speeding at the time of an Incapacitating Injury crash were between 18-25 years of age.

- Forty percent of drivers that were both impaired and speeding at the time of a Non-Incapacitating Injury crash were between the ages of 16-25.
- Young Alaska drivers between the ages of 14 and 24 years were overrepresented in fatal and major injury crashes in 2006. Approximately 17.4% percent of Alaskan drivers were between the ages 14 and 24 in 2006; however, the percentage of fatal and major injury crashes involving these young drivers was 25% and 32% respectively.
- In all 2006 motor vehicle traffic crashes (fatal, major and minor injury, and property damage only crashes), there were 34 impaired drivers between the ages 14-24 with a known Blood Alcohol Concentration (BAC) less than .08; 10 impaired drivers with a known BAC between .08 - .09; and 92 impaired drivers with a known BAC of .10 or more. These young drivers represent 42.5% of all impaired drivers with a known BAC of less than .08; 66.7% of all impaired drivers with a known BAC of .08 - .09; and 32.2% of all impaired drivers with a known BAC of more than .10.

During the Alaska Strategic Highway Safety Planning sessions there was much discussion about the growing problems associated with underage drinking and teen driving. Increased funding and education would be necessary to lower the number of youth-related vehicle crashes. The stakeholders included action items in the Alaska Strategic Highway Safety Plan (Sept, 2007) for FFY08:

- Graduated driver license (GDL) law enforcement
- Study issues involved with legislative exemptions for young drivers in rural Alaska
- Educate the public and elected officials on the most recent research regarding effective
- GDL elements
- Driver Education Study
- Facilitate parental supervision of learners and intermediate drivers and encourage selection of safer vehicles for young drivers



The Safety Corridors:

There are two designated Safety Corridors, The Parks Highway and The Seward Highway, which are challenges due to the lack of local and state patrol officers. The state has five major highways that form a single corridor which connect major population centers. The Glennallen, the Seward, and the Sterling Highways connect Alaska's largest city, Anchorage, to the state's major recreation areas. The George Parks (Parks) Highway connects Anchorage to the state's second largest city, Fairbanks, 400 miles to the north.

The Richardson/Alaska Highway provides access south from Fairbanks to Yukon and British Columbia. The Richardson Highway is also the primary access to Alaska for multitudes of recreational vehicle travelers coming to Alaska every summer.

In most areas, there are no alternate roads between communities and motorists must travel on the five major highways. In addition, the number of vehicles on many highways, especially on the Seward and Sterling Highways, often triples during the summer tourist and fishing seasons.

On December 1, 2008, the Alaska State Troopers instituted the Bureau of Highway Patrol in collaboration with local enforcement agencies. The BHP will consist of roving patrol teams housed in Fairbanks, Palmer and Soldotna.

NOTEWORTHY PRACTICES

Impaired Driving Program Overview

DUI Teams:

The Alaska State Troopers (AST) five-member DUI Enforcement Team patrolled the major arterial routes through central Alaska for the fifth consecutive year. The Fairbanks Police Department for the third consecutive year patrolled within the Fairbanks City boundaries. Alaska DUI Enforcement teams serve the following purpose:

Provide specific DUI Enforcement at annual events such as:

- The Arctic Man Race
- Talkeetna Bluegrass Festival
- Tanana Valley & Palmer State Fairs
- Offer DUI Enforcement along Alaska's major highway corridors

ASTEP:

Alaska currently participates in a Strategic Traffic Enforcement Program. This year \$650,091 was spent on aggressive DUI enforcement and helped play an effective role in the reduction of alcohol related injuries and deaths. Sixteen police agencies and the Alaska State Troopers participated in the ASTEP program in 2008 which resulted in 6,588 DUI statewide arrests. The Anchorage Police Department alone made 2,166 (32.9%) of those arrests, indicating their significant role with highway safety.

May 2008 – ASTEP Summit:

The third annual Alaska Strategic Traffic Enforcement Partnership (ASTEP) Spring Summit, sponsored by the Alaska Highway Safety Office was held in Juneau in May 2008. In addition to discussions on seat belt enforcement and impaired driving, the summit had speakers who focused on Effective Enforcement of Repeat Offenders, Mock Crashes, Traffic Safety Resource Prosecutors program and the Law Enforcement Liaisons roles and responsibilities. Alaska Police Departments are still participating in the ASTEP program and in May 2009 the Alaska Highway Safety Office will be hosting the annual ASTEP Summit in Anchorage.

Law Enforcement Liaisons:

The 4 LEL's have been making contact with Police departments throughout the State of Alaska to solicit and increase law enforcement agency participation in the National enforcement campaigns as well as providing perspective and technical assistance to develop plans for proven programs that save lives and reduce serious injuries resulting from traffic crashes.



Wasilla - Sgt. Kelly Swihart



Kenai - Sgt. Gus Sandahl



Fairbanks - Lt. Daniel Welborn



Juneau - Officer Blain Hatch



Therapeutic Court Programs (Alaska Wellness Court):

Operating in Anchorage, Bethel, Fairbanks, 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, treatments and long term monitoring. The programs focus on people charged with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge works closely with a team consisting of prosecutors, the public defender, defense lawyers, case coordinator, corrections officers and treatment providers.

Traffic Safety Resource Prosecutor:

Provide support to enhance the capability of the States' prosecutors to prosecute impaired –related traffic safety violations.

Stay on Path to Success (Alaska School Activities Association):

The objectives were to influence the norms and values of underage drinkers and reduce motor vehicle crashes by imposing a zero tolerance policy with educational components for policy violators. Each school received an implementation kit; all ASAA students have received the educational materials, have access to training and implemented the policy.

Alaska Moose Federation:

Assisting in increasing safety on Alaska's highways by reestablishing healthy habitat away from known moose versus vehicle collision corridors as well as performing a safe and professional protocol of responding and salvaging moose from all vehicle collisions in the Anchorage Bowl.

ADOT&PF Commercial Vehicle Enforcement:

To detect and enforce impaired drivers in commercial vehicles. The LIDAR training of 9 Commercial Vehicle Officers by the Anchorage Police Academy has been completed. Tok, Anchorage and Fairbanks personnel were also trained and certified. To date, all LIDAR-generated contacts total 38, resulting in 1 commercial vehicle placed out of service, 30 verbal warnings and 7 written violations.

Safe Kids Alaska:

Throughout the year, Safe Kids has provided administrative and financial support for numerous activities involving the CPS coalition. This is especially true for services in rural communities that would have otherwise not been possible. Car seats, staff assistance and storage facilities were all provided to CPS coalition members (including agencies not specifically affiliated with Safe Kids). Approximately one-half of the financial resources, staff time and organizational support for the first Alaska CPS Conference were donated by Safe Kids. They have been a tireless and dedicated partner to AHSO and their CPS project agencies.



Occupant Protection Program Overview:

Alaska Seat belt use has risen 29% from 2002 to 2008.

One of the deadliest outcomes occurs when passengers get ejected from the vehicle – with most ejections coming from failure to wear seat belts. People mistakenly believe they can control their body movements during a crash but instead their bodies become deadly weapons as they slam into others before being ejected from the vehicle and into trees, buildings and other immovable objects.

84.9% of Alaskans used their seat belts in 2008.

- This meant a 2.5 percentage point increase from the 82.4% rate in 2007
- 8 of the 11 Alaska motorists in seat belt equipped vehicles killed in crashes weren't wearing a seat belt during the month of July, 2008
- From 2007-2008, seatbelt use increased across the board with the exception of passengers belted in Mat-Su
- The Juneau and Kenai/Soldotna averages continue to lower the overall state rates
- Van drivers have the highest rate with 89.8 percent using their belts
- A low of 78.9 percent was observed of occupants in trucks, this is up from 75% in 2007
- Interestingly, in all the vehicle categories, especially trucks, a greater percentage of drivers obey the law but not their passengers
- Pickup truck drivers and passengers, particularly among young males, consistently have the lowest seat belt usage rates of all motorists.

Occupant Protection includes **Child Passenger Safety** because little people should be protected while on our roads. The following agencies provide a vast amount of education and professional services to the general public, particularly families with young children.

Alaska CPS Coordinator- Alaska Injury Prevention Center:

- Conducted the NOPUS seatbelt observation study with over 35,200 vehicle occupants along specific roads and included the number of motorcycle helmets worn
- Provided reflective material to thousands of students
- Gave pedestrian safety presentations to schools and organizations throughout the city
- Fitted and distributed \$75,000 worth of bike helmets and provided bike safety presentations
- Spoke to over 700 middle school students about the power of media and alcohol advertising and significantly increased their ability to make healthy choices

- Conducted 126 car seat checks at AIPC
- Provided child passenger safety seats to 36 needy families
- Created 5 underage drinking prevention TV spots that garnered over \$36,000 in donated airtime
- Provided interviews on highway safety issues to the media regularly throughout the year
- Assisted with training 56 new CPS technicians
- Increased seat belt use of teen high school students from 80%-88%
- Hosted the Reality Media Awards, receiving entries from 110 students in 8 different schools, where an 88% reported that the project will result in their making healthier decisions
- In conjunction with Safe Kids Alaska, organized and conducted the first Alaska CPC conference. Over 60 CPS Technician and Instructors attended.

Fairbanks Safe Kids:

- Replied to phone calls requesting CPS information 450
- Held Check-up events at the Pregnancy Resource Center 9
- Visited homes for car seat checks 41
- Conducted Young Parents Education class 3
- Held car seat events 2
- Participating in Community events with 2441 contacts 10
- Provided agency training 2
- Checked 124 seats and replaced 15.

Safe Kids Kenai Central Peninsula:

- Central Peninsula General Hosp/Safe Kids Checks 132
- Central emergency Service/Soldotna Fire Dept 162
- Kenai Fire Department and Kenai Public Health Dept 64
- Nikiski 16
- Homer 50
- Misuses found 544
- Seats distributed 276

Mat-Su Services for Children and Adults, Inc.:

- Monthly fitting station activity: 11
- Participation in Community Events:
- Community Seat checks 122
- Private seat checks 40
- Seats replaced 72

- Technician Training:
- Mat-Su 7
- Anchorage 44

H&SS State CPS Coordinator:

This project entails an administrative and instructional system to ensure that CPS trainings and inspection programs occur statewide:

- Maintain appropriate standards and frequency
- Enhance communication and support to CPS programs statewide
- Provide statewide communication of injury prevention activities, meetings, and current information such as recalls and other CPS changes to all CPS Instructors, technicians and advocates
- Work with AHSO, state, private, municipal, corporate and Native health organizations to develop and maintain training, certification, recertification, and inspections programs throughout Alaska
- Support an advisory board for CPS including providing educational material to encourage legislation (booster) to comply with federal (NHTSA) best practice safety standards.

Juneau Kids on the Move (through SEARHC who assumed this project from AIPC in April, 2008):

- Seat checks 82
- Seat Distribution 37
- Classes:
 - Bartlett nursing 1
 - SEARHC staff 2
- Community Events 2
- Trainings 2

Highland Mountain Correction Center:

- 15 car seats and education were provided to incarcerated mothers.



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 is "Drunk Driving. Over the Limit, Under Arrest". The National Seat Belt slogan "Click It or Ticket" and the state logos "Seatbelts Must Be Worn in Alaska" were used in the Click It or Ticket media campaign.

AHSO coordinated the media campaigns to coincide with the National Impaired driving mobilizations. This united effort was based on data showing the most dangerous traveling dates which are around the holidays, weekends and in the evenings. The main target audience for the media campaigns was the "High Risk Drivers", who refused to comply with the traffic safety laws. Studies have shown that the most effective ads for these particular offenders are consequence reminders.

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

Market Wise media project targeted Anchorage and Fairbanks area drivers with radio ads targeting "High Risk Drivers" including teens, repeat offenders and others who fall into this high risk group.

Drunk Driving. Over The Limit, Under Arrest November 18 – 24, 2007	TV Spots 205 Paid 1355 Bonus 1560 Total	Radio Spots 328 Paid 378 Bonus 704 Total	Print Ads 1 Paid	Other Media None	Audience Size Statewide 626,932	Evaluation/ Results Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska	Funding Source 154 AL	Total TV Amount: \$16,023. Total Radio/Print Amount: \$5,465.
Drunk Driving. Over The Limit, Under Arrest. December 15 – 31, 2007	560 Paid 794 Bonus 1354 Total	1043 Paid 955 Bonus 1998 Total	16 Paid	Sticky Note on the Clarion website	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: \$51,503.33 Radio/Print Ad Amount: \$17,353.
Drunk Driving. Over The Limit, Under Arrest July – Sept 2008	298 Paid 3707 Bonus 4005 Total	None	1 Paid	None	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: \$4100. Print Ad Amount: \$509.
Click It or Ticket May 14-27, 2008	980 Paid 2966 Bonus 3946 Total	1042 Paid 1039 Bonus 2081 Total	None	None	Statewide: 626,932	Alaska's Seat Belt use increased 2.5% from 82.4% in 2007 to 84.9% in 2008.	Section 405 & 406	TV Amount: \$78,228.50 Radio Amount: \$14,789.28 .
Drunk Driving. Over The Limit, Under Arrest. August 15 – September 1, 2008	657 Paid 3080 Bonus 3737 Total	924 Paid 649 Bonus 1573 Total	1 Paid	None	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: \$59,794. Radio/Print Ad Amount: \$1,930.



Alaska Injury and Prevention Center:

- Hosted the Reality Media Awards, receiving entries from 110 students from different schools; 88% reported that the project will result in their making healthier decisions.
- Utilized peer to peer motivation to promote seat belt use among Anchorage area High Schools. Implemented Buckle Up initiative in high schools, providing schools with options for how to promote their project. AIPC staff conducted pre and post seatbelt observations to determine success of the project.

Impaired Driving Prevention and Education: Driver between the ages of 16 and 20 are the largest group of crash drivers. Many of the crashes they are in involve alcohol. By reducing the incidence of underage drinking, a reduction of deaths and injuries will result from drunk driving and from being the passenger in a car with a drunk driver. To achieve this goal, AIPC conducted the following activities:

- a. Involved youth throughout the state in the Media Slam curriculum. The curriculum includes lessons in media literacy, biological effects of alcohol and then the process of creating a powerful anti drinking ad.

- b. Once the youth created the ads, they were aired on channels throughout the State of Alaska.
- c. Another aspect of the Underage Drinking Prevention campaign included teaching middle school students about media literacy and giving them an opportunity to critique the power alcohol advertisement has on them. This presentation was given to over 700 students and had a statistically significant impact on student perception that the presentation will help them make healthier choices.
- d. AIPC collaborated with a variety of community members and organizations that are members of CBASS and coordinated the annual Town hall. Our town hall is designed to identify community-based solutions to the negative impacts of alcohol. Additionally, members of CBASS met for the bi-annual retreat to revitalize interest in the organization, define our mission and plan future activities.

Seatbelt Use Education: AIPC continued to promote seatbelt use by drivers and passengers between the ages of 8 and 20 with the following activities:

- a. AIPC worked with 8 Anchorage High Schools on the High School Buckle Up Campaign. AIPC created the criteria for each school's participation, and then student leaders at each school designed their own campaign. Efforts at the school level ranged from trivia questions in the commons, morning announcements, posters around the school, and assemblies to individual Buzz marketing efforts. For their efforts, each school received a \$200 incentive
- b. Each school also received incentives to reward individual students who were wearing seatbelts when they left school in the afternoon. Incentives ranged from granola bars, to donated gas gift cards from Fred Meyer. All of this coincided with the beginning of the state and national Buckle Up Campaign.
- c. The project began with a pre-seatbelt observation, conducted by AIPC staff, and culminated with a post observation by AIPC staff. Observations were conducted at the same time of day, as students drove onto the school parking lot in the morning. Observers followed the same guidelines as the NOPUS standards. Correct seatbelt use was observed and voice recorded for drivers and passengers when there were no other adults in the car. All schools except East High showed an increase in seatbelt usage. Below is a chart showing use pre and post intervention, and the percent of change for each school, as well as the district as a whole.

Increases in seatbelt use ranged from a 20% increase to a 10% decrease. The total increase in seatbelt use for all students observed was 8%.

Percent Seatbelt Use Before and After Youth Lead Incentive Projects

	Pre	Post	Results
Bartlett		83% buckled	
Chugiak	80%	93%	16% increase
Dimond	79%	88%	10% increase
Eagle River	79%	95%	20% increase
East	86%	77%	10% decrease
South	81%	86%	6% increase
West	81%	89%	10% increase
Service	81%	90%	11% increase

Spring 2008 High School Buckle Up Campaign Results
 8 % increase in belted students overall
 High school students averaged 80% seatbelt use at the beginning of the project, and increased usage to 88% at the end of the project. The highest school increases were seen at Eagle River with a 20% increase, Chugiak with a 16% increase and Service with an 11% increase.

The Alaska Motorcycle Safety Advisory Committee:

- In 2006 there were 4,837 motorcyclists killed in national crashes*
- Motorcyclist fatalities in 2007 accounted for 7.3% percent of all motor vehicle crash fatalities in Alaska*
 - Alaska reflects a national upward trend in motorcycle fatalities with 7 motorcycle fatalities of the 89 motor vehicle fatalities in 2001, and 9 motorcycle fatalities of the 74 motor vehicle fatalities in 2006*
 - There were 54% more motorcycle registrations in 2007 than were registered in 2001 (25,756 compared to 16,761) **.

*Fatality Analysis Reporting System (FARS).
 **State of Alaska, Department of Motor Vehicles

The Commissioner of the Alaska Department of Transportation and Public Facilities (DOT&PF) established the Alaska Motorcycle Safety Advisory Committee (AMSAC) as a means to use knowledge and experienced individuals in the issues of motorcycle safety and roadway operations to advise the department on rider education and training, impaired motorcycle driver enforcement, motorist awareness of motorcycles, road hazards unique to

motorcycles, and other matters relating to motorcycle safety. In general, the AMSAC is a review body that provides the DOT&PF with motorcycle highway safety-related recommendations.

The mission of the Alaska Motorcycle Safety Advisory Committee is to provide a data-based sustainable plan to prevent motorcycle related fatalities and injuries in Alaska

Through AHSO-coordinated meetings, AMSAC implemented a statewide motorcycle driver awareness television and radio campaign, conducted a central education survey, and purchased training equipment.



TRAINING, TECHNICAL ASSISTANCE, EXPERTISE AND OTHER RESOURCES NECESSARY FOR SUCCESS

Agency Equipment:

- Municipality of Anchorage PD purchased 50 Alco Sensor Portable Breathe Alcohol Testers.
- Bristol Bay Borough PD purchased 2 Dashhound cameras and 1 Electronics MDE-2 Martel Digital Enterceptor.
- City of Homer PD purchased a Directional Golden Eagle Radar.
- Dillingham Department of Public Safety purchased 2 Panasonic Arbitrator mobile camera systems and 2 Panasonic CF-30 Tough book computers
- Fairbanks PD purchased 10 Alco Sensor Portable Breathe Alcohol Testers, an inflated walk around 9' policeman, 6 Kustom Signals In-car camera systems, Custom designed outdoor LED sign, 4 Radar Speed displays, a Kustom Signals Pro-Laser III, 6 Golden Eagle Dual radar guns, 6 Digital Eyewitness ION's and a media computer with related software.
- Girdwood Volunteer Fire and Rescue purchased a Hurst MOC Combi Spreader tool and Cutter.
- Hoonah Department of Public Safety purchased 4 Genesis II select radar units, 5 lifeloc FC10 Plus Portable Alcohol Testing units and 4 Martel Digital In-car video systems.
- Juneau PD purchased 10 Portable Breathe Alcohol Testers.
- Kenai PD purchased 4 Digital Ally In-car video cameras and 4 Panasonic Tough book computers.
- Palmer PD purchased 100 Fatal Vision goggles, 500 Orange cones, a Laptop computer and printer.
- Skagway PD purchased 2 In-car video cameras and a Kustom Signal Golden Eagle Radar.
- Soldotna PD purchased 10 Capture In-car camera systems.
- Whittier PD purchased an ION Eclipse Digital Video System and a Directional Golden Eagle Radar.
- Fairbanks Volunteers in Policing purchased six Point Blank Vests, two ION Digital Eyewitness Systems and one INTOXICLOCK.
- AK. Department of Transportation & Public Facilities, MS/CVE purchased 5 Kustom Signal Pro-Laser III Lidar Units.

Agency training and equipment:

- Alaska State Troopers.....\$ 25,580
- Bristol Bay Borough Police Department.....\$ 6,105
- Dillingham Department of Public Safety.....\$ 13,515
- Fairbanks Police Department.....\$164,045
- City of Homer Police Department.....\$ 6,716
- Hoonah Police Department.....\$ 16,985
- Juneau Police Department..... \$ 4,453

- Kenai Police Department\$37,614
- Kodiak Police Department.....\$ 4,238
- Municipality of Anchorage.....\$28,886
- North Pole Police Department.....\$ 2,910
- Palmer Police Department.....\$21,870
- Skagway Police Department.....\$11,021
- Soldotna Police Department.....\$ 58,173
- Wasilla Police Department.....\$ 2,490
- Whittier Police Department.....\$10,883
- Alaska Department of Transportation.....\$15,945
- Fairbanks Volunteers in Policing.....\$13,195

ATRCC (Alaska Traffic Records Coordinating Committee):

Vision: To prevent deaths and injuries on Alaska’s highways.

Mission: Capture, integrate, and exchange consistent, complete, accurate, and accessible traffic data between federal, state, and local agencies and organizations.

2008 was the second full year for the Alaska Traffic Records Coordinating Committee, after it reformed in 2006. Below are some of the highlights for 2008:

- The 408 application (June, 2008): In June the ATRCC applied for its second year of 408 funding from NHTSA with the aid of Cambridge Systematic
- The ATRCC was the beneficiary of \$500,000 from NHTSA through the 408 Traffic Records Data program.
- The ATRCC continued to move forward with many traffic records projects
- The ATRCC worked on the possibility of a Traffic Records Coordinator position, with the associated job description, duties, and funding sources

TraCS (Traffic and Criminal Software):

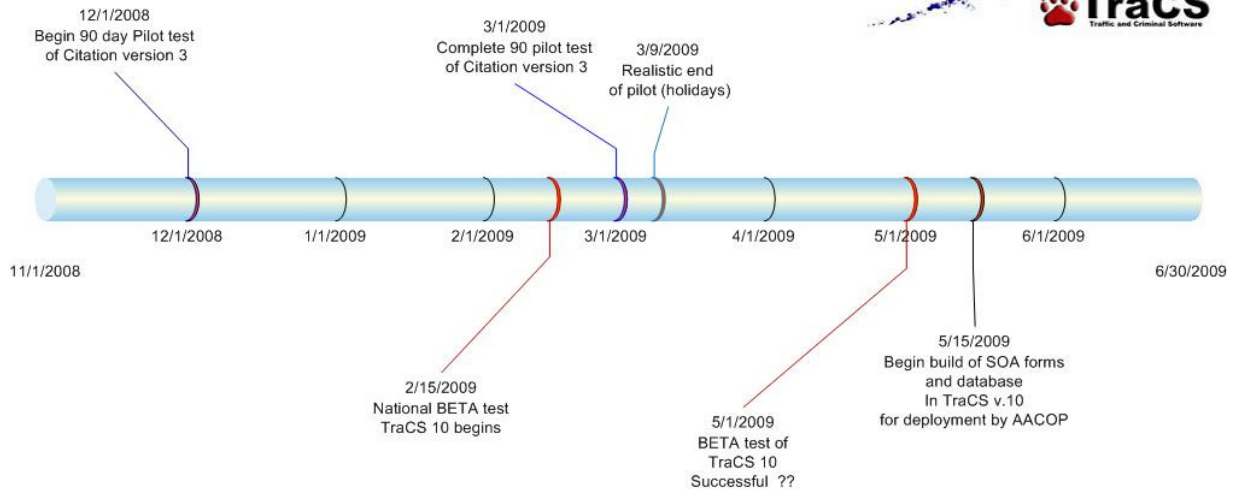
Traffic and Criminal Software (TraCS) is an application software that combines with laptop computers, one or more PCs in a central office, and data communications to provide Officers with all of the functionality necessary to record and retrieve incident information wherever and whenever an incident occurs. Officers respond to many traffic 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 over 20 other states, 2 provinces and the U.S. Virgin Islands who hold a TraCS license. We also hold two seats on the National TraCS Steering Committee, comprised of an ADOT&PF and AHSO representative.

The TraCS Steering Committee accomplished the following in 2008:

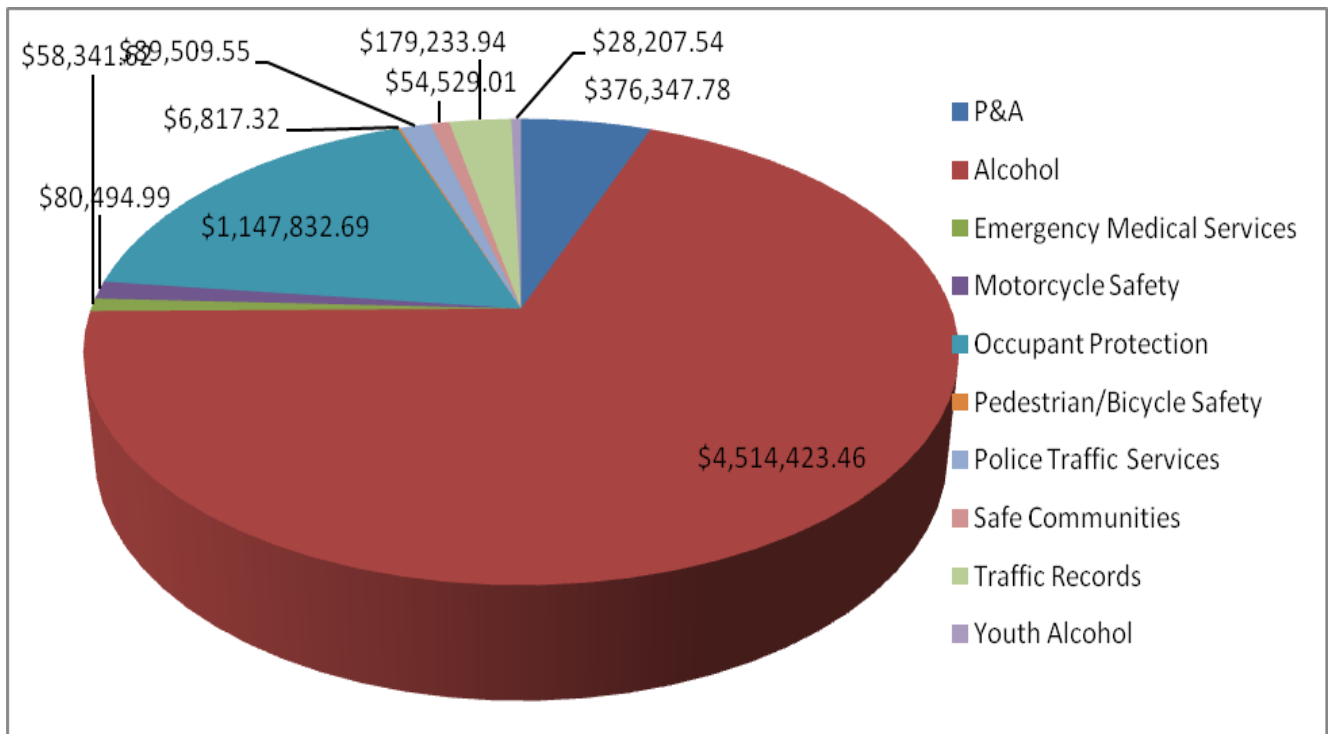
- The Committee established a TraCS organizational chart
- The Alaska State Troopers accepted the role of lead agency
- The Alaska Association of the Chiefs of Police (AACOP), and the Wasilla Police Department enter into the Committee
- A TraCS in Alaska logo was adopted

State of Alaska – TraCS deployment timeline Nov'08 - Jun'09



2008 Grant Expenditures by Percentage

	402	405	406	408	410	2010	157	154		
P&A	\$ 184,114.63				\$ 20,637.62			\$ 171,595.53	\$ 376,347.78	5.76%
Alcohol	\$ 15,121.53				\$ 729,183.55			\$ 3,770,118.38	\$ 4,514,423.46	69.07%
Emergency Medical Services	\$ 58,341.62							\$ 58,341.62		0.89%
Motorcycle Safety	\$ 1,505.00					\$ 78,989.99		\$ 80,494.99		1.23%
Occupant Protection	\$ 949,738.26	\$ 97,956.29	\$ 100,138.14					\$ 1,147,832.69		17.56%
Pedestrian/Bicycle Safety	\$ 6,817.32							\$ 6,817.32		0.10%
Police Traffic Services	\$ 87,516.67						\$ 1,992.88	\$ 89,509.55		1.37%
Safe Communities	\$ 54,529.01							\$ 54,529.01		0.83%
Traffic Records	\$ 55,273.86			\$ 123,960.08				\$ 179,233.94		2.74%
Youth Alcohol	\$ 28,207.54							\$ 28,207.54		0.43%
Total	\$ 1,441,165.44	\$ 97,956.29	\$ 100,138.14	\$ 123,960.08	\$ 749,821.17	\$ 78,989.99	\$ 1,992.88	\$ 3,941,713.91	\$ 6,535,737.90	



Alaska Highway Safety Office
3132 Channel Dr. #200
PO Box 112500
Juneau AK 99811-2500
☎ (907) 465-2446
📠 (907) 465-4030 (fax)
✉ HighwaySafetyOffice@alaska.gov



Cindy Cashen, Administrator



Joanna Bradford, Research Analyst II AK/FARS Analyst



Kathy Budke, Project Assistant



Bob Friend, Project Assistant



Abe Levy, Accounting Technician I