



STATE OF ALASKA

Highway Safety Annual Report
Federal Fiscal Year 2014

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State of Alaska
Highway Safety Annual Report
Federal Fiscal Year 2014

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developed and presented by

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Executive Summary

This Alaska Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2014 serves as the State's assessment of the 2014 Highway Safety Plan (HSP). Each year, the Alaska Highway Safety Office (AHSO) develops the HSP which identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Alaska's HSP and documents the use of grant funding administered by National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21).

The AHSO administers Federal funds to state, local, and nonprofit organizations who agree to work toward the shared goal of reducing death and major injuries due to motor vehicle crashes through implementation of programs and projects that address driver behavior and improvements in the traffic records systems.

Successes can be attributed to the combined efforts of the many traffic safety partners throughout the State. Most notable were decreases in fatalities resulting from crashes involving impaired drivers and speeding-related crashes. The AHSO thanks our local, state, and Federal partners for their commitment to our mission and is grateful for their support.

After a spike in fatalities in 2011, Alaska experienced a decrease in 2012 to a level similar to 2010. Fatalities continued to decline in 2013 to 51 - a level not seen in more than a decade. However, any life lost due to a motor vehicle crash is tragic. The AHSO and our safety partners continue to work toward our shared goal of Towards Zero Deaths - Everyone Counts on Alaska's Roadways through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). The AHSO will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing the unnecessary fatalities and injuries on Alaska's roadways.

Chapter 1: Highway Safety in Alaska

1.1 Measurable Progress

Federal regulations require the State to prepare the AR containing adequate project and system-specific information to demonstrate measurable progress, using performance-based measures. The AHSO is the primary agency responsible for implementing NHTSA-funded highway safety projects in Alaska. The AHSO also is responsible for maintaining and updating traffic fatality data and the Fatality Analysis Reporting System (FARS) for NHTSA. The Department of Transportation and Public Facilities (DOT&PF) Transportation Data Services Office is responsible for the Highway Analysis System (HAS) which maintains the databases for all other motor vehicle traffic crash and injury data.

The performance goals and measures included in the AR are from the FFY 2014 Alaska Highway Safety Plan (HSP). If available, 2013 and 2014 data are preliminary and have been included in graphs and tables. Fatality data included in the report are complete through 2013 and major injury data are complete through 2012. Previous years' data have been revised where necessary.

Traffic fatalities in Alaska decreased from 59 in 2012 to 51 in 2013. The AHSO is committed to implementing safety projects to maintain a downward trend in the number of fatalities and major injuries.

Table 1 compares the fatality rates¹ between Alaska and the United States (U.S.) from 2005 through 2013 and Table 2 compares fatalities and fatality rates among NHTSA Region 10 states in 2012.

Table 1: Fatality Rate Comparison
U.S. versus Alaska; 2005 to 2013

Year	U.S. Fatality Rate (per 100 MVMT)	Alaska Fatality Rate (per 100 MVMT)
2005	1.46	1.45
2006	1.42	1.49
2007	1.36	1.59
2008	1.26	1.27
2009	1.13	1.30
2010	1.11	1.17
2011	1.10	1.57
2012	1.14	1.23
2013	1.10	1.05

Source: Alaska AHSO and FARS, 2014.

¹ Fatality rate is defined by number of fatalities per 100 Million Vehicle Miles Traveled (MVMT).

**Table 2: Fatalities and Fatality Rates among NHTSA Region 10 States
2012**

State	Fatalities	Fatality Rate (per 100 MVMT)
Alaska	59	1.23
Idaho	184	1.13
Oregon	336	1.01
Montana	205	1.72
Washington	444	0.78

Source: Alaska Highway Safety Office, FARS, and FHWA, 2013.

1.2 Key Accomplishments

1. Fatalities dropped by eight, from 59 in 2012 to 51 in 2013.
2. Alcohol-impaired fatalities declined from 15 in 2012 to 13 in 2013.
3. Unrestrained passenger vehicle occupant fatalities fell from 20 in 2012 to 12 in 2013.

Table 3: FFY 2014 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2013 Target	2013 Actual	2013 Target Met	Percent Difference (Actual versus Target)	2014 Target	
Core Outcome Measures	C-1	Fatalities	62	51	●	-18%	60	
	C-1a	Fatalities (three-year average)	66	61	●	-8%	64	
	C-2	Serious Injuries	359	–	⊗	Missing Data	348	
	C-3	Fatalities per 100 MVMT	1.25	1.05	●	-16%	1.21	
	C-3a	Fatalities per 100 MVMT – Urban	0.50	.41	●	-18%	0.49	
	C-3b	Fatalities per 100 MVMT – Rural	1.77	1.64	●	-7%	1.72	
	C-4	Unrestrained passenger vehicle occupant fatalities	20	12	●	-40%	19	
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)	19	13	●	-32%	18	
	C-6	Speeding-related fatalities	26	22	●	-15%	25	
	C-7	Motorcycle fatalities	7	9	○	29%	7	
	C-8	Unhelmeted motorcycle fatalities	2	2	●	0%	2	
Core Behavior Measure	C-9	Young drivers (20 or under) involved in fatal crashes	15	8	●	-47%	14	
	C-10	Pedestrian fatalities	7	6	●	-14%	7	
	C-11	Bicyclist fatalities	1	1	●	0%	1	
	B-1	Observed seat belt use	89.1%	86.1%	○	-3%	87.6%	
	Activity Measures (during grant-funded activities)	A-1	Seat belt citations		508	⊗		
		A-2	Impaired driving arrests	N/A	250	⊗	N/A	N/A
		A-3	Speeding citations		712	⊗		

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing.

1.3 Challenges

The AHSO identified seven priorities in the FFY 2013 HSP. These priorities are consistent with the strategies and actions included in the Alaska SHSP. The Alaska 2013 HSP addressed all three emphasis areas outlined in the SHSP – Driver Behavior (novice, impaired drivers, and occupant protection), Special Users (bicyclists, pedestrians, and motorcyclists), and Roadways (safety corridors) – as well as SHSP task forces designed to address aggressive driving and distracted driving. The seven AHSO priorities included:

- **Impaired Driving** – The number of alcohol-impaired fatalities in which the driver or motorcycle operator had a BAC of 0.08 or higher had decreased back to the 2010 level of 15 in 2012 after rising to 21 in 2011. In 2013, alcohol-impaired fatalities continued this downward trend, declining to 13.
- **Occupant Protection** – Forty-five percent of fatalities in seat belt-equipped vehicles were unbelted in 2013, compared to 51 percent in 2012 and 53 percent in 2011. After incremental increases in observed seat belt use from 2007 to an all-time high of 89 percent in 2011, belt usage dropped in 2012 and 2013 to 86.1 percent, but rebounded in 2014 to 88.4 percent.
- **Speeding (Aggressive) Driving** – Speeding is the leading cause of death and major injury in motor vehicle crashes in Alaska. On average, 26 speeding-related fatalities occurred annually between 2005 and 2013, and 100 major injuries occurred annually between 2005 and 2012. Speeding fatalities as a percentage of all fatalities had been increasing since 2005 and finally reversed in 2011 and continued to decline in 2012 to the lowest point in eight years. In 2013, however, this percentage rebounded to levels not seen in five years. After several years of declining numbers major injuries related to speed spike up near 2006 levels in 2010.



Table 4: Fatalities and Major Injuries Involving Speeding
2005 to 2013

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Speeding Fatalities	28	30	34	27	29	26	25	14	22
Speeding Major Injuries	157	114	85	98	82	112	64	91	–
Speeding Fatalities as a Percent of All Fatalities	38%	41%	41%	44%	45%	46%	35%	24%	43%
Speeding Major Injuries as a Percent of All Major Injuries	27%	26%	20%	25%	18%	23%	16%	25%	–

Source: Fatal data are from the Fatality Analysis Reporting System (FARS) National Highway Traffic Safety Administration, U.S. Department of Transportation. Major Injury data are from the Highway Analysis System (HAS), Department of Transportation and Public Facilities, State of Alaska.

- **Distracted Driving** – Distracted driving data is lacking at both the state and national level, but the public views this behavior as a growing problem. From 2002 to 2009, of the 102,634 motor vehicle crashes in Alaska, 442 involved cell phone use. Of the crashes in which cell phone use was

identified, 245 crashes resulted in property damage only, 175 crashes resulted in minor injuries, 20 crashes resulted major injuries, and two crashes were fatal.

- **Motorcycle Safety** - Between 2004 and 2013, 79 motorcyclists representing 11 percent of all Alaska roadway fatalities, died in motor vehicle crashes. During this time period, 27 (34 percent) of the fatally injured riders were not wearing helmets (motorcycle helmets are not required in Alaska). In some years, the percentage of unhelmeted motorcyclists has been as high as 62 percent (five out of eight riders in 2004) and as low as 10 percent (1 out of 10 riders) in 2011.
- **Teen Drivers** - Nationally novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While risk-taking is involved in many teen crashes, most crashes occur because the teen behind the wheel doesn't have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition and decision errors topping the list. The encouraging news is the number of Alaskan teen drivers involved in fatal crashes has decreased rapidly from 21 in 2007 to 8 in 2013.
- **Safety Corridors** - A safety corridor is a segment of a state highway that has been identified as having a higher than average incidence of fatal and major injury crashes. Fatal and major injury crashes are a serious problem in Alaska's four designated Safety Corridors (the Seward Highway, Parks Highway, Knik/Goose Bay Road, and Sterling Highway). The Departments of Transportation and Public Facilities (DOT&PF) and Public Safety (DPS) are tasked by law with the responsibility of reducing these crashes and their Commissioners have agreed to provide funding for effective education, enforcement, engineers, and support emergency response in the four designated corridors. It is recognized that these roads are at, or near, traffic volume capacity. Long-term, major road projects are needed to address traffic volume growth. In the immediate term, cost-effective solutions are being pursued to reduce severe crashes.

Staff from the DOT&PF Traffic Safety Section, DPS Alaska State Troopers Bureau of Highway Patrol, and the AHSO reviewed the status of Safety Corridors in October 2013. The audit's purpose was to review Safety Corridor crashes and ongoing efforts to reduce fatal and major injury crashes. The audit found that serious crashes, defined as fatal plus major injury crashes, are down by 51 percent overall and fatal crashes on the Seward Highway have not decreased. The audit team recommended the agencies:

- Continue "4 E" agency coordination and the planned projects, media, and enforcement;
- Track and investigate suggestions and ideas received from past meetings; and
- Evaluate decommissioning corridors as projects are completed and sufficient data suggest lasting improvement.

The 2014 Safety Corridors audit will not be completed until January 2015. Table 5 provides detailed information from the 2013 audit on each corridor, the number of fatal, major injury, and serious injury crashes per year and per 100 MVMT before and after the roadway was designated a Safety Corridor.

Table 5: Current Safety Corridors Performance

SEWARD HIGHWAY Mile Post 87-117	Designated 5/26/06 Extended 10/30/07		3.0 Miles South of Girdwood to Potter Rifle Range		L=30.6 mi
	BEFORE (1/1/96 to 5/26/06)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT ^a	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	2.0	2.1	2.6 (+30%)	2.4 (+15%)	
Major Injury Crashes (MI)	7.0	7.3	3.7 (-48%)	3.6 (-51%)	
Serious Crashes (F+MI)	9.0	9.5	6.1 (-33%)	6.1 (-36%)	-34%
PARKS HIGHWAY Mile Post 44.5-53	Designated 10/16/06		Church Road, Wasilla to LaRae Road, Houston		L=8.5 mi
	BEFORE (1/1/96 to 10/16/06)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.5	3.6	0.9 (-40%)	2.1 (-43%)	
Major Injury Crashes (MI)	4.7	11.5	2.3 (-52%)	4.8 (-59%)	
Serious Crashes (F+MI)	6.2	15.2	3.3 (-47%)	6.9 (-55%)	-51%
KNIK/GOOSE BAY ROAD Mile Post 0.6-17.2	Designated 7/1/09		Palmer-Wasilla Highway to Point MacKenzie Road		L=16.4 mi
	BEFORE (1999 to 2008)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.2	3.4	0.2 (-83%)	0.5 (-85%)	
Major Injury Crashes (MI)	4.0	11.0	1.2 (-71%)	2.5 (-77%)	
Serious Crashes (F+MI)	5.2	14.5	1.4 (-73%)	3.0 (-79%)	-76%
STERLING HIGHWAY Mile Post 83-93	Designated 7/01/09		Sterling to Soldotna		L=9.8 mi
	BEFORE (1999 to 2008)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.0	3.0	0.6 (-40%)	1.4 (-53%)	
Major Injury Crashes (MI)	1.9	5.9	0.7 (-63%)	2.1 (-65%)	
Serious Crashes (F+MI)	2.9	8.9	1.2 (-59%)	3.5 (-61%)	-60%
WEIGHTED TOTAL					51%

Source: Alaska Highway Safety Office and FARS, 2013.

Note: Interpret results with caution. One-year results are too short to be sustained, and three-year results are limited. Five or more years are desirable for a trend to be sustained. Figures are rounded to the tenths place.

^a This rate helps compare all roads equally.

1.4 Lessons Learned

AHSO recognizes emerging trends that will influence traffic safety in the state. This includes addressing the recent legalization of marijuana and to strengthen training programs offered to Drug Recognition Experts. There also is a greater need to strengthen relationships with local police departments and the establishment of a law enforcement liaison program may help with that effort. While safety data continues to improve in the state, AHSO is taking the step to chair the Alaska Traffic Records Coordinating Committee to increase a statewide vision of data programs.

There were several successes in FFY 2014. Namely the Impaired Driving and Occupant Protection Task Forces had a positive impact on high-visibility enforcement efforts. The Thanksgiving Click it or Ticket pilot deployment was a recommendation by the Occupant Protection Task Force and was executed with great success. The Statewide Child Passenger Safety coordinator also strengthened the relationship between the CPS community and AHSO.

1.5 Legislative Efforts

Three pieces of traffic safety-related legislation were introduced in the second session of the 28th Legislature which was held from January 21 through April 25, 2014.

- Senate Bill 123 would allow for local adoption of ordinances prohibiting the use of cell phones (talking included) within school zones. Existing Alaska traffic laws must be uniform across the state, unless a municipality can demonstrate a special problem. This bill was introduced to remove that burden. The bill died in the House Judiciary Committee.
- House Bill 317/Senate Bill 179 was introduced to extend the requirement of school zone traffic control devices to private and charter schools. The bill died in House Transportation Standing Committee and the Senate Community and Regional Affairs Standing Committee.
- House Bill 108 was introduced to create a fund within the general fund which could be allocated to DPS for the purchase or maintenance of electronic citation equipment or supplies used by state or local agencies to issue e-citations. This bill died in the House Finance Committee.

Chapter 2: Performance Data – Alaska, 2004 to 2014

2.1 Crash Statistics Summary

In Alaska, fatalities resulting from motor vehicle crashes dropped from 59 in 2012 to 51 in 2013. Details on Alaska's highway safety trends between 2004 and 2014 are provided in Table 6. Figures 1 through 14 illustrate select performance measures shown in Table 6. Year 2008 is considered as the baseline for all performance measures illustrated in the tables and figures of this section. Fatality data are complete through 2013 and major injury data are complete through 2012. Previous years' data have been revised where necessary.

Table 6: Alaska Traffic Safety Trends
2004 to 2014

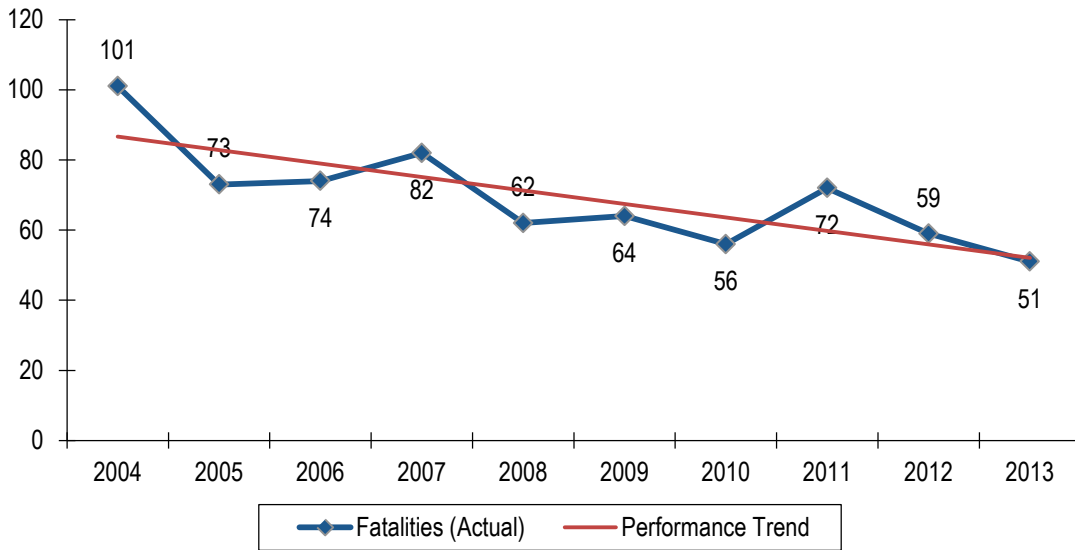
Crash Data/Trends	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2012-2013 Percent Change	Average Annual Change
Fatalities (Actual)	101	73	74	82	62	64	56	72	59	51	NA	-13.6%	-3.8
Fatalities per 100 MVMT	2.0	1.5	1.5	1.6	1.3	1.3	1.2	1.6	1.2	1.05	NA	-14.6%	-0.1
Serious Injuries	584	580	437	433	391	452	488	404	359	NA	NA	-11.1%	-22
Alcohol-Impaired Fatalities (Driver with BAC 0.08 or Higher)	27	29	19	25	21	20	15	21	15	13	NA	-13.3%	-1.5
Unrestrained Passenger Vehicle Occupant Fatalities	34	22	17	28	23	12	13	20	20	12	NA	-36.8%	-1.5
Speeding-Related Fatalities	38	28	30	34	27	29	26	25	14	22	NA	57.1%	-1.8
Motorcyclist Fatalities	8	4	9	6	8	7	9	10	9	9	NA	0%	0.4
Unhelmeted Motorcyclist Fatalities	5	1	2	1	2	2	6	1	5	2	NA	-60%	.1
Young Drivers (20 or under) Involved in Fatal Crashes	17	13	17	21	17	10	7	4	7	8	NA	14.3%	-1.4
Pedestrian Fatalities	10	7	9	13	3	10	6	9	8	6	NA	-25%	-0.3
Bicyclist Fatalities	2	1	1	2	1	2	0	2	1	1	NA	0%	-0.05
Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants)	77%	78%	83%	82%	85%	86%	87%	89%	88%	86%	88%	-3.3%	0.01
Seatbelt Citations Issued During Grant-Funded Events	0	0	0	0	0	4,100	1,726	1,526	547	508	612		
DUI Arrests Made During Grant-Funded Events	0	0	0	0	0	1,896	1,474	1,330	783	250	80		
Speeding Citations Issued During Grant-Funded Events	0	0	0	0	0	3,376	1,985	2,067	1,089	712	438		

Source: Alaska Highway Safety Office, 2014; 2013 Fatality information, FARS, 2014.

Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

Figure 1: Statewide Fatalities

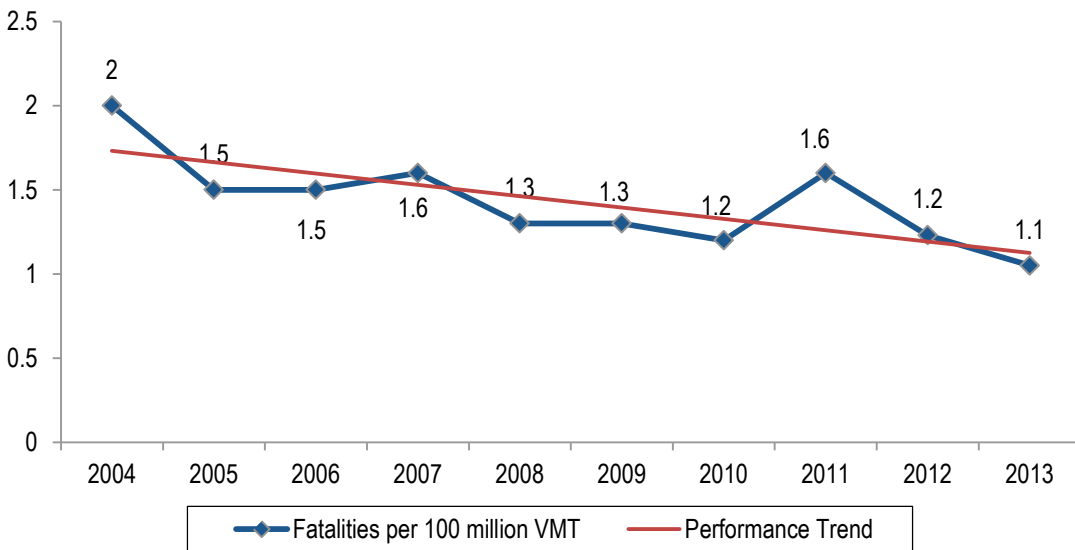
Fatalities in 2013 decreased to their lowest level of the 10-year period



Source: Alaska Highway Safety Office, 2014.

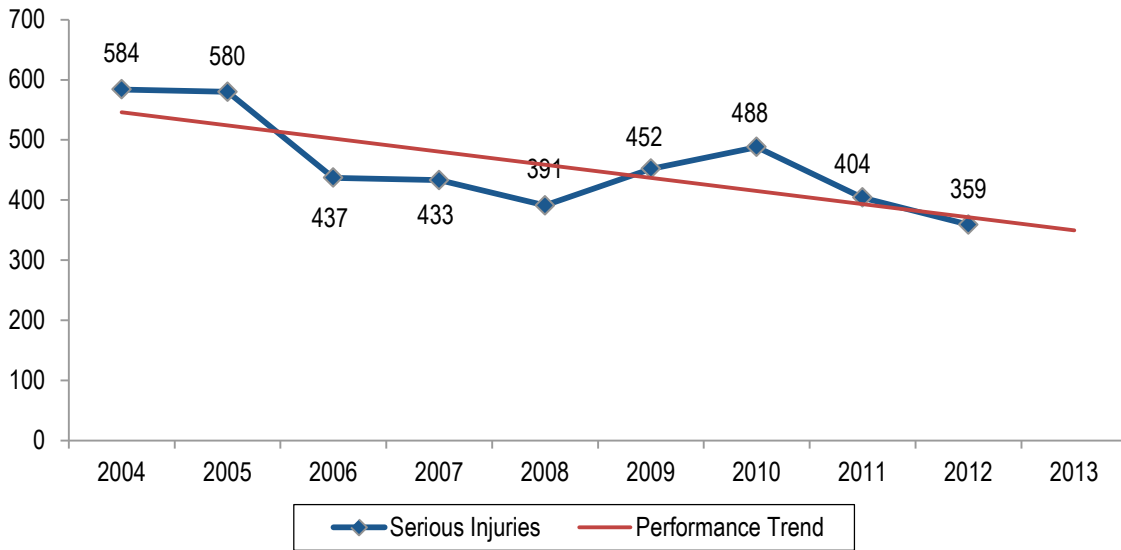
Figure 2: Statewide Fatality Rate

The 2013 rate dropped to the lowest level since 2004



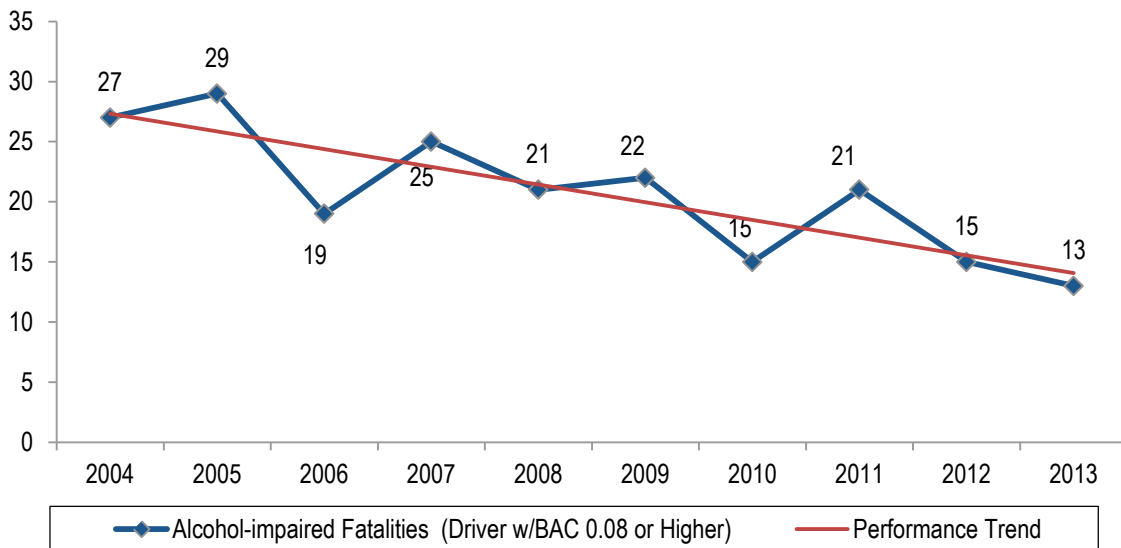
Source: Alaska Highway Safety Office, 2014.

Figure 3: Statewide Major Injuries
 Observed a 17.2 percent decrease between 2010 and 2011



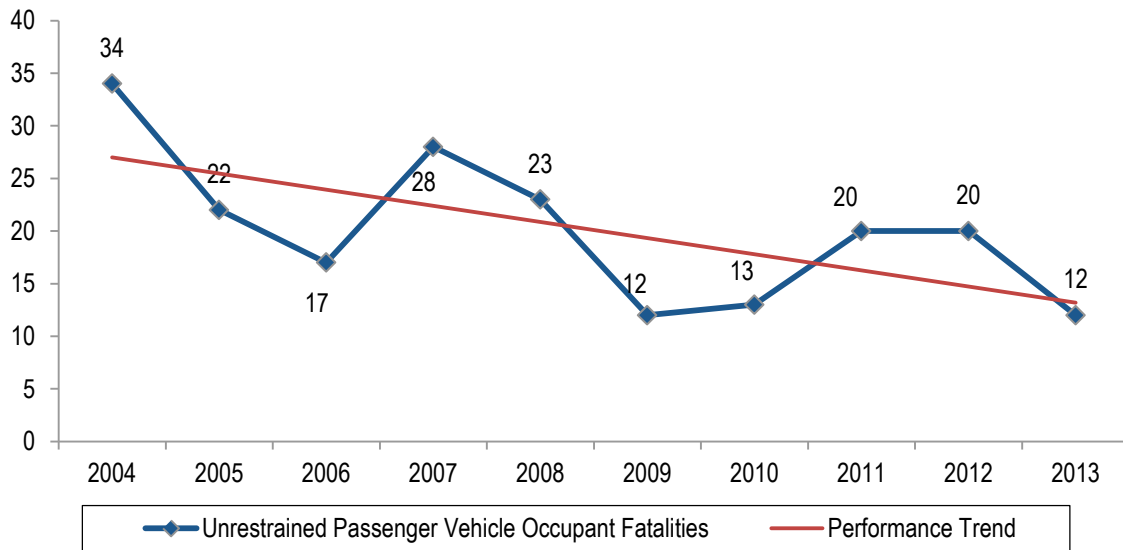
Source: Alaska Highway Safety Office, 2014. Serious Injury data for 2013 are unavailable.

Figure 4: Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC
 Achieved a 13.3 percent decrease between 2012 and 2013



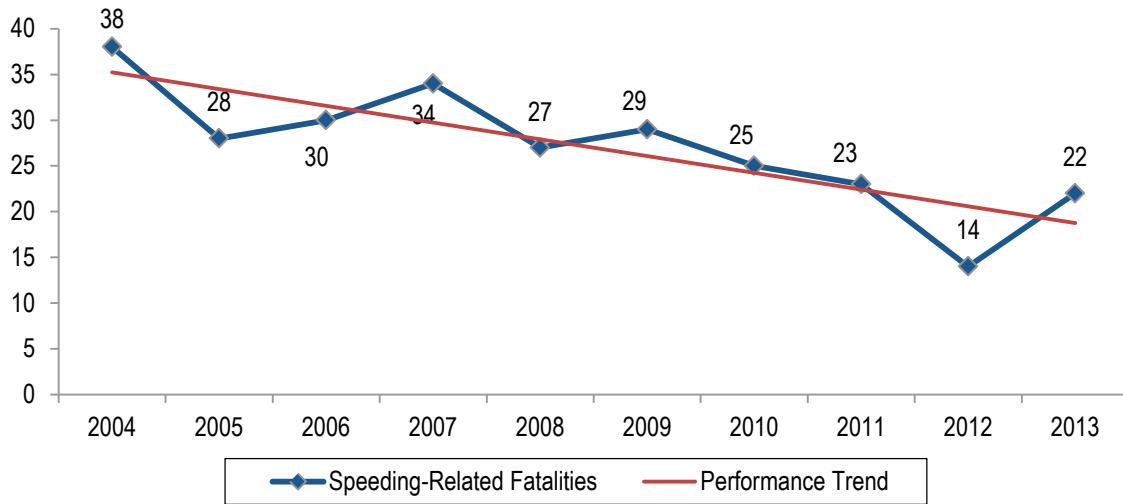
Source: Alaska Highway Safety Office, 2014.

Figure 5: Unrestrained Passenger Vehicle Occupant Fatalities
 Achieved a 40 percent decrease between 2012 and 2013



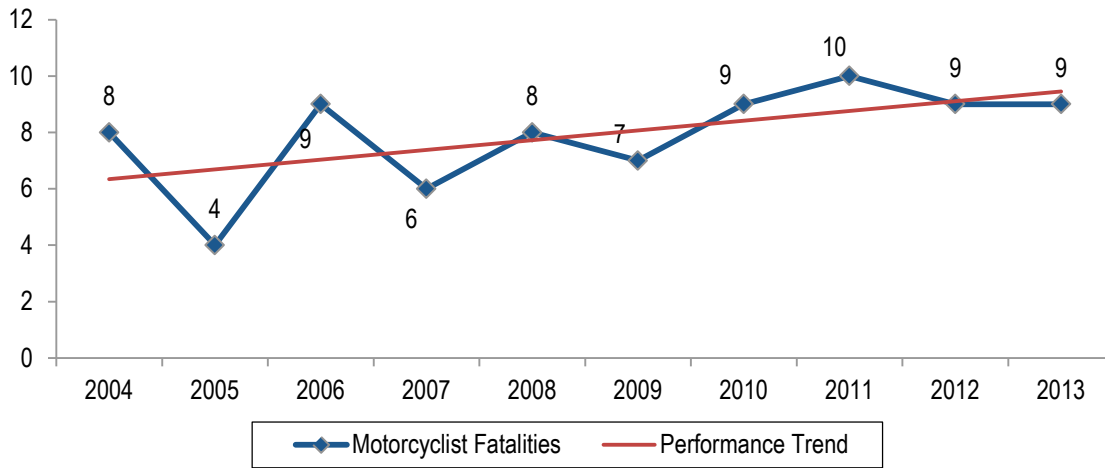
Source: Alaska Highway Safety Office, 2014.

Figure 6: Speeding-Related Fatalities
 Observed a 57 percent increase between 2012 and 2013



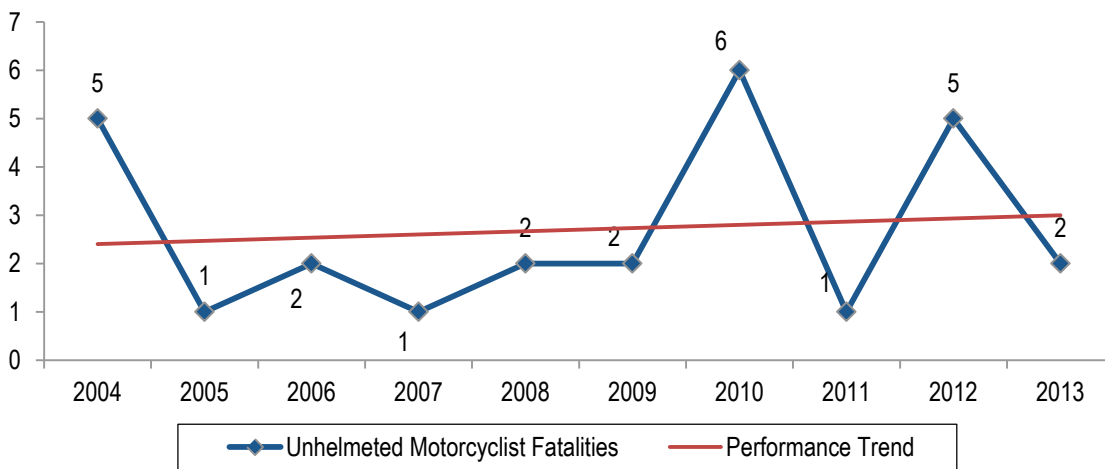
Source: Alaska Highway Safety Office, 2014.

Figure 7: Motorcycle Fatalities
Held steady between 2012 and 2013



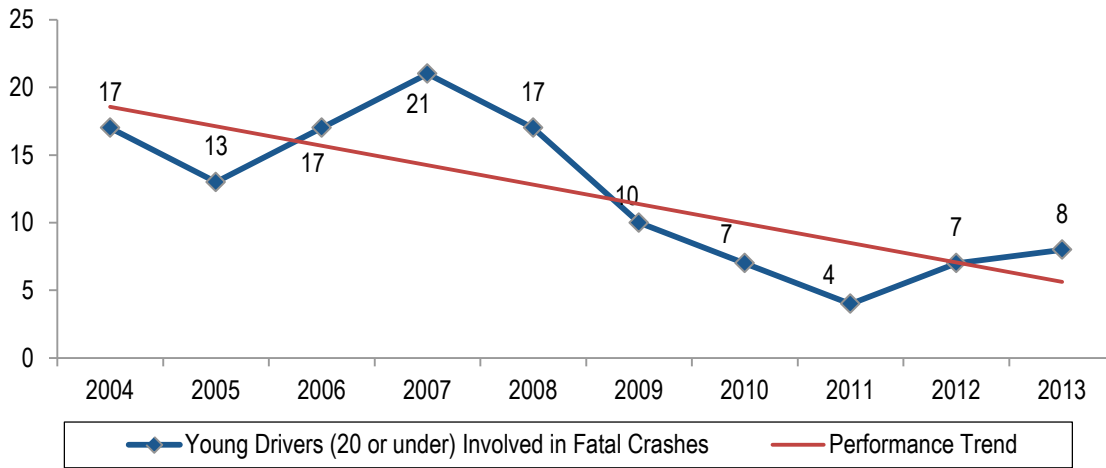
Source: Alaska Highway Safety Office, 2014.

Figure 8: Unhelmeted Motorcycle Fatalities
Observed a 60 percent decrease between 2012 and 2013



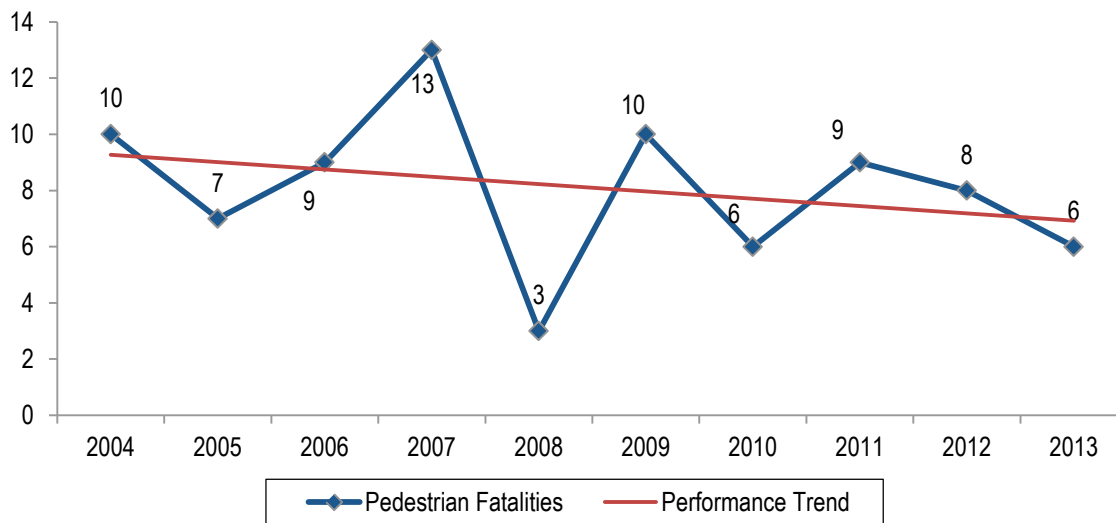
Source: Alaska Highway Safety Office, 2014.

Figure 9: Drivers Age 20 or Younger Involved in Fatal Crashes
Observed a 14 percent increase between 2012 and 2013



Source: Alaska Highway Safety Office, 2014.

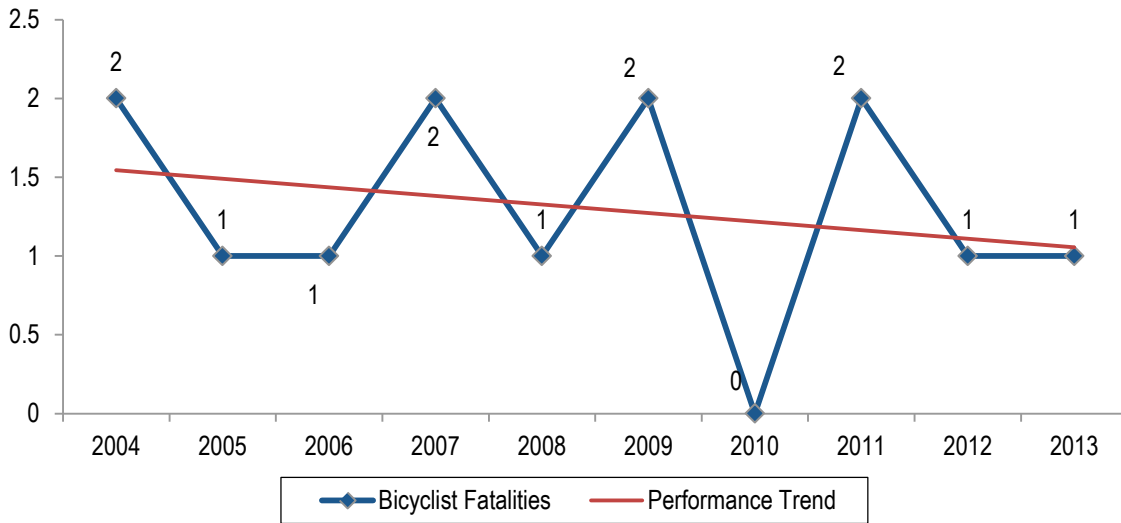
Figure 10: Pedestrian Fatalities
Achieved a 25 percent decrease between 2012 and 2013



Source: Alaska Highway Safety Office, 2014.

Figure 11: Bicyclist Fatalities

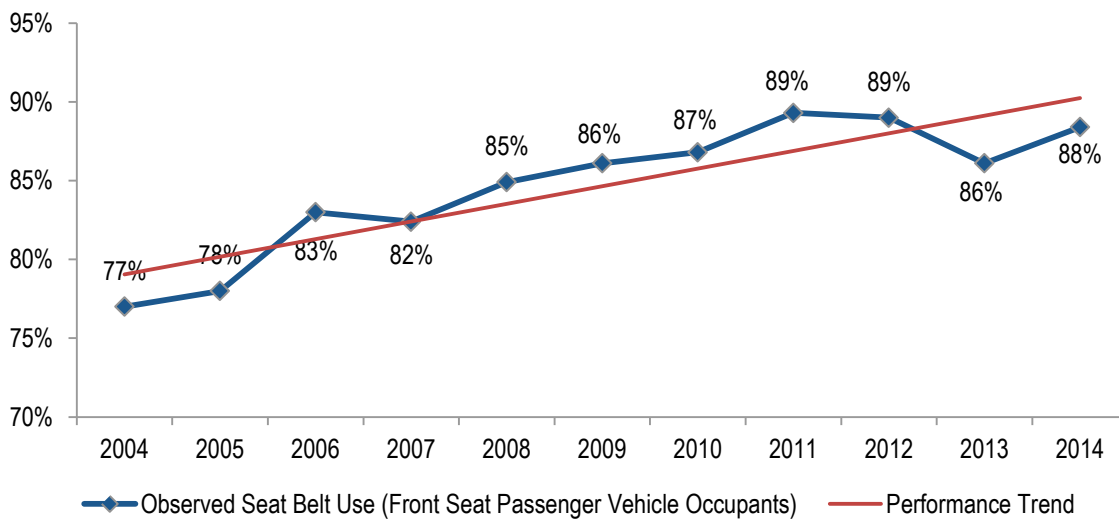
Achieved an 25 percent decrease between 2012 and 2013



Source: Alaska Highway Safety Office, 2014.

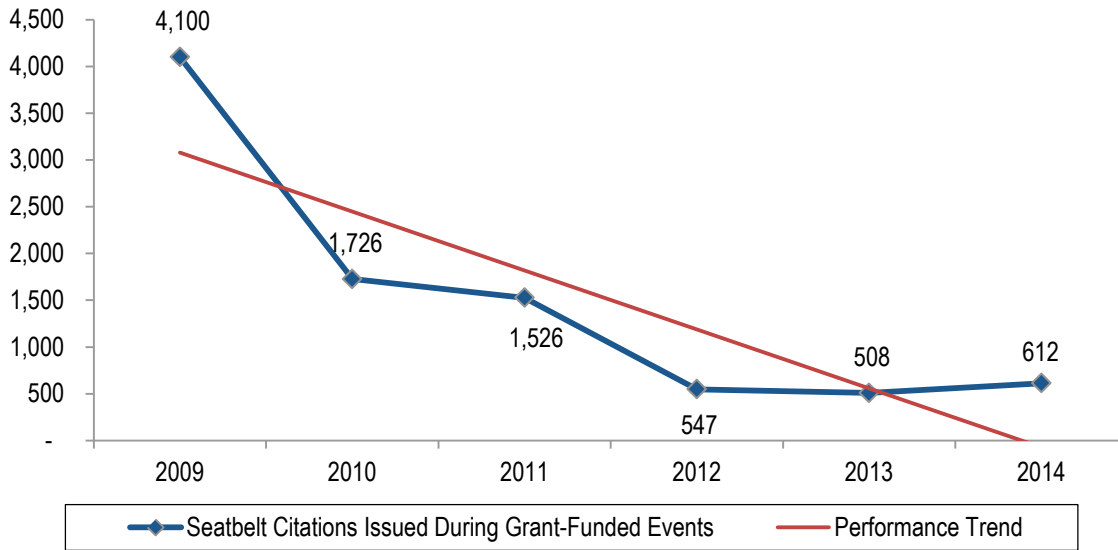
Figure 12: Observed Belt Use for Passenger Vehicles

Front Seat Outboard Occupants: Observed a 2.9 percentage point decrease between 2012 and 2013, and a 2.3 percentage point increase between 2013 and 2014



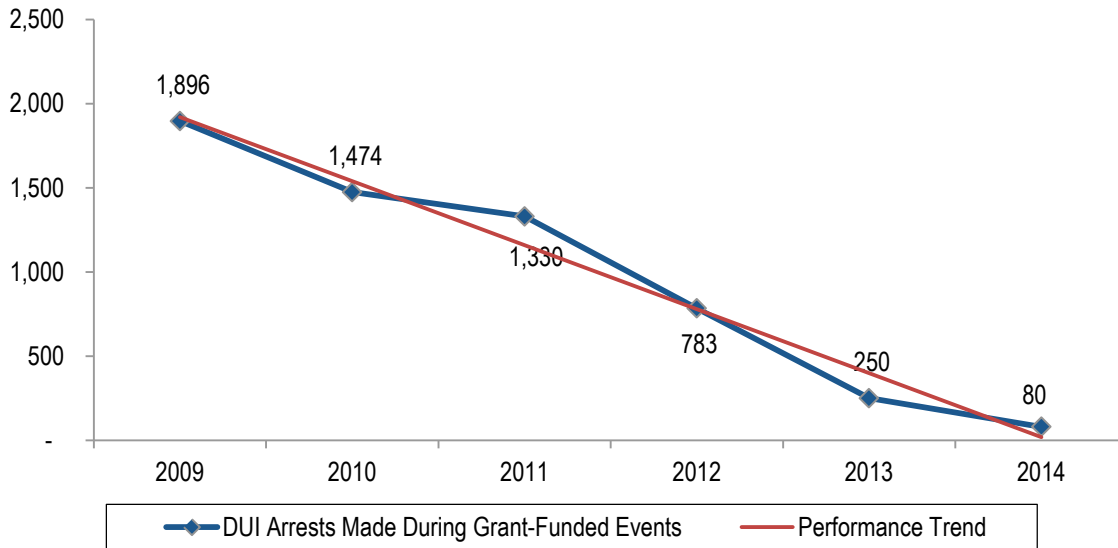
Source: Alaska Highway Safety Office, 2014.

Figure 13: Seatbelt Citations Issued During Grant-Funded Events
Number of citations increased by 20.5 percent between 2013 and 2014



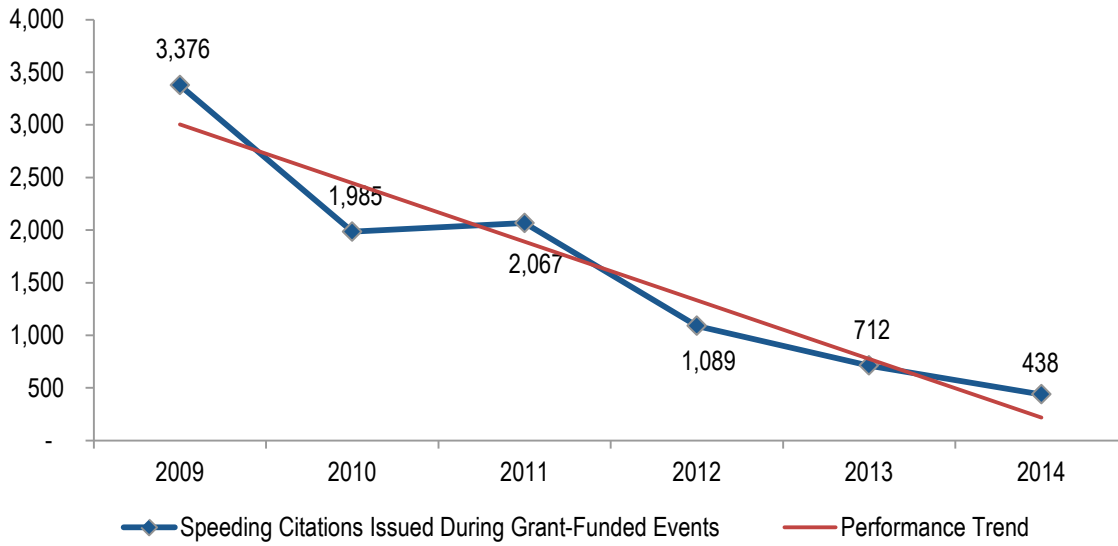
Source: Alaska Highway Safety Office, 2014.

Figure 14: DUI Arrests Made During Grant-Funded Events
Number of arrests decreased by 68 percent between 2013 and 2014



Source: Alaska Highway Safety Office, 2014.

Figure 15: Speeding Citations Issued During Grant-Funded Events
Number of citations decreased by 38.4 percent between 2013 and 2014



Source: Alaska Highway Safety Office, 2014.

Chapter 3: Program Areas

The program goals, performance measures, and projects identified for the nine program areas addressed in the FFY 2014 HSP are described in this section.

Note: For 2014, the AHSO created AHSO Statewide Services “projects” under each program area. These Statewide Services projects served as the master account for each funding source. Subgrantee projects were funded from the respective program area Statewide Services. A general description of projects and/or activities funded and implemented under the HSP are included in the Statewide Services project description.

3.1 Impaired Driving

Problem Statement

Impaired driving is the number one priority for the Alaska Highway Safety Office because it is a preventable crime. Alaska has experienced a declining trend in traffic fatalities since 1977, but alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities. Alcohol was a factor in 27 percent of traffic fatalities in 2013, 19 percent in 2012, and 32 percent in 2011. These figures include nonoccupant persons (e.g., pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

Performance Target

- Decrease fatalities at 0.08 BAC or above from 21 in 2008 to 17 in 2014.

Projects and Funding

The 2014 HSP included impaired driving projects to address and make progress towards the above performance target. Table 7 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 7: FFY 2014 Impaired Driving Projects

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 AL AL-14-01-00	AHSO Alcohol Statewide Services		Sec. 402	\$0
402 AL AL-14-01-01	AHSO Alcohol Program Area Management	Alcohol-impaired fatalities (driver with BAC 0.08 or higher)	Sec. 402	\$0
410 K8 K8-14-01-00	AHSO 410 Alcohol Statewide Services		Sec. 410	\$196,226
410 K8 K8-14-01-01	AHSO 410 Alcohol Program Area Management		Sec. 410	\$3,156

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
410 K8 K8FR-14-01-00	DUI Enforcement		Sec. 410	\$0
154 AL 2014-14-01-00	AHSO 154 Alcohol Statewide Services		Sec. 154	\$487,545
154 AL 2014-14-01-01	AHSO 154 Alcohol Program Area Management	Alcohol-impaired fatalities (driver with BAC 0.08 or higher)	Sec. 154	\$7,855
164 AL 2014-14-01-00	AHSO 164 Alcohol Statewide Services		Sec. 164	\$0
164 AL 2014-14-01-01	AHSO 164 Alcohol Program Area Management		Sec. 164	\$0
Total Funds Spent (Alcohol)				\$694,782

Performance Results

Impaired driving continues to be an issue in Alaska, and was involved in 25 percent of the fatalities in both 2012 and 2014. In FFY 2014, fatalities involving a driver or motorcycle operator with a BAC of 0.08 or higher decreased from 15 in 2012 to 13 in 2013 (2014 data are not available). During FFY 2014, 13 agencies participated in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times resulting in 80 impaired driving arrests. Three new Drug Recognition Expert (DRE) instructors were trained. Alaska maintains 25 DREs after losing two and training two new DREs in 2014.

Project Descriptions

Project Title - AHSO Alcohol Statewide Services (402 AL-14-01-00)

Project Description - The AHSO elected not to use Section 402 funds on impaired driving programs and initiatives in FFY 2014.

Project Title - AHSO Alcohol Program Area Management (402 AL-14-01-01)

Project Description - The AHSO elected not to use Section 402 funds on impaired driving programming in FFY 2014.

Project Title - AHSO 410 Alcohol Statewide Services (410 K8-14-01-00)

Project Description - This project funded the annual Alaska Training DRE conference held May 5-7, 2014 in Anchorage, training and certification of three new DRE instructors, and attendance at the 20th Annual DRE Conference in Phoenix, Arizona by two DREs and the DRE Coordinator. In addition, two Advanced Roadside Impaired Driving Enforcement or ARIDE courses, and one Drug Impairment Training for Education Professionals or DITEP course were offered in FFY 2014. Funding also was provided for forensic drug toxicology analysis of biological evidence from drug facilitated traffic-related offenses. Alaska law enforcement agencies collected blood evidence from traffic-related, drug-impaired driving offenses which were submitted to the Alaska Crime Laboratory (ACL). The ACL

repackaged and sent the evidence to the Washington Laboratory for forensic drug toxicology analysis. A total of 512 evidence submissions were received during this grant period.

Unobligated funds for the project remain under Statewide Services.

Project Title - AHSO 410 Alcohol Program Area Management (410 K8-14-01-01)

Project Description - This project supported personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

Project Title - AHSO 410FR DUI Enforcement (410 K8FR-14-01-00)

Project Description - The AHSO elected not to use Section 410 High Fatality Rate funds on impaired driving programs and initiatives in FFY 2014.

Project Title - AHSO 154 Alcohol Statewide Services (154 AL-14-01-00)

Project Description - Funding was provided for high-visibility, alcohol-impaired driving enforcement programs for 13 agencies which included participation in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times. Enforcement was coordinated with media to maximize the HVE model and ensured efforts were publicized before, during, and after enforcement activity. Funding also supported subgrantee grants for DUI enforcement units in the North Pole and Fairbanks police departments.

Project Title - AHSO 154 Alcohol Program Area Management (154 AL-14-01-01)

Project Description - This project supported personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

Project Title - AHSO 164 Alcohol Statewide Services (164 AL-14-01-00)

Project Description -The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2014.

Project Title - AHSO 164 Alcohol Program Area Management (164 AL-14-01-01)

Project Description - The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2014.

3.2 Motorcycle Safety

In 2013, Alaska recorded 32,004 registered motorcycles. Alaskan motorcyclists (operators and their passengers), and the many visiting riders who come to experience the “Last Frontier,” are vulnerable on the State’s roadways. Between 2004 and 2012, 1,396 motorcycle crashes were reported in the State, an average of 155 crashes per year. Between 2004 and 2010 motorcycle crashes in Alaska had been on the rise (with the exception of 2006 when crashes fell to 121 – a decline of nearly 30 percent from the previous year), mirroring a national trend. However, in both 2011 and 2012, motorcycle crashes declined once again to 154 crashes and 125 crashes, respectively, signaling some progress in this area.

Performance Targets

- Reduce motorcyclist fatalities from eight in 2008 to seven in 2014.
- Maintain unhelmeted motorcyclist fatalities from two in 2008 to two in 2014.

Projects and Funding

The 2014 HSP included motorcycle safety projects to address and make progress towards the above performance targets. Table 8 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 8: FFY 2014 Motorcycle Safety Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 MC 14-03-00	AHSO Motorcycle Safety Statewide Services		Sec. 402	\$0
402 MC 14-03-01	AHSO Motorcycle Safety Program Area Management	Motorcycle fatalities; unhelmeted motorcycle fatalities	Sec. 402	\$0
2010 K6 2014-14-03-00	AHSO 2010 Motorcycle Safety Statewide Services		Sec. 2010	\$0
Total Funds Spent (Motorcycle Safety)				\$0

Performance Results

Motorcycle fatalities, particularly unhelmeted drivers, and serious injuries continue to be a concern. Motorcyclist fatalities held steady at nine in 2012 and 2013. While five of these 2012 motorcyclist fatalities were unhelmeted, two fatalities were unhelmeted in 2013.

Project Descriptions

Project Title – AHSO Motorcycle Safety Statewide Services (402 MC-14-03-00)

Project Description – The AHSO elected not to use Section 402 funds on motorcycle safety programs and initiatives in FFY 2014.

Project Title – AHSO Motorcycle Safety Program Area Management (402 MC-14-03-01)

Project Description – The AHSO elected to use Section 402 P&A funds for motorcycle safety program area management in FFY 2014.

Project Title – AHSO 2010 Motorcycle Safety Statewide Services (K6-14-03-00)

Project Description – This project was to fund the cost to purchase replacement training motorcycles in the Anchorage ABATE Rider Educations program’s current fleet to allow the training center to maintain current levels of service. The purchase of the motorcycles was contingent upon receipt of a Buy America waiver which was not received in FFY 2014.

Project Title – AHSO 405f Motorcycle Safety Statewide Services (M9MT-14-03-00)

Project Description – The AHSO elected not to use Section 405f funds on motorcycle safety programs and initiatives in FFY 2014.

3.3 Occupant Protection Program

Project Statement

Alaska’s observed seat belt usage rate increased from 77 percent in 2004 to an historic high of 89 percent in 2011. Usage dropped in 2012 to 88 percent and again to 86 percent in 2013 before rising to 88 percent in 2014. According to a 2011 statewide motorist behavior survey conducted by the Alaska Injury Prevention Center (AICP), 35 percent of Alaskan motorists have booster-seat-age children (four to eight years of age) in their households and 91 percent report that they always ride in booster seats. Ensuring that all drivers and passengers are properly restrained every trip is essential for achieving Alaska’s zero fatality goal.

Increasing seat belt and child restraint use is the simplest and most effective way to reduce serious injury and death in the event of a motor vehicle crash. Alaskan children under seven years of age and less than 64 pounds or 57 inches tall must be restrained in a child safety seat or booster seat when riding in a motor vehicle. Seat belts are required for all other motor vehicle occupants. Failure to comply with Alaska’s occupant protection statutes is a primary offense and carries a \$50 fine plus points.

Performance Targets

- Decrease unrestrained fatalities from 23 in 2008 to 19 in 2014.
- Increase observed belt use from 84.9 percent in 2008 to 90.1 percent in 2014.

Projects and Funding

The 2014 HSP included occupant protection projects to address projects to address and make progress towards the above performance targets. In addition, 402 PT funding was provided for high-visibility, seat belt enforcement programs for agency participation in the national mobilizations (see Section 3.7

Police Traffic Services). Table 9 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 9: FFY 2014 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)	
402 OP OP-14-04-00	AHSO Occupant Protection Statewide Services		Sec. 402	\$0	
402 OP OP-14-04-01	AHSO Occupant Protection Program Area Management		Sec. 402	\$0	
405 K2 K2-14-04-00	AHSO 405 Occupant Protection Statewide Services		Sec. 405	\$81,114	
405 K2 2014-14-04-01	Fairbanks Memorial Hospital – Safe Rider		Sec. 405	\$24,905	
2011 K3 K3-14-07-00	AHSO 2011 Child Seats Statewide Services		Sec. 2011	\$26,996	
2011 K3 K3-14-25-00	AHSO 2011 Paid Media Statewide Services		Sec. 2011	\$0	
405b M2X-14-04-00	AHSO 405b OP Low Statewide Services	Unrestrained passenger vehicle occupant fatalities; Observed seat belt use; Seat belt citations	Sec. 405b	\$0	
405b M2X-14-04-01	AHSO 405b OP Low Program Area Management		Sec. 405b	\$0	
405b M2HVE-14-04-00	AHSO 405b Low HVE Statewide Services		Sec. 405b	\$0	
405b M2HVE-14-04-01	AHSO 405b Low HVE Program Area Management		Sec. 405b	\$0	
405b M2TR-14-04-00	AHSO 405b Low Training Statewide Services		Sec. 405b	\$8,723	
405b M2TR-14-04-01	AHSO 405b Low Training Program Area Management		Sec. 405b	\$3,759	
405b M2CPS-14-04-00	AHSO 405b Low Community CPS Statewide Services		Sec. 405b	\$131,502	
405b M2CPS-14-04-01	AHSO 405b Low Community CPS Program Area Management		Sec. 405b	\$14,404	
Total Funds Spent (Occupant Protection)				\$291,403	

Performance Results

Alaska's observed seat belt use rate rose to 88.4 percent in 2014 from 86.1 percent in 2013. Data for unrestrained fatalities in 2014 were unavailable for this report; however, the general performance trend has been declining over the past nine years. The number of seat belts citations increased from the 508 citations issued in 2013 to 612 in 2014.

Project Descriptions

Project Title – AHSO Occupant Protection Statewide Services (402 OP-14-04-00)

Project Description – The AHSO elected not to use Section 402 funds on occupant protection programs and initiatives in FFY 2014.

Project Title – AHSO Occupant Protection Program Area Management (402 OP-14-04-01)

Project Description – The AHSO elected to use Section 405b funds for occupant protection program area management in FFY 2014.

Project Title – AHSO 405 Occupant Protection Statewide Services (405 K2-2014-14-04-00)

Project Description – A statewide CPS Coordinator position was created in 2014. The coordinator oversaw the CPS (technician, instructor, and inspection station) database, monitored the recertification rate, scheduled four CPS technician training classes, compiled an event calendar, participated in Click It or Ticket events, assisted with the occupant protection portion of the AHSO web site, and provided support to the AHSO with occupant protection communications and other activities as needed.

This project also supported the Alaska Injury Prevention Center’s (AIPC) design, conduct, and analysis of the National Occupant Protection Use Survey (NOPUS) in compliance with NHTSA’s scientific and statistical standards. The 2014 observations took place from June 2-10, 2014. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 33,766 vehicle occupants: 27,410 drivers and 6,356 outboard passengers were observed. The reported percent of occupants wearing seat belts for Alaska in 2014 (excluding 86 “unknowns”) was 88.4 percent.

Project Title – Fairbanks Memorial Hospital – Safe Rider (405 K2-14-04-01)

Project Description – The Safe Rider program contributed to Fairbanks increased seat belt use in 2014 (92 percent versus 87.3 percent in 2013) by providing education on seat belts and child passenger safety activities which included car seat check-up events, appointments with caregivers for one-on-one education, health fairs and school events, and new parent training in the hospital. The program conducted one CPS technician course and partnered with the Fairbanks Police Department and Fairbanks and North Pole Fire Departments on to educate residents about occupant protection. This project was split-funded with 405b M2CPS-14-04-00.

Project Title – AHSO 2011 Child Seats Statewide Services (2011 K3-14-07-00)

Project Description –The Mat-Su Services for Children and Adults CPS Program trained 145 families, checked 227 car seats, educated 366 new parents and 360 family members who were visiting with parents during in-the-room training, and trained six new CPS technicians.

The AHSO elected not to use Section 2011 funds on occupant protection paid media in FFY 2014.

Project Title – AHSO 2011 Paid Media Statewide Services (2011 K3-14-25-00)

Project Description – The AHSO elected not to use Section 2011 funds on occupant protection paid media in FFY 2014.

Project Title - AHSO 405b OP Low Statewide Services (405b M2X-14-04-00)

Project Description - The AHSO elected not to use Section 405b OP Low Statewide Services funds on occupant protection programs and initiatives in FFY 2014.

Project Title - AHSO 405b OP Low Program Area Management (405b M2X-14-04-01)

Project Description - The AHSO elected to use Section 405b “Low Training” and “Low Community CPS” funds for occupant protection program area management in FFY 2014.

Project Title - AHSO 405b Low HVE Statewide Services (405b M2HVE-14-04-00)

Project Description - The AHSO elected not to use Section 405b Low HVE Statewide Services funds on occupant protection programs and initiatives in FFY 2014.

Project Title - AHSO 405b Low HVE Program Area Management (405b M2HVE-14-04-01)

Project Description - The AHSO elected to cover this project using the 402 PT Police Traffic Services funds.

Project Title - AHSO 405b Low Training Statewide Services (405b M2TR-14-04-00)

Project Description - This project supported a scholarship program to provide reimbursement for travel and/or training costs to the LifeSaver’s conference and occupant protection and CPS-related events which would benefit Alaska’s mission and support the occupant protection activities of the HSP.

Project Title - AHSO 405b Low Training Program Area Management (405b M2TR-14-04-01)

Project Description - Supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

Project Title - AHSO 405b Low Community CPS Statewide Services (405b M2CPS-14-04-00)

Project Description - Grants were awarded to statewide and local agencies and organizations to promote the use of occupant restraints. The Providence Medical Center’s Safe Kids Alaska Buckle Up Child Passenger Safety (CPS) program provided two CPS certification courses and local opportunities for recertification of technicians in rural Alaska, supported four community-based CPS fitting stations, maintained and administered the <http://www.carseatak.org> web site and web-based data reporting tool, conducted public CPS events, and served as a statewide resource for transportation of children with special needs. Central Peninsula Hospital’s Safe Kids Kenai recertified **14** CPS technicians, distributed **165** child restraints, and checked **336** car restraints across **19** community check-up events. The Fairbanks Safe Rider program contributed to Fairbanks increased seat belt use in 2014 (92 percent versus 87.3 percent in 2013) by providing education on seat belts and child passenger safety activities which included car seat check-up events, appointments with caregivers for one-on-one education, health fairs and school events, and new parent training in the hospital. The program conducted one CPS technician course and partnered with the Fairbanks Police Department and Fairbanks and North Pole Fire Departments to educate residents about occupant protection. This project was split-funded with 405 K2-14-04-01.

Project Title – AHSO 405b Low Community CPS Program Area Management (405b M2CPS-14-04-01)

Project Description – Supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

3.4 Traffic Records

Problem Statement

Timely, accurate, complete, consistent, and well-documented traffic records information is critical for monitoring, assessing, and addressing safety on Alaska’s roadway system. An assessment of Alaska’s traffic records system was conducted in 2012 and a five-year (2013 to 2018) strategic plan was adopted in March 2013 by the Alaska Traffic Records Coordinating Committee (ATRCC), of which AHSO is a member. The plan calls for ongoing coordination among all stakeholders, including the AHSO, in support of initiatives and projects which improve the quality of the State’s traffic records.

Voting member agencies of the ATRCC include: Alaska Highway Safety Office, DOT&PF, DMV, Department of Administration (DOA), Alaska Court System, Measurement Standards and Commercial Vehicle Enforcement (MSCVE, a division of DOT&PF), AIPC, Anchorage Police Department, DHSS, and University of Alaska. Nonvoting members include FHWA and NHTSA.

The mission of the ATRCC is to facilitate the integration and exchange of traffic records data between Federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries. The objective of the ATRCC is to provide strong leadership and coordinate resources to address the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data.

Goals

The ATRCC is committed to providing coordination support towards the following goals:

- To improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska’s traffic safety programs;
- To assist in the development of tools and procedures for comprehensive collection, maintenance, and dissemination of traffic safety data; and
- To assist with the implementation of traffic safety improvement projects.

Projects and Funding

The 2014 HSP included traffic records projects to address and make progress towards the above goals. Table 10 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 10: FFY 2014 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
408 K9 2014-14-08-00	AHSO Data Program Statewide Services		Sec. 408	\$0
408 K9 K9-14-08-01	Traffic Records License and Maintenance Fees		Sec. 408	\$80,390
408 K9 K9-14-08-02	HSS Alaska Trauma Registry Project		Sec. 408	\$82,775
408 K9 K9-14-08-03	ACS Improve Court Case Management System Criminal and Minor Offense Records	Data improvements support progress toward all performance measures	Sec. 408	\$104,254
408 K9 K9-14-08-04	AIPC Anchorage Bike Counting		Sec. 408	\$0
405c M3DA-14-08-00	AHSO 405C Data Statewide Services		Sec. 405c	\$141,906
405c M3DA-14-08-01	AHSO 405C Data Program Area Management		Sec. 405c	\$6,191
Total Funds Spent (Data)				\$415,516

Performance Results

The projects funded in 2014 served to improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs. Specifically, projects related to the ACS Court Case Management System project improved the accuracy and completeness of criminal and minor offense records in the citation/adjudication system which is used by prosecutors and judges in traffic-related cases. The Alaska Trauma Registry Data Validation Project impacted the accuracy and completeness of the EMS/injury surveillance database through the inclusion of eight additional acute care facilities. The license and maintenance fees were necessary for state and local law enforcement agencies to successfully use the TraCS program which was developed in previous years using 408 funding.

Project Descriptions

Project Title - AHSO Data Program Statewide Services (408 K9-14-08-00)

Project Description - Section 408 funded projects were recommended by the ATRCC prior to the submission of the 2014 HSP, therefore each project amount was known and all 408 funds available were awarded. As a result, no funding was held in Section 408 Statewide Services (which is listed with a zero balance in Table 12). Unlike the other program area project descriptions for Statewide Services, each data project is listed separately below.

Project Title - Traffic Records License and Maintenance Fees (408 K9-14-08-01)

Project Description - The AHSO paid the license and maintenance fees for TraCS, East Street Draw, Incident Locator Tool, and additional license or maintenance fees necessary for state and local law enforcement agencies to successfully use the TraCS program.

Project Title - HSS Alaska Trauma Registry Project (408 K9-14-08-02)

Project Description - Funding was used to complete a data validation study of information submitted to the Alaska Trauma Registry (ATR) which contains information on the most seriously injured patients in Alaska and the treatment they received. The project support validation of the remaining one-third of data using a three-step validation process (inclusion criteria, chart abstraction, and data entry). All eight facilities completed Step 1 (inclusion criteria) and improved completeness in a range from 71 to 100 percent. Timeliness was increased in all four quarters of the project; however, accuracy in Step 2 (chart abstraction) was 74 percent which was a decrease of 7 percent from the previous year. Step 3 was completed; accuracy results were 95 percent (maintained from the previous year).

Project Title - ACS Improve Court Case Management System Criminal and Minor Offense Records (408 K9-14-08-03)

Project Description - The Court Case Management System analyst reviewed and researched 742 offense codes, and added or updated 1,595 local offense codes and related data that were not previously in the ACS Uniform Minor Offense Table (UMOT). In-depth research and analysis of offense code issues were conducted for Anchorage, Kenai Peninsula Borough, Nome, Petersburg, Soldotna, Unalakleet, Fairbanks North Star Borough, Ketchikan Gateway Borough, Juneau, Wrangell, Hoonah, Wasilla, Wainwright, and Fort Yukon. This work contributed to the overall accuracy and completeness of the court's case management system and ensured that numerous cities came into compliance with the court's UMOT.

Project Title - AIPC Anchorage Bike Counting (408 K9-14-08-04)

Project Description - The purpose of this pilot project was to create a database, as a subset of the vehicle data system, for counting nonmotorized road users. A key element of the project was the purchase of five counters that would provide a visual count of cyclists on the roads in Anchorage at a variety of locations, on multiple days, and in all seasons. This project was canceled when a Buy America waiver could not be obtained for the counters.

Project Title - AHSO 405C Data Statewide Services (M3DA-14-08-00)

Project Description - Projects funded under Section 405C include the development, testing, and implementation of electronic forms required for DUI and other arrests which will be integrated into the TraCS software package, and overtime and travel expenses to install TraCS hardware in law enforcement agency cars. The AHSO created a scholarship program to provide reimbursement for travel and/or training costs related to TraCS national meetings and training workshops which would benefit Alaska's mission, and improve the timeliness, accuracy, completeness, and consistency of the data in the crash records database which supports many activities of the HSP.

Project Title - AHSO 405C Data Program Area Management (M3DA-14-08-01)

Project Description - Supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

3.5 Pedestrian and Bicycle Safety

Problem Statement

Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. Between 2004 and 2011, crashes involving pedestrians and bicyclists accounted for 2.8 percent of all crashes in Alaska. However, this same roadway user group was involved in 13.5 percent of the fatal and 10 percent of the State's major injury crashes.

Performance Targets

- Reduce pedestrian fatalities from three in 2008 to two in 2014.
- Reduce bicyclist fatalities from one in 2008 to zero in 2014.

Projects and Funding

The 2014 HSP included pedestrian and bicycle safety projects to address and make progress towards the above performance targets. The AHSO expected to fund projects which supported the bicycle and pedestrian strategies in the Strategic Highway Safety Plan as identified in the Special Users action plan, however no request for funding were received as reflected in Table 11.

Table 11: FFY 2014 Pedestrian and Bicycle Safety Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 PS PS-14-05-00	AHSO Pedestrian/Bicycle Safety Statewide Services	Pedestrian fatalities	Sec. 402	\$0
402 PS PS-14-05-01	AHSO Pedestrian/Bicycle Safety Program Area Management		Sec. 402	\$0
Total Funds Spent (Pedestrian/Bicycle Safety)				\$0

Performance Results

Preliminary 2014 data was not available to determine performance against the goal set for this area.

Project Descriptions

Project Title – AHSO Pedestrian/Bicycle Safety Statewide Services (402 PS-14-05-00)

Project Description – This the purpose of this project was to fund projects which supported the bicycle and pedestrian strategies in the Strategic Highway Safety Plan as identified in the Special Users action plan; however, no request for funding were received in FFY 2014.

Project Title - AHSO Pedestrian/Bicycle Safety Program Area Management (402 PS-14-05-01)

Project Description - The AHSO did not require funds for pedestrian and bicycle safety projects program area management in FFY 2014.

3.6 Police Traffic Services

Problem Statement

High-visibility enforcement of traffic laws is proven to change driver behavior. AHSO awarded grants to law enforcement agencies to support their participation in the national mobilizations and enforcement of occupant restraint, impaired driving, speeding, and aggressive driving laws through high-visibility campaigns. Grant funding also supported promotion of bicycle and pedestrian safety and community safety education campaigns or activities.

Performance Targets

Police Traffic Services projects are intended to help Alaska meet its statewide performance targets in several program areas:

- Decrease fatalities at 0.08 or above from 21 in 2008 to 17 in 2014;
- Decrease unrestrained fatalities from 23 in 2008 to 19 in 2014;
- Increase observed belt use from 84.9 percent in 2008 to 90.1 percent in 2014;
- Reduce speeding-related fatalities from 27 in 2008 to 22 in 2014;
- Reduce drivers 20 or under involved in fatal crashes from 17 in 2008 to 14 in 2014;
- Reduce pedestrian fatalities from three in 2008 to two in 2014; and
- Reduce bicyclist fatalities from one in 2008 to zero in 2014.



Projects and Funding

The 2014 HSP included police traffic services projects to address and make progress towards the above performance targets. Table 12 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 12: FFY 2014 Police Traffic Services Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 PT PT-14-06-00	AHSO Police Traffic Statewide Services	Alcohol-impaired fatalities; unrestrained passenger vehicle occupant fatalities;	Sec. 402	\$204,225
402 PT PT-14-06-01	AHSO Police Traffic Services Program Area Management	speeding-related fatalities; observed seat belt use; seat belt citations; speeding citations; young driver fatalities; pedestrian fatalities	Sec. 402	\$9,250
Total Funds Spent (Police Traffic Services)				\$213,475

Performance Results

Preliminary 2014 data was not available to determine performance against the goal set for this area. However, the effect of enforcement activities which occur under Police Traffic Services are reflected in the 2013 significant reductions in statewide fatalities, fatality rate, serious injuries, fatalities involving driver or motorcycle operator with greater than 0.08 BAC, and unrestrained passenger vehicle occupant fatalities.

Project Descriptions

Project Title - AHSO Police Traffic Statewide Services (402 PT-14-06-00)

Project Description - This project supported statewide and local law enforcement agencies in enforcing seat belt, impaired driving, speeding, and aggressive driving laws, and promoting bicycle and pedestrian safety through the use of high-visibility campaigns and other law enforcement activities, and community safety education and campaigns. Funding was provided for high-visibility, alcohol-impaired driving and seat belt enforcement programs for nine agencies which included participation in the national mobilizations. Agencies receiving funding included the Alaska State Troopers, City of Homer, and police departments in Anchorage, Dillingham, Fairbanks, Kenai, Palmer, Seward, and Wasilla. ASHO created a scholarship program to provide reimbursement for travel and/or training costs to the LifeSavers Conference and law enforcement-related events which would benefit Alaska's mission and support the activities of the HSP.

Project Title - AHSO Police Traffic Services Program Area Management (402 PT-14-06-01)

Project Description - Supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

3.7 Safe Communities

Problem Statement

Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. Between 2004 and 2010, teen drivers under 20 years of age were involved in 16,659, or 19 percent, of the reported motor vehicle crashes. While a lack of experience and maturity are root causes of teen crashes, an analysis of Alaska's crash data finds that, as noted previously, driver inattention (21 percent), speeding (13 percent), failure to yield (9 percent), and following too closely (4 percent) factor prominently in crashes involving Alaskan novice drivers. Between 2004 and 2011, 90 teen drivers were involved in fatal crashes in Alaska. The Safe Communities project in Anchorage provided community-based traffic safety programs for teens and focused on restraint use, impaired and distracted driving, and speeding as well as safe walking and cycling initiatives.

Performance Targets

The Safe Communities-funded project is intended to help Alaska meet its goals in several program areas:

- Reduce drivers 20 or under involved in fatal crashes from 17 in 2008 to 14 in 2014;
- Decrease fatalities with a BAC of 0.08 or above from 21 in 2008 to 17 in 2014;
- Decrease unrestrained fatalities from 23 in 2008 to 19 in 2014;
- Increase observed belt use from 84.9 percent in 2008 to 90.1 percent in 2014;
- Decrease speeding-related fatalities from 27 in 2008 to 22 in 2014;
- Reduce pedestrian fatalities from three in 2008 to two in 2014; and
- Reduce bicyclist fatalities from one in 2008 to zero in 2014.

Projects and Funding

The 2014 HSP included Safe Communities projects to address and make progress towards the above performance targets. Table 13 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 13: FFY 2014 Safe Communities Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 SA SA-14-17-00	AHSO Safe Communities Statewide Services	Alcohol-impaired fatalities (driver with BAC 0.08 or higher); unrestrained passenger vehicle occupant	Sec. 402	\$305,726
402 SA SA14-17-01	AHSO Safe Communities Program Area Management	fatalities; speeding-related fatalities; observed seat belt use; seat belt citations; speeding citations during grant-funded activities; pedestrian fatalities	Sec. 402	\$7,797
Total Funds Spent (Safe Communities)				\$313,523

Performance Results

Preliminary 2014 data was not available to determine performance against the goal set for this area. However, the effect of the activities which are funded under 402 Safe Communities are reflected in the results of the 2013 significant reductions in statewide fatalities, fatality rate, serious injuries, fatalities involving driver or motorcycle operator with greater than 0.08 BAC, and unrestrained passenger vehicle occupant fatalities.

Project Descriptions

Project Title – AHSO Safe Communities Statewide Services (402 SA-14-17-00)

Project Description – Projects funded included Raise Your Voice, a Buckle Up campaign, and safe walking and cycling initiatives, and the annual Traffic Safety Marketing Phone Survey. The AIPC's peer-to-peer program, Raise Your Voice, addressed teen traffic issues through student created media

promotions posted on YouTube. Two youth involved in the campaign were invited to present their successes at the 2014 LifeSaver's Conference. The high school Buckle Up campaign involved all Anchorage high schools and resulted in a postcampaign belt use of 91 percent, higher than the 2014 observed seat belt use rate. The bicycle/pedestrian initiative included four major educational events reaching audiences from elementary schools to university students. The annual phone survey indicated the percentage of drivers who admit to texting while driving is trending upward (from 18 percent in 2013 to 24 percent in 2014); while 95 percent drivers report that it is dangerous to text while driving. The phone survey results are detailed in Chapter 4.

Project Title – AHSO Safe Communities Program Area Management (402 SA-14-17-01)

Project Description – Funding supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

3.8 Paid Media

Problem Statement

Alaska's Highway Safety Coordinated Media program was managed by a media contractor in 2014. Audio, video, print, and web ads were produced and released to media outlets. The media campaigns were coordinated to coincide with the local and national impaired driving mobilizations and local and national occupant protection campaign.

Goal

Conduct public outreach and support national mobilizations which support AHSO grant activities and meet performance measures in other HSP program areas.

Projects and Funding

The 2014 HSP included paid media projects to support the above goal and to address and make progress towards the HSP performance targets. Table 14 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 14: FFY 2014 Paid Media Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 PM PM-14-25-00	AHSO Paid Advertising Statewide Services		Sec. 402	\$92,720
2011 PM K3-14-25-00	AHSO 2011 Paid Media Statewide Services	Paid media supports progress toward all performance measures	Sec. 2011	\$0
154 PM PM-14-25-00	AHSO 154 Paid Media Statewide Services		Sec. 154	\$0
164 PM PM-14-25-00	AHSO 164 Paid Media Statewide Services		Sec. 164	\$45,483
Total Funds Spent (Paid Advertising)				\$138,203

Performance Results

The Paid Media project activities support the attainment of the performance targets for alcohol-impaired, distracted, and aggressive driving (which includes speeding); pedestrian, bicycle and motorcycle safety (motorist awareness); teen driving; and occupant restraint activities identified in the FFY 2014 HSP.

Project Descriptions

Project Title – AHSO Paid Advertising Statewide Services (402 PM-14-25-00)

Project Description – The AHSO contracted with a communications consultant to oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the 2014 HSP and Alaska’s Strategic Highway Safety Plan. The strategic communications plan focused on alcohol-impaired, distracted, and aggressive driving (which includes speeding); pedestrian, bicycle and motorcycle safety (motorist awareness); teen driving; proper restraint for motor vehicle occupants of all ages; and designated safety corridors. The plan also supported Alaska’s participation in the national Click It or Ticket and Drive/Ride Sober or Get Pulled Over high-visibility enforcement mobilizations. The creative and media buys were targeted to reach key demographic groups (e.g., the parents of teen drivers, males between 18 and 35 years of age, alcohol-impaired motorcyclists) with critical safety messages (e.g., make time for practice and control the keys, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations). All media materials were tagged with the Zero Fatalities logo.

Project Title – AHSO 2011 Paid Media Statewide Services (2011 K3 PM-14-25-01)

Project Description – The AHSO elected not to use Section 2011 funds on paid media in FFY 2014.

Project Title – AHSO 154 Paid Media Statewide Services (154 PM-14-25-00)

Project Description – The AHSO elected not to use Section 154 funds on paid media in FFY 2014.

Project Title – AHSO 164 Paid Media Statewide Services (164 PM-14-25-00)

Project Description – The AHSO contracted with a communications consultant to oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the 2014 HSP and Alaska’s Strategic Highway Safety Plan. The 164 funds were used to develop and purchase the media associated with the Ride Sober or Get Pulled Over high-visibility enforcement mobilization. All media materials were tagged with the Zero Fatalities logo.

3.9 Planning and Administration

Problem Statement

The Alaska Highway Safety Office serves as the primary agency responsible for ensuring the State's behavioral and traffic records highway safety concerns are identified and addressed through the development and implementation of data-driven and evidence-based countermeasures.

Goal

To administer a fiscally responsible, effective highway safety program that is data driven, includes strategic partners and stakeholders, and addresses the State's specific safety characteristics.

Projects and Funding

The 2014 HSP included planning and administration projects to support the above goal and to address and make progress towards the HSP performance targets. Table 15 contains a list of the projects, the relevant performance measures, the funding sources, and funds spent on each project.

Table 15: FFY 2014 Planning and Administration Projects

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2014)
402 PM 14-00-00	Planning and Administration		Sec. 402	\$194,012
410 PA PA-14-00-00	Planning and Administration	Planning and administration tasks support progress toward all performance measures	Sec. 410	\$4,021
154 PA 14-00-00	Planning and Administration		Sec. 154	\$17,132
164 PA 14-00-00	Planning and Administration		Sec. 164	\$1,498
Total Funds Spent (Planning and Administration)				\$216,663

Project Descriptions

Project Title - Planning and Administration (402 PA 14-00-00)

Project Description - Funded AHSO personnel, operating costs, travel expenses, and contractual services which provide statewide program direction, financial and clerical support, property management, and audit for 402 statewide programs.

Project Title - Planning and Administration (410 PA K9-14-00-00)

Project Description - Funded AHSO personnel, operating costs, travel expenses, and contractual services which provide statewide program direction, financial and clerical support, property management, and audit for 410 statewide programs.

Project Title - Planning and Administration (154 PA 14-00-00)

Project Description - Funded AHSO personnel, operating costs, travel expenses, and contractual services which provide statewide program direction, financial and clerical support, property management, and audit for 154 statewide programs.

Project Title - Planning and Administration (164 PA 14-00-00)

Project Description - This project was canceled. The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2014.

Chapter 4: Alaska Highway Safety Phone Survey – 2014

The Alaska Injury Prevention Center (AIPC) designed and implemented the 2014 phone survey in compliance with the NHTSA guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions in the five-minute phone survey. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior. The questions addressed the following topics: safety efforts, seatbelt use, drinking and driving, headlight use, and cell phone usage.

The interviews were conducted August 12-16, 2014 and averaged five minutes in length. The random sample of 400 (n = 400) was drawn from drivers in the Anchorage, Mat-Su, Fairbanks, Kenai, and Juneau area. The respondents were screened to ensure they were all drivers, and the ratio of men to women and of age group levels was kept in proportion to state population figures. The sample is exactly the same as that taken in 2013.

Survey Highlights

- In 2014, as in 2013 and 2012, 31 percent of respondents drove fewer than 50 miles per week, compared to about 25 percent in 2010 and 28 percent in 2011.
- The percentage of respondents who drive a car, as opposed to a larger vehicle, is lower in 2014 (34 percent) than in 2013 (40 percent). The percentage of respondents who drive a truck/pickup increased by 7 percentage points in 2014 (20 percent to 27 percent).
- Thirty-nine percent of respondents were speaking on a cell phone while answering the survey, up 12 percentage points from 2013.

Seatbelt Usage

- Forty percent of the respondents had heard of seatbelt enforcement in the last 60 days, compared to 49 percent in 2013 and 33 percent in 2012. Expectation of enforcement (18 percent) is the same as in 2013.
- As in every year since 2010, 9 in 10 respondents report that they always wear a seatbelt.
- Over half the respondents (65 percent) viewed seat belt ads on television and one-third heard an ad (31 percent) on the radio.
- Eighty-seven percent of the respondents could recall the “Click It or Ticket” message.
- Eighty-six percent of respondents driving with a child always use a booster seat.

Drinking and Driving

- Being arrested for driving after drinking is considered a sure thing by almost half of the drivers in our study (25 percent “almost certain” and 21 percent “very likely”). Nonetheless, it is important to note that this percentage is lower than reported in 2012 (2014 and 2013 are 46 percent and 2012 was 55 percent).

- Twenty-two percent of respondents witnessed family or friends drinking and driving.
- Fewer respondents than 2013 think underage drinking is a serious problem in Alaska; 62 percent in 2014, 73 percent in 2013.
- In a new question this year, a high percentage of respondents believe Alaska teens drink alcohol (63 percent).

Cell Phone Usage

- The percentage of drivers who admit to regularly talking on a cell phone while driving (at least every two or three times they drive) increased to 20 percent from 18 percent in 2013.
- The higher number (48 percent) than last year (45 percent) say they talk on a cell phone “sometimes” or “not often.”
- Twenty-four percent admitted to texting while driving, at least sometimes, an increase of six percentage points from 2013.
- Thirty-five percent of the cell phone users in Alaska have hands-free phones in their cars, down from 40 percent in 2013 but higher than the 28 percent reported in 2012.
- While 94 percent of drivers think it is dangerous to text while driving (compared to 95 percent in 2013) there has been an decrease in the number that believe it is dangerous to talk on their cell phone while driving; 41 percent in 2014 as compared to 54 percent in 2013.

Demographics

- Forty percent of the sample is male and 60 percent is female. The median age is 39 years.
- Twenty-nine percent of the sample had graduated from college.
- Eighty-three percent (83 percent) are Caucasian.

Chapter 5: Alaska Observational Surveys of Seat Belt Use – 2014

The AHSO, with support from the NHTSA, participates in nationwide observational surveys of occupant restraint usage on an annual basis. The AHSO provided funding for the Alaska Injury Prevention Center (AIPC) to conduct the 2014 observational surveys of seat belt use in Alaska. AIPC contracted with Ron Perkins to direct the project.

The 2014 observations took place from June 2-10, 2014. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 33,766 vehicle occupants: 27,410 drivers and 6,356 outboard passengers were observed. Seat belt use could not be determined for 86 observations and are not included in the analysis. Thirty-three percent of the observed vehicles were cars, 30 percent sport utility vehicles (SUV), 29 percent trucks, and 8 percent were vans. A statistical sample of major and rural (i.e., local) roads in communities encompassing 85 percent of the State’s passenger vehicle crash-related fatalities from 2005 to 2009 was selected for the surveys.

Findings

- Occupants wearing seat belts in Alaska in 2014 was 88.4 percent, a two percentage point increase over the observed rate in 2013.
- 90.3 percent of the front seat outboard “car” occupants, 92 percent of SUV occupants, 89 percent of van occupants, and 84 percent of truck occupants were using seat belts during these observations.
- Truck occupants, once again, had the lowest rate for any of the vehicle categories.

Chapter 6: Paid Media Report

Alaska's Highway Safety Coordinated Media program is managed through grants to a media contractor, Walsh Sheppard. Audio, video, print, and web ads were produced and released to media outlets. The media campaigns are coordinated to coincide with the local and national impaired driving mobilizations and occupant protection campaign. Table 16 details the FFY 2014 paid media buys coordinated by Walsh Sheppard and includes media type, audience size, evaluation results, funding source, and total paid by media source.

Table 16: FFY 2014 Paid Media
Walsh Sheppard

Media	Audience Size	Evaluation/Results	Funding Source	Total
CLICK IT OR TICKET – MAY 2014				
TV – 346 Paid; 111 Bonus	Statewide: 735,132	Alaska's seat belt use increased from 86.1% in 2013 to 88.4% in 2014.	Section 402 PM	TV: \$25,335
Radio – 1,103 Paid; 0 Bonus				Radio: \$18,460
Other Media – 1,271,370 web impressions; 2,443 web click-throughs				Internet: \$3,000
CLICK IT OR TICKET – AUGUST TO SEPTEMBER 2014				
TV – 265 Paid; 30 Bonus	Statewide: 735,132	Alaska's seat belt use increased from 86.1% in 2013 to 88.4% in 2014.	Section 402 PM	TV: \$21,407
Radio – 645 Paid; 3 Bonus				Radio: \$25,515
GRAND TOTALS: TV \$276,407. Radio/Print Ads \$115,277. Web Ads \$46,100				

Source: Alaska Highway Safety Office, 2014.

Chapter 7: Training, Technical Assistance, Expertise, and Other Resources

The AHSO funded the following training in FFY 2014:

- The Mat-Su Services for Children and Adults held a technician certification class with five new technicians trained (Project 405 K2 2013-13-04-00); and
- The Alaska State Troopers received funding to train a new Drug Recognition Expert (DRE); conduct an in-service DRE update training which resulted in three more DRE instructors certified to provide Drug-Impaired Training For Educational Professionals (DITEP) training; and provide one ARIDE course for 20 participants that included Alaska State Troopers, Soldotna Police, and officers from police departments on the Kenai Peninsula (Project 410 K8 2013-13-01-00).

The AHSO funded the purchase of 87 Raptor RP-1 radar units for the Alaska State Troopers in FFY 2014 (Grant #402PT-14-06-00(B)). The units cost \$1,635 each for a total expenditure of \$142,245.

Chapter 8: Financial Summary

Table 17: Financial Summary

Program Area	Highway Safety Grants									Total
	402	405	410	408	2011	154	164	405b	405c	
P&A	\$194,012	-	\$4,021	-	-	\$17,132	\$1,498	-	-	\$216,663
Traffic Records	-	-	-	\$267,419	-	-	-	-	\$148,047	\$415,466
Impaired Driving	-	-	\$199,383	-	-	\$275,755	-	-	-	\$475,138
Occupant Protection	-	\$106,020	-	-	-	-	-	-	-	\$106,020
Pedestrian/ Bicycle Safety	-	-	-	-	-	-	-	-	-	-
Child Seats	-	-	-	-	\$26,996	-	-	145,906	-	\$172,902
CTSP/Safe Communities	\$313,523	-	-	-	-	-	-	-	-	\$313,523
Motorcycles	-	-	-	-	-	-	-	-	-	-
Police Traffic Services	\$213,475	-	-	-	-	-	-	-	-	\$213,475
High Visibility	-	-	-	-	-	\$219,643	-	-	-	\$219,643
Paid Media	\$92,720	-	-	-	-	-	\$45,483	-	-	\$138,203
Training	-	-	-	-	-	-	-	\$12,483	-	\$12,483
Total										\$2,283,516

Source: Alaska Highway Safety, 2014.