


GOVERNOR'S HIGHWAY SAFETY INITIATIVE

EMPHASIS ON SAFETY CORRIDORS, BUT APPLIES STATEWIDE

PRESS RELEASE – STATE TO IMPROVE SAFETY ON ALASKA HIGHWAYS

- On Feb. 14 Governor Parnell and the Transportation and Public Safety Commissioners announced the “State will take significant steps to improve Alaska's highway safety corridors.”
 - Four corridors:
 - Parks Highway, Wasilla to Houston
 - Seward Highway, Potter to Girdwood
 - Sterling Highway, Soldotna to Sterling
 - Knik-Goose Bay Road, Parks Highway to Point Makenzie
 - Statewide serious crashes are down 53% within these corridors
 - Mission – Reduce crash rates to zero
 - “The Initiative establishes an Intelligent Transportation System which includes a centralized highway safety operations center, integrates real-time speed sensors, weather sensors, message boards, and avalanche detection systems, adds call boxes, and improves cell coverage.”
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Emphasis Areas

- Address 5 E's – Enforcement, Education, Engineering, Emergency Services, & e-information
- Establish a Centralized Highways Traffic/Safety Operations Center
- Update 511 Travel Information
- Improve Cellular Service

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Address 5 E's

- **Enforcement** – working to establish a grant to BHP for broad traffic enforcement services
- **Education** – REDDI safety messages. Advertising, such as “Drink, Drive, Go To Jail” and “Click It or Ticket. Maybe create a Safety Initiative website.
- **Engineering** – Increased HSIP funding. Safety corridor review recommendations; such as more VMS, brushing, passing lanes, slow vehicle turnouts, etc.
- **Emergency Services** – Incident Response exercise identified how agencies can better work together. Add emergency call boxes in spotty cell coverage areas.
- **e-Information** – Coordinated effort of multiple agencies (ADOT&PF, DPS, EMS, ATA, etc.) to update information systems in place, such as 511 Travel Information

Establish a Centralized Highway Traffic/Safety Operations Center TOC)

Why

- Integrate and expand current operations center to improve internal operations, incident response and public access to real-time information.
- Integrate real-time travel speed sensors, cameras, weather sensors, message boards, avalanche detection systems, etc.
- Provide real-time information around the clock to travelers, DOT&PF personnel, law enforcement and other agencies.

Effort to Date

- Information gathering – other States, virtual or physical, existing capabilities/inventory
- Meet with stakeholders
- Develop work plan. How should we move forward with implementation

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Establish a Centralized Highway Traffic/Safety Operations Center

Questions to be answered

- Practical level of infrastructure/tools to supply info to TOC?
- Most practical alternative for TOC – virtual or physical?
- Co-location possibilities?
- Costs – design, construction, operations, and maintenance?
- Priorities for Implementation?
 - Phase I – Seward Hwy.
 - Phase II – All other safety corridors
 - Phase III – Other major highways statewide – Richardson, Steese, Alaska, Dalton
- Start with a virtual TOC that networks existing operations centers?
- Agree on a scope of work for a consultant to help answer the above questions?

Top four requested highways on 511 (Seward, Glenn, Sterling & Parks) account for over 80% of the information requests.

Update 511 Travel Information

- Personalized Traveler Information – My511
- Automatic Pushbuttons/Alerts
- Integrate Computer Aided Dispatch (CAD) systems
- 511 Road Warriors – enable general public to provide highway reports
- More frequent reporting from M&O
- Partner with local law enforcement
- More Marketing

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Improved Cellular Service

- Allows travelers to access current road conditions, delays and closure information via internet and 511 traveler information system.
- Improves ITS communications.
- Contact emergency services faster.
- Requires partnering with cell companies.