



# 10 Tips for Driving and Walking Safely

1. It's your responsibility to drive and walk safely so always be alert and attentive to the motorists and pedestrians around you.
2. Never drink and drive. And don't let friends drive drunk.
3. Always buckle up. The life you save could be your own.
4. Obey traffic signals and signs. They are there to keep you and others safe.
5. Make sure you have plenty of time to get to your destination so you don't feel pressured to speed or disobey traffic signals.
6. Don't give into road rage. Your life and the lives of your passengers are more important than angrily reacting to an irresponsible driver.
7. Pedestrians should always wear light-colored or reflective clothing at night to be more visible to drivers.
8. Before you take a left turn at an intersection, make sure it is safe to do so. (More than one-third of all deaths to vehicle occupants occur in side-impact crashes. Most of these occur at intersections.)
9. Obey the speed limits and make sure you drive carefully through intersections and work zones.
10. Don't drive when you are drowsy. If you are drowsy, pull over at a rest area and take a nap before proceeding.

Road Safety Fact Sheet, Safety: A FHWA Vital Few - Fact Sheet ([www.safety.fhwa.dot.gov/facts/road\\_factsheet.htm](http://www.safety.fhwa.dot.gov/facts/road_factsheet.htm))



HSIP



# How does a citizen share a safety concern?

Your observations are important to us. If you are aware of a specific location that you feel is a safety concern let us know. Log onto our web site, hit the "I have a safety concern" button on the main page and answer the questions. These will be reviewed quarterly and added to our database as citizen observations and will support the data we receive from the Municipality of Anchorage and the Alaska Department of Transportation and Public Facilities. If you do not have access to a computer, please call one of the individuals listed below.

## Contact Us

### For information about Central Region projects:

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Web Site  


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HSIP

Alaska  
Department of  
Transportation &  
Public Facilities, Central Region

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

"The purpose of the highway safety improvement program shall be to achieve a significant reduction in traffic fatalities and serious injuries on public roads."  
(US Public Law 109-59, August 2005)



## HSIP Tunnel Vision



# What is the Highway Safety Improvement Program?



The Highway Safety Improvement Program (HSIP) was established by the Federal Highway

Administration (FHWA) in order to place additional emphasis on safety needs and provide a special category for safety improvement projects. Every state is required by the federal government to administer a Highway Safety Improvement Program (HSIP). Part 924 of Title 23 of the Code of Federal Regulations (CFR) states, in part: *"Each state shall develop and implement, on a continuing basis, a highway safety improvement program which has the overall objective of reducing the number and severity of accidents and decreasing the potential for accidents on all highways."*

Guidance for the program is contained in federal highway funding bills, most recently the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users - commonly referred to as SAFETEA-LU. The law mandates that a portion of a state's surface transportation program (STP) funds be used for safety projects.

Safety programs are "crash-based" programs. Locations with an identifiable crash pattern deemed correctable with an engineering solution are identified and given a priority for design and construction. In Anchorage, the HSIP project listing for the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) is jointly produced by the Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Municipality of Anchorage Traffic Engineering Division. In other areas of the state the ADOT&PF personnel develop the HSIP listing.



## How are HSIP projects identified?

Highway projects are developed utilizing the ADOT&PF's statewide highway crash database and a number of crash analysis programs to identify high rate crash locations.

The ADOT&PF also gets input on high rate crash locations from municipalities, other agencies, regional planning, and maintenance & operations personnel. In addition, citizen requests for safety improvements are compiled, tracked, and checked against high crash locations identified in the ADOT&PF's collision database. The result is a listing of high rate crash locations evaluated as part of the annual HSIP.

The Federal Highway Administration "General Accident Pattern Tables" helps the engineer identify patterns, determine the probable cause, and recommend general countermeasures. ADOT&PF and other responsible agencies, like the Municipality of Anchorage, conduct a field review of potential safety project locations to determine which high-collision and potential high-collision locations have safety and/or operational problems

that are feasibly correctable and identify countermeasures (proposed HSIP projects) to address these collisions.

These proposed projects are then submitted to the FHWA and ADOT&PF in the Federal and State annual Highway Safety Improvement Program. In the Municipality of Anchorage, the listing is also submitted through the regional planning manager for consideration in AMATS TIP.

Once the projects are approved by the FHWA, they can be programmed for preliminary scoping, design and construction phases. Proposed projects will then compete with other projects for design and construction funding in either the Statewide Transportation Improvement Program (STIP) or the AMATS Transportation Improvement Program (TIP).



## How do you develop and evaluate safety projects?

### Project Development

Once funded, safety projects are developed using ADOT&PF and/or Municipal guidelines. These guidelines include project scoping, public involvement to obtain citizen input, engineering drawings preparation and eventually construction. The process usually takes two years from project inception to completed construction. Projects that involve right-of-way acquisition and/or utility relocation often take additional time to complete.

### Project Evaluation

Post construction analysis is conducted for completed safety projects to determine the effectiveness of the improvement in reducing the targeted collisions. This information is used for future project nominations and to monitor the success of the program in reducing collisions.

