

## Center for Safety Equity in Transportation

If you have a right to get there, you have a right to get there safely.

August 2018

### 2018 Region 10 Transportation Conference

The Pacific Northwest Transportation Consortium (PacTrans) and the Center for Safety Equity in Transportation (CSET) are convening the 2018 Region 10 Transportation Conference at the University of Alaska Fairbanks on October 12th, 2018. Our theme, North to the Future: Emerging Mobility and Safety Issues in the Pacific Northwest, seeks to engage participants in dialogues on how to move the state of our transportation system forward while being conscious of safety and mobility implications. We welcome participation by all interested communities, transportation agencies, companies, and research institutions in an effort to provide diverse perspectives on the needs of our region. There is no cost for conference registration. The conference will have sessions focusing on each of the following topic areas:

*Connected and Autonomous Mobility | innovative research activities that improve mobility*

*Context Sensitive Safety | improving safety in rural and isolated areas*

*The Controversy of Technology | differing viewpoints on standards, technology, and infrastructure*

*Traffic Safety in Tribal/Indigenous Communities | ensuring safety strategies and solutions are in proper context*

*Shared Mobility | the paradigm shifts of mobility as a service*

*Defining "Isolated" in a Transportation Context | discussions on how to measure transportation isolation and its societal implications*

### 2018 Region 10 Student Conference

PacTrans and CSET are convening the 2018 Region 10 Student conference at UAF on October 13th, 2018. This event attracts students from all across the Pacific Northwest. It consists of a variety of activities geared towards transportation students including: keynote speakers from the transportation field and student research poster competition. In the afternoon, students have the opportunity to register for a tour that focuses learn about permafrost and its impacts on transportation infrastructure.

### Important Conference Deadlines

Submission of presentation abstract for review: August 10, 2018

Submission of poster abstract: September 14, 2018

Notification of poster acceptance: September 28, 2018

Registration of author presenting paper: September 1, 2018

Conference Registration: October 12, 2018



Typical boardwalk in Kwigillingok, AK.



A typical road in Kwigillingok, AK.

CSET has been funded through the 2016 University Transportation Center Program by the US Department of Transportation as part of the FAST Act at approximately \$1.4 million in each of the next five years.

# Traffic Safety Quick Facts



Hairpin thermosyphons being put in place during construction of Thompson Drive on the UAF campus. Each thermosyphon helps to keep the permafrost below remain frozen. Thompson Drive is a stop on the permafrost tour.



The Trans-Alaska Pipeline is one of the world's engineering marvels. The 48-inch diameter pipeline navigates through three major mountain ranges and over 800 miles from Prudhoe Bay to Valdez. The pipeline viewpoint is a stop on the permafrost tour.

A traffic safety Quick Facts handout was developed by a CSET project at the University of Hawai'i Manoa to support CSET's emphasis on RITI communities. The project created the document for the four member states of CSET to reveal similarities and differences among Alaska, Hawaii, Idaho, Washington and the nation, and to establish baseline data. The CSET Quick Facts were patterned after NHTSA's Quick Facts which provide timely updates for political representatives, decision makers and the public about the state of traffic safety in the US and specific states or regions, in CSET's case, the states of Alaska, Hawaii, Idaho and Washington.

Typically a more populous state like Washington experiences more traffic fatalities (477) per year than a less populated state like Alaska (69 fatalities per year) over the three years of 2014 to 2016 examined in the CSET analysis. If these are spread over the total vehicle miles of travel or VMT travelled in each state, then states with large urban areas have a lower fatality rate: Washington with 7.8 fatalities per billion VMT is well below the national average of 10.4, and Alaska is well above at 12.9.

Most relevant to CSET are rural, isolated, tribal and indigenous (RITI) communities. Minority fatalities which include tribal and indigenous peoples such as Aleuts, American Indians and Hawaiians show a stark difference between the nation and specific states. For example in the US and Idaho, minority fatalities are 2.0% and 2.6%, respectively, but in Alaska and Hawaii, minority traffic fatalities are 27% and 31.4%, respectively. The differences are due in part to the higher percentage of minorities in the population of Alaska and Hawai'i than in Idaho and the U.S. as a whole. The handout showcases the differences between the safety needs of RITI communities and urban areas highlighting the important role of research by CSET into the distinct solutions needed for the RITI population.

The handout is available at: <http://cset.uaf.edu/media/92352/cset-quick-facts-2014-2016.pdf>.

The University of Alaska Fairbanks is actively seeking graduate students interested in research related to rural, isolated, tribal and indigenous transportation safety. Civil engineering is preferred, but also looking for interdisciplinary and Alaskan Native students. For more information contact Nathan Belz at [npbelz@alaska.edu](mailto:npbelz@alaska.edu).



Dust palliative being spread on a road in Ruby, Alaska.