

E. NEW BUSINESS

- 3. Ordinance 2025-11: Amending KPB 2.56.007 to adopt the 2025 Kenai Peninsula Borough Safe Streets & Roads For All Comprehensive Safety Action Plan as an element of the 2019 Kenai Peninsula Borough Comprehensive Plan
(Staff Person: Planning Director Robert Ruffner)**

Kenai Peninsula Borough

Planning Department

MEMORANDUM

TO: Peter Ribbens, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*
Robert Ruffner, Planning Director *RR*
Brenda Ahlberg, Emergency Manager *BA*

FROM: Celina Robinson, GIS Specialist *C R*

DATE: May 22, 2025

RE: Ordinance 2025-____, Amending KPB 2.56.007 to Adopt the 2025 Kenai Peninsula Borough Safe Streets and Roads for All Comprehensive Safety Action Plan as an Element of the 2019 Kenai Peninsula Borough Comprehensive Plan

The ordinance amends KPB 2.56.007 to adopt the Comprehensive Safety Action Plan (CSAP) as an element of the 2019 Kenai Peninsula Borough Comprehensive Plan. The CSAP provides a cohesive and coordinated view of transportation planning within the Kenai Peninsula Borough (KPB) with a lens on safety.

A roadway safety program created by a Bipartisan Infrastructure Law provides grant funding through the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program-its intention is to fund community-led action plan development and eventual implementation of identified strategies and projects that address preventable serious injuries and fatalities in transportation crashes.

The KPB Planning Department was awarded an SS4A grant to develop a CSAP, partnering with the cities of Homer, Kenai, Seldovia, Seward, and Soldotna. KPB crash data analysis for the years 2018-2022 enabled the creation of a High Injury Network – roadways and intersections with the highest number of serious and fatal injuries. These transportation segments were evaluated along with other scoring criteria, such as community feedback and proximity to populations, in order to select 20 priority areas. If a location was determined to have a recently completed, underway, or planned development project, that location was omitted and replaced by the next highest scoring location.

The project team determined proposed countermeasures for each location, such as increased lighting or the addition of a turn lane; the recommendations are not binding but do follow proven countermeasure standards. Additionally, project rankings are not intended to suggest or require an order of implementation, but offer a data-driven foundation.

KPB crash data analysis identified other key findings, including: 15% of KSIs (crashes resulting in serious injury or fatality) involved pedestrians, bicyclists, or motorcyclists; 37% of KSIs involved a driver suspected of being under the influence of alcohol or drugs; 66% of KSIs occurred

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during daylight hours; 48% of KSIs occurred in dry conditions; 67% of KSIs involved male drivers; and 50% of KSIs involved drivers between the ages of 19 to 39.

This data suggests not only a need for roadway design and traffic operation changes, but also countermeasures such as reduced speed limits, strategies to reduce impaired driving, and education campaigns. The United States has reduced KSI's over many decades through interventions such as seat belt use and air bags, demonstrating that data-driven efforts are effective.

Public outreach during this CSAP development showed broad-ranging support for transportation system changes, providing feedback on road maintenance, separated pathways for non-vehicle use, school zone safety, and more. KPB last updated its Transportation Plan in 2003, and the 2019 Comprehensive Plan states that KPB "...must adopt a proactive ranking and scoring approach with a detailed process that quickly elevates and communicates projects...."

The CSAP includes an implementation matrix that provides a list of actions to follow, tied to recommended policies and procedures; the action items also include timeframes and identify potential partners responsible for carrying out the actions. The CSAP lists a variety of programs and funding mechanisms available to KPB and partner cities for implementing safety improvements.

The draft CSAP was made available April 1, 2025, for a 30-day public and stakeholder review and comment period, ending April 30, 2025. During that period, the team presented the CSAP to KPB Advisory Planning Commissions as well as City Councils and Planning Commissions. Comments received were incorporated into the CSAP. The KPB Planning Commission will provide a recommendation on June 9, 2025 for the public hearing.

The CSAP will be available through the KPB's website. Anyone wishing to read and review the CSAP or stay informed about activities related to this CSAP can visit: <https://www.kpb.us/safestreeets>

Your consideration is appreciated.

Introduced by:	Mayor
Date:	06/03/25
Hearing:	07/08/25
Action:	
Vote:	

**KENAI PENINSULA BOROUGH
ORDINANCE 2025-XX**

**AN ORDINANCE AMENDING KPB 2.56.007 TO ADOPT THE 2025
KENAI PENINSULA BOROUGH SAFE STREETS AND ROADS
FOR ALL COMPREHENSIVE SAFETY ACTION PLAN AS AN
ELEMENT OF THE 2019 KENAI PENINSULA BOROUGH
COMPREHENSIVE PLAN**

WHEREAS, the Kenai Peninsula Borough (KPB) and its joint applicants – the City of Homer, the City of Kenai, the City of Seldovia, the City of Seward, and the City of Soldotna (the Cities) – were awarded a grant sponsored by the U.S. Department of Transportation Federal Highway Administration to complete a Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP); and

WHEREAS, more than 3,700 crashes occurred in the KPB between the years 2018-2022, resulting in 44 fatalities and 157 serious injuries; and

WHEREAS, crashes that result in death or serious injury are largely preventable, and the CSAP identifies strategies and recommends actions to enhance safety and reduce serious injuries and fatalities related to transportation crashes; and

WHEREAS, the KPB Transportation Plan was last updated in December 2003; and

WHEREAS, this CSAP will be incorporated as a transportation element of the KPB Comprehensive Plan, updated in November 2019; and

WHEREAS, at its regularly-scheduled meeting on June 9, 2025, the KPB Planning Commission recommended _____;

NOW, THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That this ordinance amends KPB Code and will be codified.

SECTION 2. KPB 2.56.007, Borough plan amendments, is hereby amended to add Subsection G as follows:

G. The “2025 KPB Safe Streets and Roads for All Comprehensive Safety Action Plan”, dated June 2025, is hereby adopted as an element of the 2019

Kenai Peninsula Borough Comprehensive Plan, subject to the applicable goals, objectives, and strategies within the 2019 Comprehensive Plan.

SECTION 2. That the “2025 KPB Safe Streets and Roads for All Comprehensive Safety Action Plan”, dated June 2025, is currently available by visiting the KPB’s website at: <https://www.kpb.us/safestreets>.

SECTION 3. That if any provision of this ordinance or its application is determined to be invalid, the remaining provisions shall continue in full force and effect.

SECTION 4. That this ordinance shall be effective immediately.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS * DAY OF **, 2025.

Peter Ribbens, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent: