

KPB Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan

Because everyone deserves to get home safely

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What the Safety Action Plan Does



- Provide background on the Safe System Approach (SSA)
- Focus on all road users
- Analyze crash history and trends
- Establish a goal to reduce serious and fatal injury crashes on the road
- Recommend policies and practices that the KPB and partner cities can choose to implement
- Offer proven countermeasures that agencies may use in developing new road projects
- Recommend projects to help improve safety at select areas
- Serve as a tool to fund projects and planning activities for SS4A and other grant programs





What the Safety Action Plan Does Not Do



- Serve as a mandate to implement any of the recommended policies or projects
- Favor one mode of transportation over another (seeks to improve safety for all users)
- Direct agencies to use any of the countermeasures





Safe System Approach

Aims to eliminate fatal and serious injuries for all road users by accommodating human mistakes.

The Safe System Approach provides a decision-making framework to help us be more intentional about addressing five elements and six principles in planning and implementation.





Safety Action Plan Components

1. **Leadership commitment and goal setting**
2. **Planning structure**
3. **Safety Analysis**
4. **Engagement and collaboration**
5. **Equity considerations***
6. **Policy and progress selections**
7. **Progress and transparency methods**

*Equity considerations may be revised to better match administrative priorities to be eligible for future funding





Why do we need it?

3,722 total
crashes between
2018 and 2022

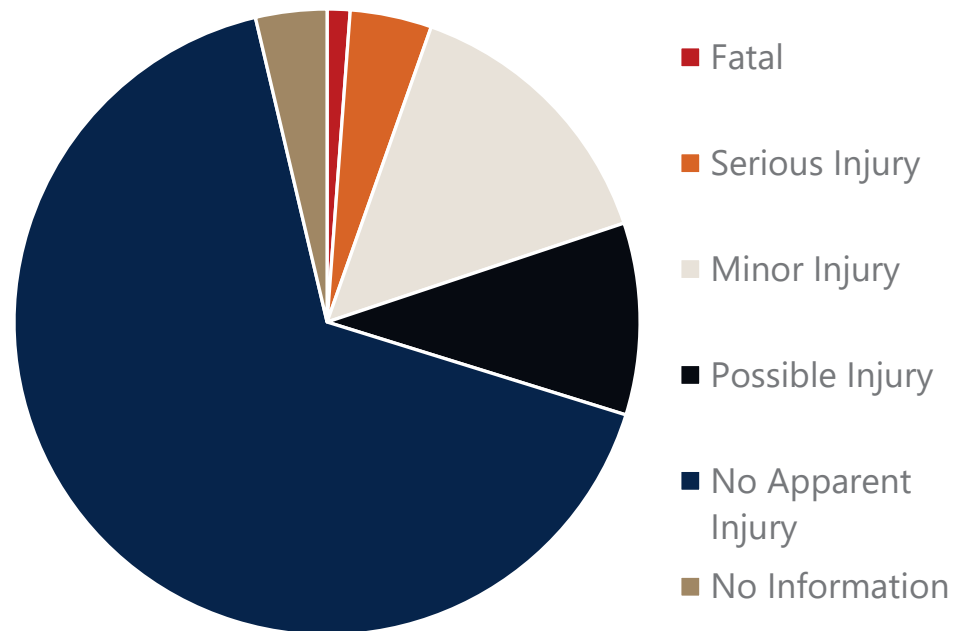
44 Fatal Crashes

157 Serious Injury Crashes

41 Motorcycle Crashes

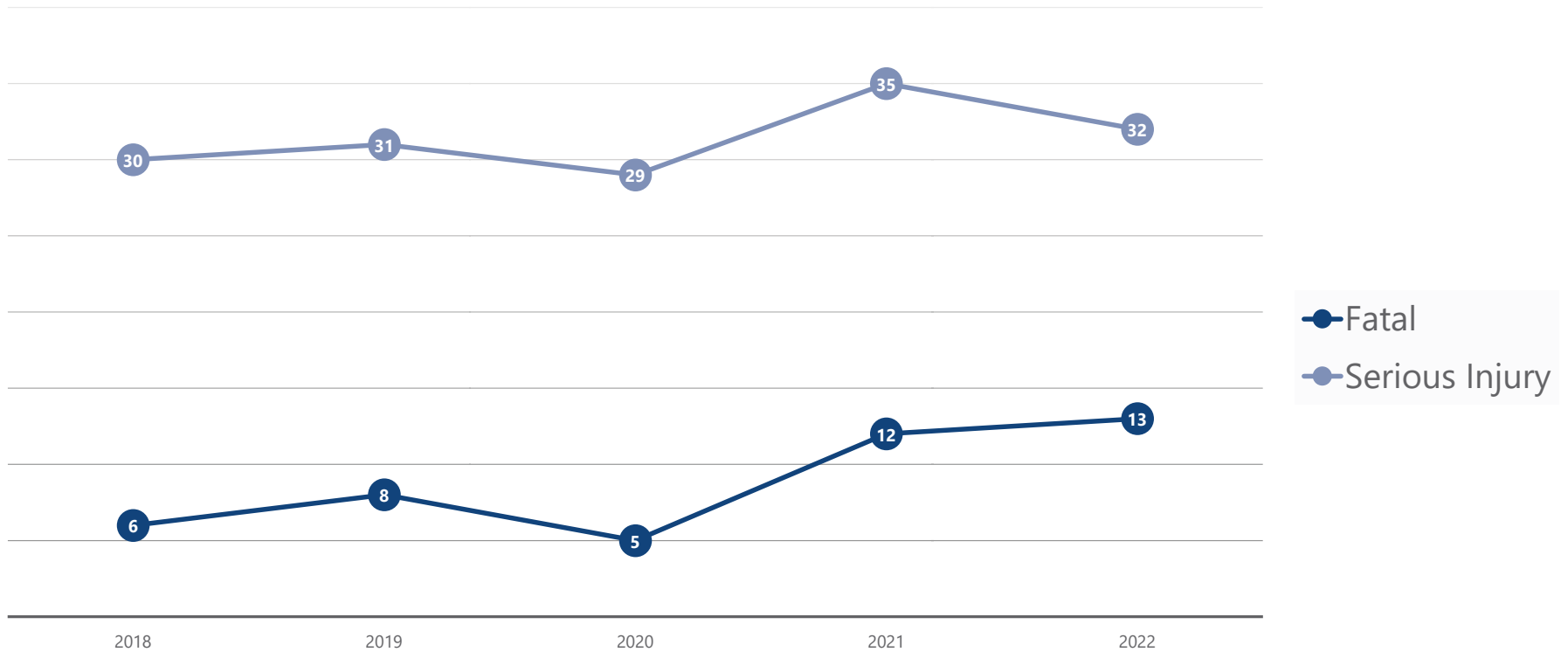
23 Pedestrian

19 Bicycle Crashes





Crash Trends 2018-2022





Key Findings



Vehicles were involved in 98% of collisions and 85% of KSIs



Driver suspected of being under the influence of alcohol or drugs accounted for about 37% of KSIs



Nearly 57% of all KSIs occurred on a highway



Pedestrians were involved in 0.5% of collisions and 4% of KSIs



Driver ran off the roadway in 28% of KSIs



81% of KSIs took place outside any city boundary



Bicyclists were involved in 0.5% of collisions and 1% of KSIs



About 66% of KSIs occurred during daylight hours



67% of KSIs were male



Motorcyclists were involved in 1% of collisions and 10% of KSIs



66% of KSIs occurred during clear conditions and 48% in dry conditions





Community Outreach

6 In-person Public Workshops

1. Homer – May & September
2. Soldotna – May & September
3. Seward – May & September

3 Virtual Public Workshops

1. May
2. October
3. February

Safety Survey – 728 responses

7 meetings with **CSAP Steering Committee**

4 meetings with **City Staff**

1 meeting with **KPB Mayor and Directors**

3 Focus Group Meetings

1 Safety Forum



20 Presentations/discussions with Advisory Planning Commissions & City Council/Planning Commissions

- Cooper Landing
- City of Homer
- Hope/Sunrise
- City of Kenai
- Funny River
- City of Seldovia
- Moose Pass
- City of Seward
- Nikiski
- City of Soldotna





20 Priority Locations



Each with recommended countermeasures:

- Low
- Medium and
- High-cost

LOW COST \$

1. Wider edge paint (consider use of MMA paint)
2. Flashing beacon at Cook Inlet View Drive/ Wildwood Drive
3. RRFB

MEDIUM COST \$\$

1. Traffic signal at Spruce Street (potentially only for seasonal use)
2. Lighting (focused on school bus and transit stops, intersections and pedestrian crossings)
3. Wider edge paint with MMA paint inlaid (ground) into road surface

HIGH COST \$\$\$

1. Roadway improvements
 - At Borgen Avenue, striping changes to improve passing related crashes and concerns
 - Turn lanes from Forest Drive north
2. Corridor Management Plan:
 - Turn lanes
 - Raised medians and pedestrian refuge islands
 - Roundabouts
 - Traffic signals
 - Separated pathway





Action Plan

Dashboard



Safety Report Card

Targets

Initially, the KPB should focus on tracking the highest impact and easily tracked measures with readily available data, while continuing to improve data availability and reliability. The following Safety Report Card will help the KPB track progress on implementation of the CSAP

and towards the long-term goal of zero traffic related fatalities and serious injuries.

The plan recommends the following performance measure and targets to actively monitor transportation safety improvements over time:

Table 6: Roadway Travel Safety Report Card

| ROADWAY TRAVEL Performance Measure | Existing Plan (2018-2022) | 2030 Target | 2035 Target | 2040 Target | 2045 Target | 2050 Target |
|--|---------------------------|-------------|-------------|-------------|-------------|-------------|
| Five-year average number of fatal crashes on the roadway. | 9 | TBD | TBD | TBD | TBD | TBD |
| Five-year average number of serious injury crashes on the roadway. | 31 | TBD | TBD | TBD | TBD | TBD |
| Five-year average number of non-motorized fatalities on the roadway. | 3 | TBD | TBD | TBD | TBD | TBD |

Implementation Matrix

- Near Term (0-2 years)
- Mid-Term (2-10 years)
- Long-Term

Table 3: Implementation Matrix – Near-term (0-2 years)

| IMPLEMENTATION ACTION – Near Term (0-2 Years) | SUPPORTING SSA ELEMENT | PARTNERS |
|--|--------------------------------------|---|
| Apply for funding to implement the KPB CSAP recommended list of near-term projects in Chapters 6 & 7. | Safe Roads, Safe Speeds | KPB and Partner Cities |
| Apply for funding to implement the KPB CSAP recommended list of near-term demonstration projects in Chapter 6. | Safe Roads, Safe Speeds, Safe People | KPB and Partner Cities |
| Create a Safe Streets KPB Working Group to oversee implementation of KPB CSAP. | Safe People, Safe Roads | KPB, Partner Cities, community representatives |
| Establish a Maintenance Working Group to address key challenges and roadblocks associated with all-season maintenance of streets, sidewalks, multi-use pathways, bicycle lanes, bus stops, and school zones. Devise a resource such as a checklist or infographic to illustrate the hierarchy of information, roles, and | Safe Roads, Safe People | KPB, Partner City Departments responsible for maintenance & operations, ADOT&PF |





Website:
www.kpb.us/safestreets

Thank you!

