



SAFE STREETS FOR ALL

Virtual Public Workshop 1

Welcome!

July 10, 2024 11:30AM-12:30 PM



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Safety Starts at Our Core

Comprehensive Safety Action Plan



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Meeting Goals



Understand the Safe System Approach and the specific elements of a successful transportation safety program



Learn how to participate in the Mat-Su Borough Comprehensive Safety Action Plan and learn about upcoming Safe Streets for All (SS4A) funding opportunities



Identify specific areas of concern for road safety



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Workshop
Participant
Questions
1-3



Photo credit: Sarah Schacher

Agenda

- **Welcome and Introductions**
- **Overview, Outcomes and Schedules**
- **Safe System Approach**
- **Input from You**
- **Wrap-up and Next Steps**

Introductions



Michael Baker

I N T E R N A T I O N A L



FEHR & PEERS

- Joni Wilm
- Sarah Schacher
- Karin McGillivray
- Caitlin Frye
- Malia Walters
- Alex Hutcheson
- Jennifer Gross

- Van Le
- Beth McKibben

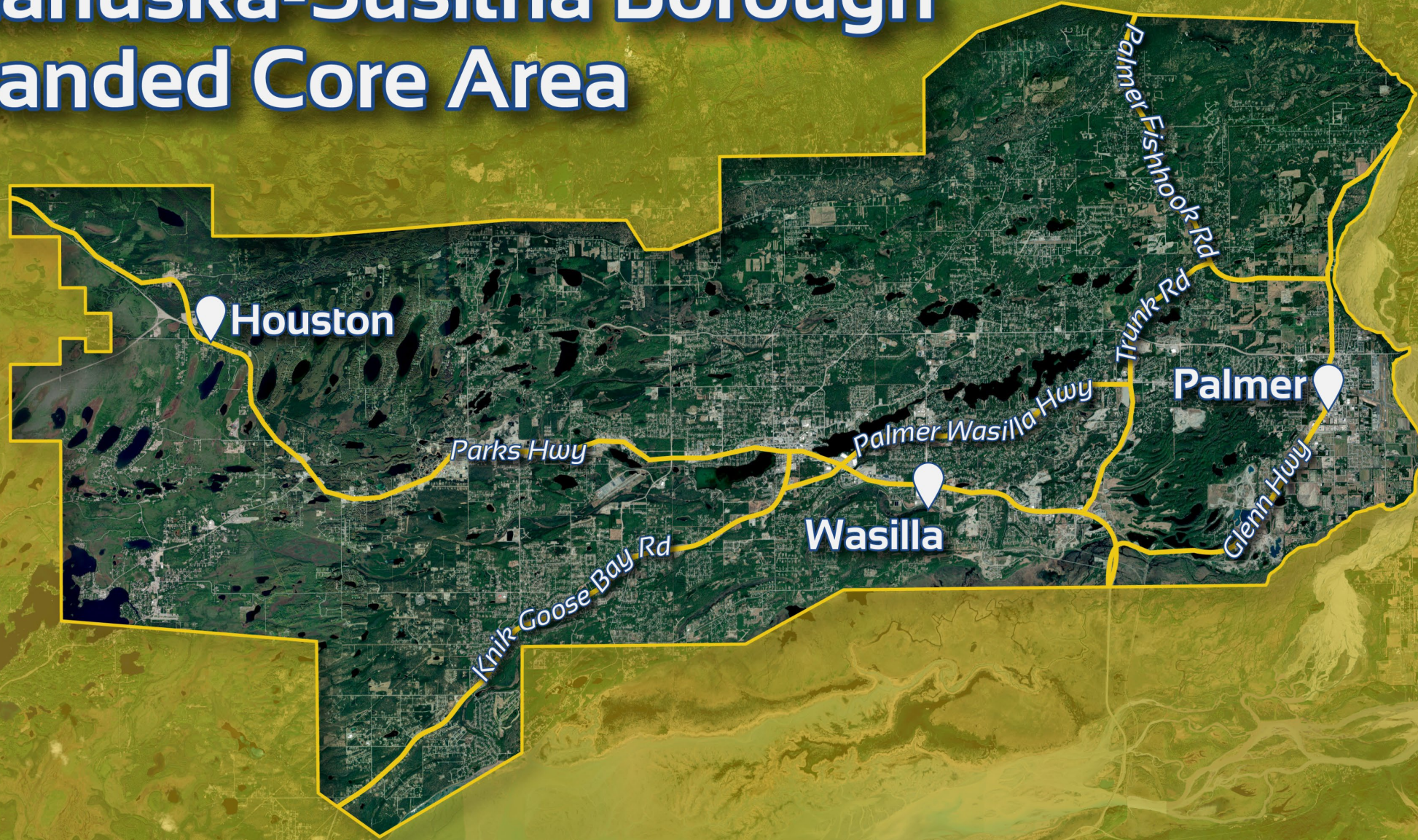
- Nicole Waldheim
- Taylor Whitaker



Safety Action Plan Overview, Purpose and Schedule



Matanuska-Susitna Borough Expanded Core Area



What is Safe Streets and Roads for All (SS4A)?



Grant program from the U.S. Department of Transportation



Supports Vision Zero: even one death is unacceptable



A systemic approach to prevent death and serious injuries on the nation's roadways

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 process changes
7. Strategy and Project Selections
8. Progress and transparency methods

Comprehensive Safety Action Plan & Types of SS4A Grants



COMPREHENSIVE SAFETY ACTION PLANS:

data-driven,
identify projects &
strategies

DURING PLAN DEVELOPMENT:

supplemental planning &
demonstration activities

AFTER PLAN COMPLETION:

project implementation



Examples: Supplemental Planning



- Action Plan updates
- Complimentary safety plans
- Road safety audits
- Follow-up data collection and analysis
- Stakeholder engagement and collaboration
- Roadway safety planning



Examples: Demonstration Projects



- Feasibility Studies
- Engineering Studies
- Pilot Projects & Programs



Graphic source: CRW Engineering

Two-way protected bike lane, 2024. Photo source: Municipality of Anchorage

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4-5

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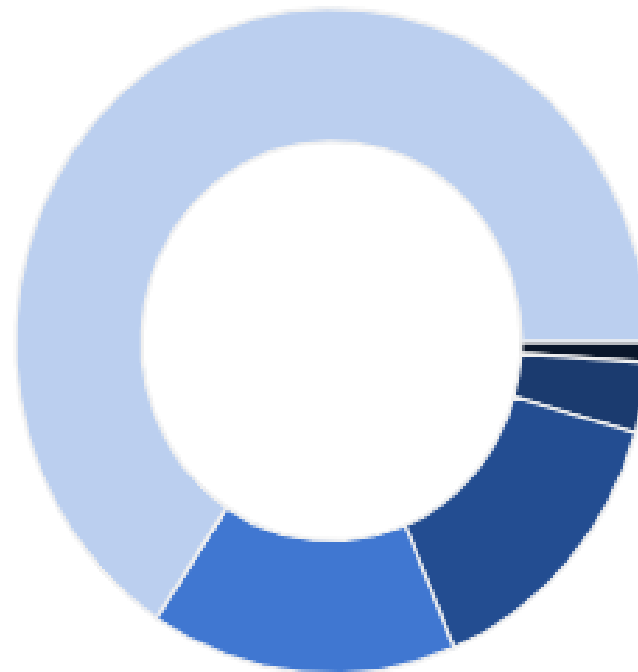
Photo credit: Sarah Schacher



Why do we need a Safety Action Plan?

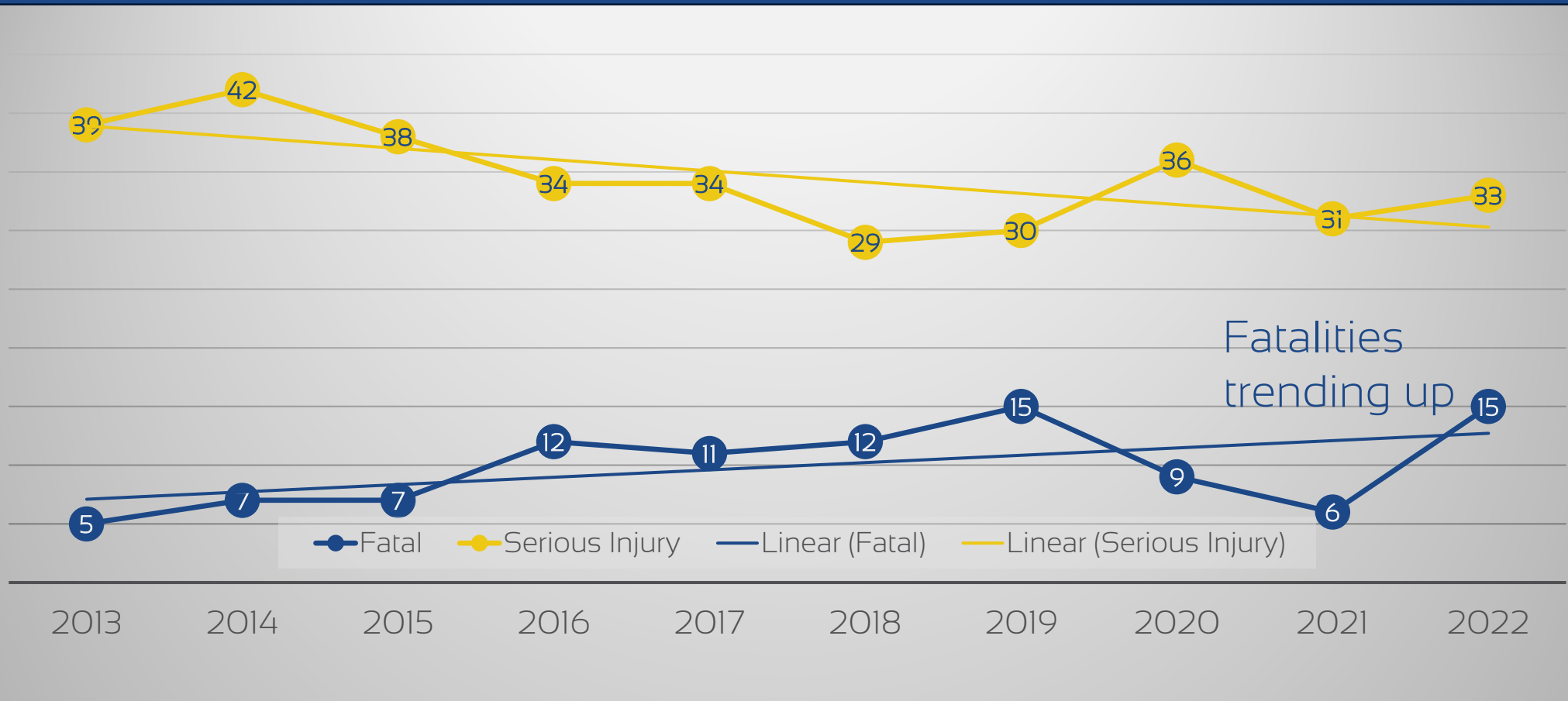


10,332 total crashes between 2013 and 2022



Fatal	(99, 1%)
Suspected Serious Injury	(346, 4%)
Suspected Minor Injury	(14%)
Possible Injury	(16%)
No Injury Reported	(65%)

Mat-Su Expanded Core Area (2013-2022) Serious Crashes

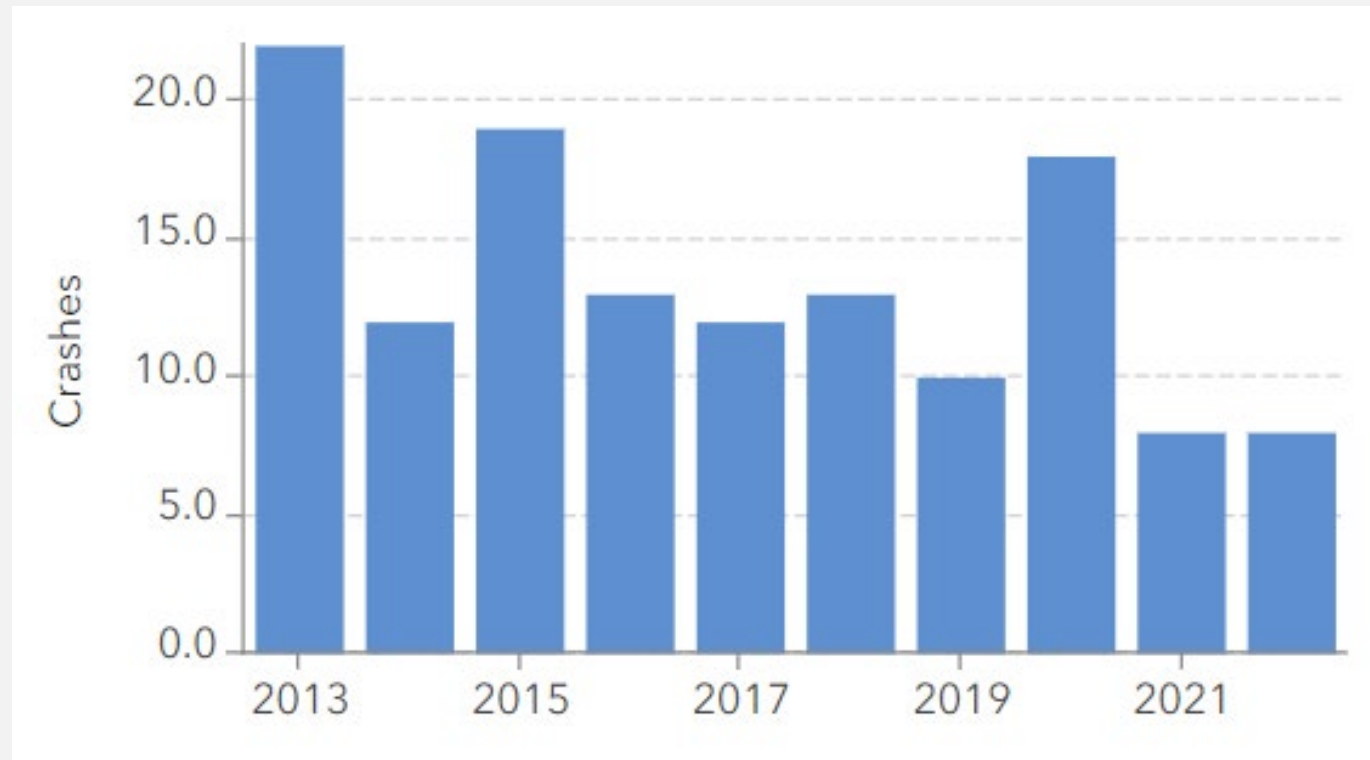




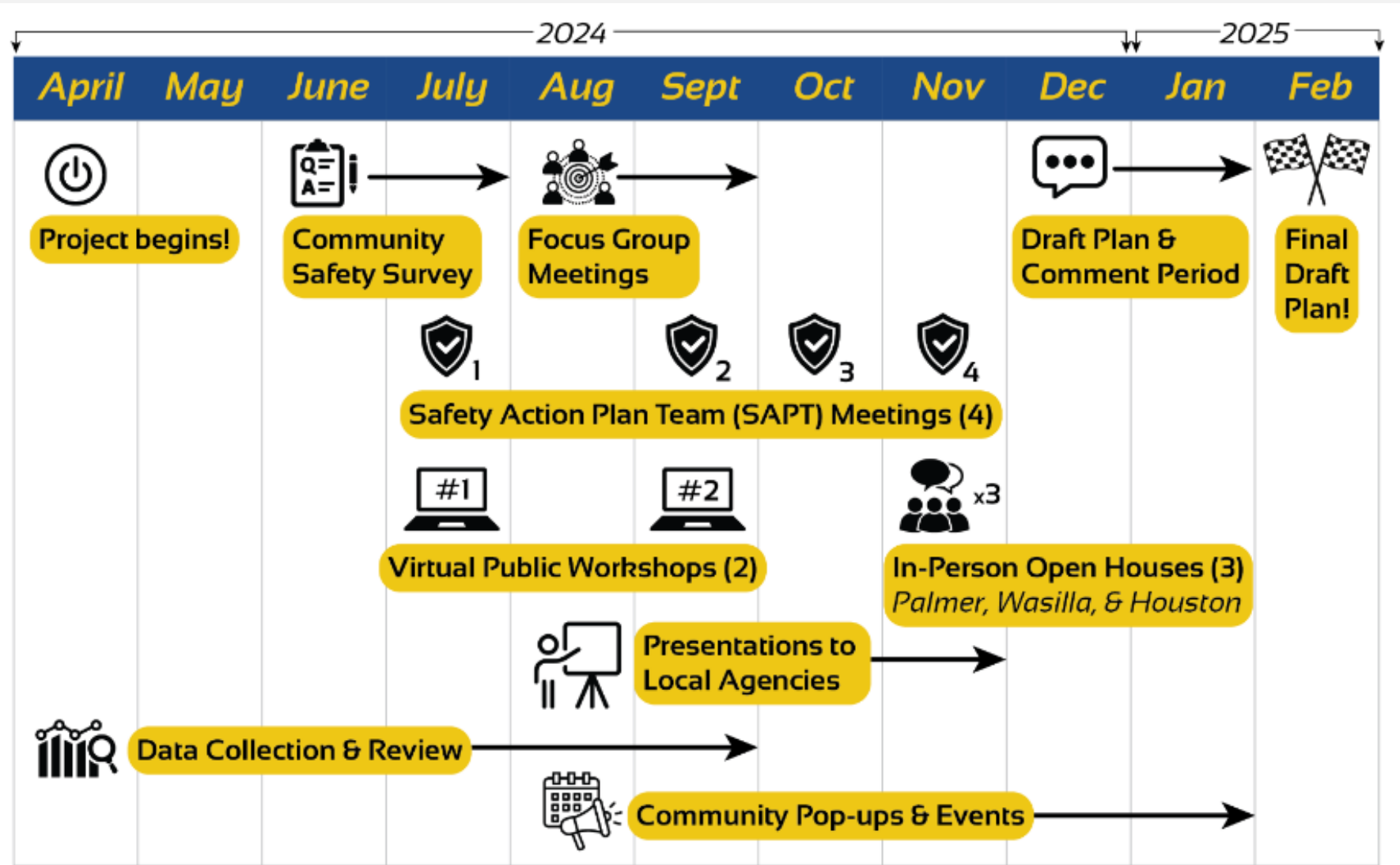
Why do we need a Safety Action Plan?

135 crashes involving bicycles and pedestrians (2013-2022)

93% of these resulted in some type of injury or death



Project Timeline



Safe System Approach



The elements provide direction on the types of projects and programs to prioritize across the five categories.

A Safe System

Safe System Elements



Safe road users



Safe vehicles



Safe speeds



Safe roads









Post-crash care

The principles provide foundational concepts to help with the eventual prioritization of programs and projects.

A Safe System

Safe System Principles

-  Death and serious injuries are unacceptable
-  Humans make mistakes
-  Humans are vulnerable
-  Responsibility is shared
-  Safety is proactive
-  Redundancy is crucial

Safe System Examples in Alaska

From Alaska Strategic Highway Safety Plan:

STRATEGY 2: Educate pedestrians, bicyclists, and other vulnerable road users about “rules of the road” and safety equipment.

#	ACTION	AGENCY	PERFORMANCE MEASURE	TIMEFRAME
2.1	Develop model language and fact sheets for statewide “stop for pedestrians in crosswalks” and “right turn on red” policies.	Bike Anchorage University of Alaska Fairbanks DOT&PF Center for Safe Alaskans	Policy model language developed. Fact sheets developed.	Years 1-2

From Anchorage (AMATS) Safety Plan:

Action	Lead Department	Timeline*
Prioritize and secure funding for safety improvements on the top five and other Tier 2 corridors and refresh the safety location analysis every three years to ensure continued relevancy.	AMATS, DOT&PF, and MOA	Near-Medium



**Workshop
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Questions
6-8**



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What's Next & Ways to Participate



Upcoming Public Meetings

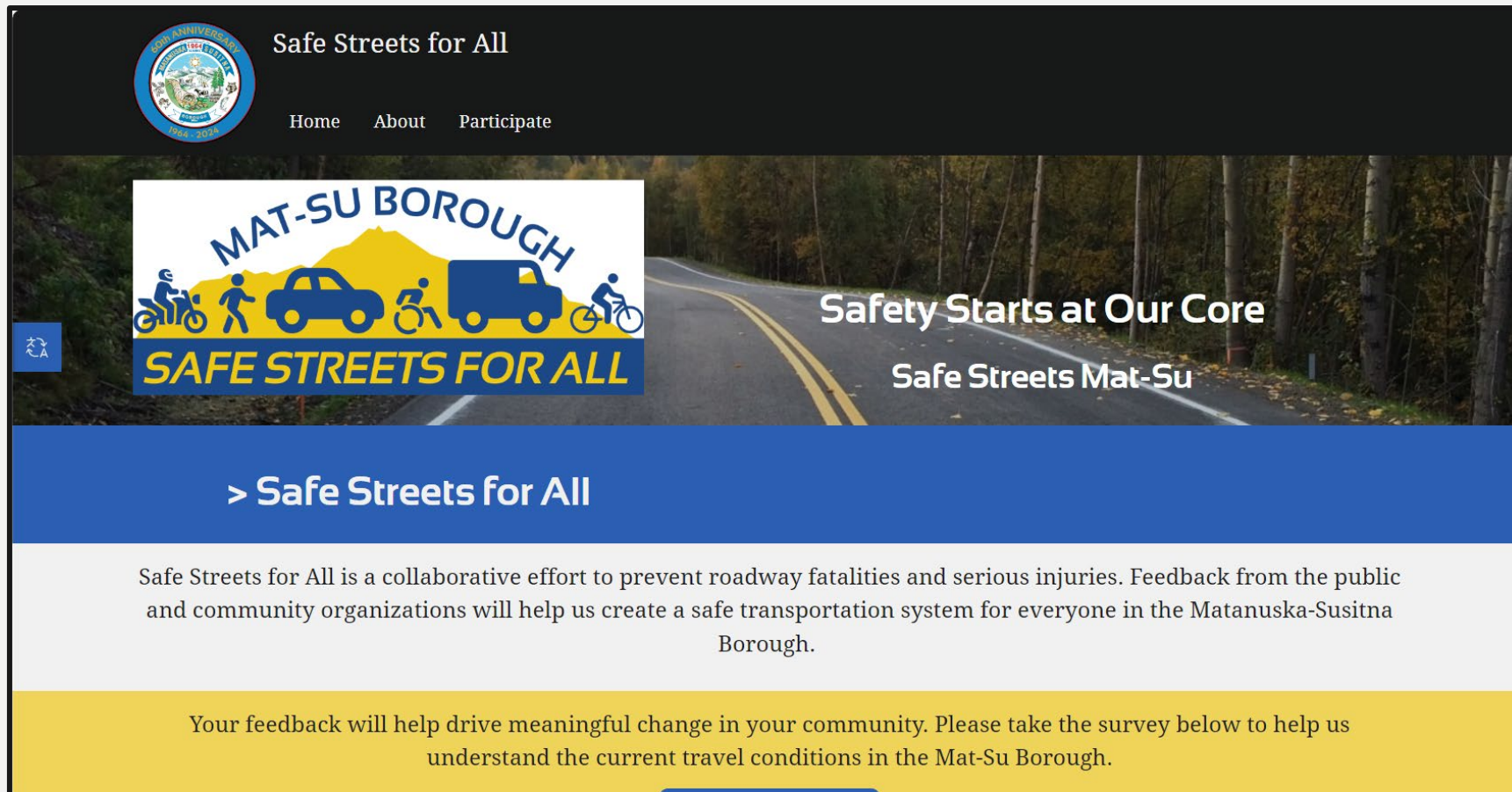
- Virtual Public Workshop 2 / September 2024
- 3 In-Person Open House (Palmer/ Wasilla/ Houston) / Winter 2024

Upcoming Special Meetings

- Safety Action Plan Team Meeting 1 (July 25, 2024)
- Focus Group Meetings (TBD)
- Mat-Su Agency Presentations (July/August 2024)

Visit the Website

ss4a.matsugov.us



The screenshot shows the homepage of the 'Safe Streets for All' website. At the top left is the Matanuska-Susitna Borough 60th Anniversary logo (1954-2014). The main header reads 'Safe Streets for All' with navigation links for 'Home', 'About', and 'Participate'. Below the header is a large banner image of a road with trees. On the left of the banner is a logo for 'MAT-SU BOROUGH SAFE STREETS FOR ALL' featuring icons for a motorcycle, pedestrian, car, wheelchair, truck, and bicycle. Text on the banner reads 'Safety Starts at Our Core' and 'Safe Streets Mat-Su'. Below the banner is a blue bar with a white arrow and the text '> Safe Streets for All'. The main content area has a white background with the text: 'Safe Streets for All is a collaborative effort to prevent roadway fatalities and serious injuries. Feedback from the public and community organizations will help us create a safe transportation system for everyone in the Matanuska-Susitna Borough.' At the bottom is a yellow bar with the text: 'Your feedback will help drive meaningful change in your community. Please take the survey below to help us understand the current travel conditions in the Mat-Su Borough.'

- ✓ Learn about the project
- ✓ Find out how to get involved
- ✓ See the latest plan documents
- ✓ Contact the team

Take the Safety Survey!



The survey is
open through
August 30,
2024

Thank you!

Joni Wilm

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Website:
ss4a.matsugov.us



Parks Highway between Meadow Lakes and Houston Photo credit: John Olsen