

KOTZEBUE COMPREHENSIVE SAFETY ACTION PLANNING

Agenda & Minutes

Thursday, January 23, 2025 • Virtual via Microsoft Teams

Objectives & Agenda

Goals & Objectives

1. Provide an understanding of:
 - a. the requirements of the SS4A program
 - b. planning structure
 - c. stages of the planning process
 - d. deliverables.
2. Draft project vision and goals.
3. Draft community Public Involvement Plan
4. Brainstorm members of community council
5. Discuss requirement for leadership commitment.
6. Establish distribution of labor + level of commitment

Agenda

1. **Overview of Timeline and Major Activities**
2. **The Safe Systems Approach**
 - a. Priorities
 - b. Discussion: Vision, Goals, & Ideas
3. **Components of the Safety Action Plan**
 - a. Planning Structure
 - b. Discussion: SMEs in your community
4. **Public Involvement**
 - a. Discussion: Engaging Kotzebue
5. **Leadership Commitment**
6. **Wrap-up**

Attendance

<input type="checkbox"/> James Marks (F)	Director of Planning, AML	<input type="checkbox"/> Samuel Camp	Planning Director, City of Kotzebue
<input type="checkbox"/> Britta Hamre	Senior Planner, AML	<input type="checkbox"/> Derek Haviland-Lie	Mayor, City of Kotzebue
<input type="checkbox"/> Grace Fluharty (S)	Junior Planner, AML	<input type="checkbox"/> Christopher Cook	Police Chief, City of Kotzebue
<input type="checkbox"/>		<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>	

Attendance Notes: **X** indicates attendance. **F** Indicates Facilitator. **S** Indicates Scribe.

Important Dates

Date	Event	Notes
TBD	Kotzebue CSAP Meeting #2	TBD after discussion
TBD	Kotzebue CSAP Meeting #3	TBD after discussion
April 2025	AML Infrastructure Symposium	Anticipated AML SS4A Cohort Planning workshop
June 2025	Anticipated SS4A Grant NOFO	Anticipated next round of SS4A Discretionary Grants opening

Minutes

Topic	Discussion	Actions	Due
Project Vision & Ideas	<ul style="list-style-type: none"> • Project overview & timeline <ul style="list-style-type: none"> ○ • Priorities <ul style="list-style-type: none"> ○ • Discussion: Vision, Goals, & Ideas <ul style="list-style-type: none"> ○ 		

Project Overview & Status	<ul style="list-style-type: none"> • Review of requirements for Safety Action Plans <ul style="list-style-type: none"> ○ • Planning Structure <ul style="list-style-type: none"> ○ • Discussion: SMEs in your community <ul style="list-style-type: none"> ○ 		
Community PIP	<ul style="list-style-type: none"> • Review of overarching PIP <ul style="list-style-type: none"> ○ • Needs for Community-specific PIP <ul style="list-style-type: none"> ○ 		
Leadership Commitment	<ul style="list-style-type: none"> • Review of requirement again • Discussion of approach <ul style="list-style-type: none"> ○ 		
Close-out	<ul style="list-style-type: none"> • Next steps <ul style="list-style-type: none"> ○ 		

Kotzebue Community Council
Safety Action Plan Meeting #1

Safety Action Plan

Components & Project Parameters



ALASKA
MUNICIPAL
LEAGUE

January
21
2025

James Marks, MBA
Director of Planning

Britta Hamre
Senior Planner

Grace Fluharty
Transportation Planner



The AML SS4A Project Team



James Marks

Director of Planning

Project Manager



Britta Hamre

Senior Planner

Principal Planner



Grace Fluharty

Planner II

Junior Planner

Agenda

1. The Safe Systems Approach
 1. Factors in our control and out of our control
 2. Priorities
 3. Discussion: Vision, Goals, & Ideas
2. Components of the Safety Action Plan
 1. Planning Structure
 2. Discussion: SMEs in your community
3. Public Involvement
 1. Discussion: Engaging Thorne Bay
4. Leadership Commitment
5. Wrap-up

Safe Systems Approach



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Safe System Approach



Community Voices: What's Within our Control

- **Local Infrastructure Management**
 - Road Maintenance & Repair
 - Lighting & Signage
 - Equipment & Resource Allocation
- **Planning & Implementation**
 - Development of plans and strategies
 - Resource allocation and budgeting
- **Education & Awareness**
 - Education for resident
 - Youth driver awareness
 - Public Communication





The Reality: What Communities Can't Control

- **Environmental Challenges**
 - Severe weather impacts
 - Seasonal challenges
 - Flooding, Fires, Landslides
- **External Behaviors**
 - ATV safety
 - Distracted Driving
 - Wildlife Interactions
- **Resource Limitations**
 - Equipment reliability
 - Staffing Constraints
 - Emergency Response Capacity

A background image of a snowy outdoor scene. In the foreground, there are several snowmobiles parked on the snow. One is red with "FORMULA 500" and "DSA" written on it. Another is dark blue with a license plate that reads "07872". In the background, there is a wooden building with a gabled roof and a chimney. Several people are standing around the building and snowmobiles. The scene is dimly lit, suggesting dusk or dawn.

Regional Safety Priorities

- **Urban & Rural**

- Differing vehicles and uses
- Differing infrastructure challenges & needs
- Differing cultures and behaviors

- **Seasonal Considerations**

- Winter safety
- Summer construction
- Spring breakup

- **Infrastructure Priorities**

- Lighting & visibility, esp. schools
- Maintenance requirements
- Emergency response

Discussion: Vision, Goals, & Ideas

- What would you like to get out of this project? (e.g. implementation funding, support for an ongoing planning process, etc.)
 -
- What are some road safety-related issues you see in your community?
 -
-
- What are some projects you would like to see implemented?
 -

Safety Action Plan Components

Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6lj>; any Tribal land; or any territory or possession of the United States.



Community Vision for Safer Streets

- **Comprehensive Safety Solutions**
 - Community-specific approaches
 - Year-round accessibility
 - Integration of multiple modes
- **Resource Optimization**
 - Efficient use of funding
 - Staff training & retention
 - Cross-community resource sharing
- **Enhanced Safety Features**
 - Strategic lighting placement
 - Traffic calming measures
 - Pedestrian safety improvements

Success Factors

- **Local Engagement**

- Community buy-in
- Public awareness
- Stakeholder participation
- Active feedback systems

- **Sustainable Implementation**

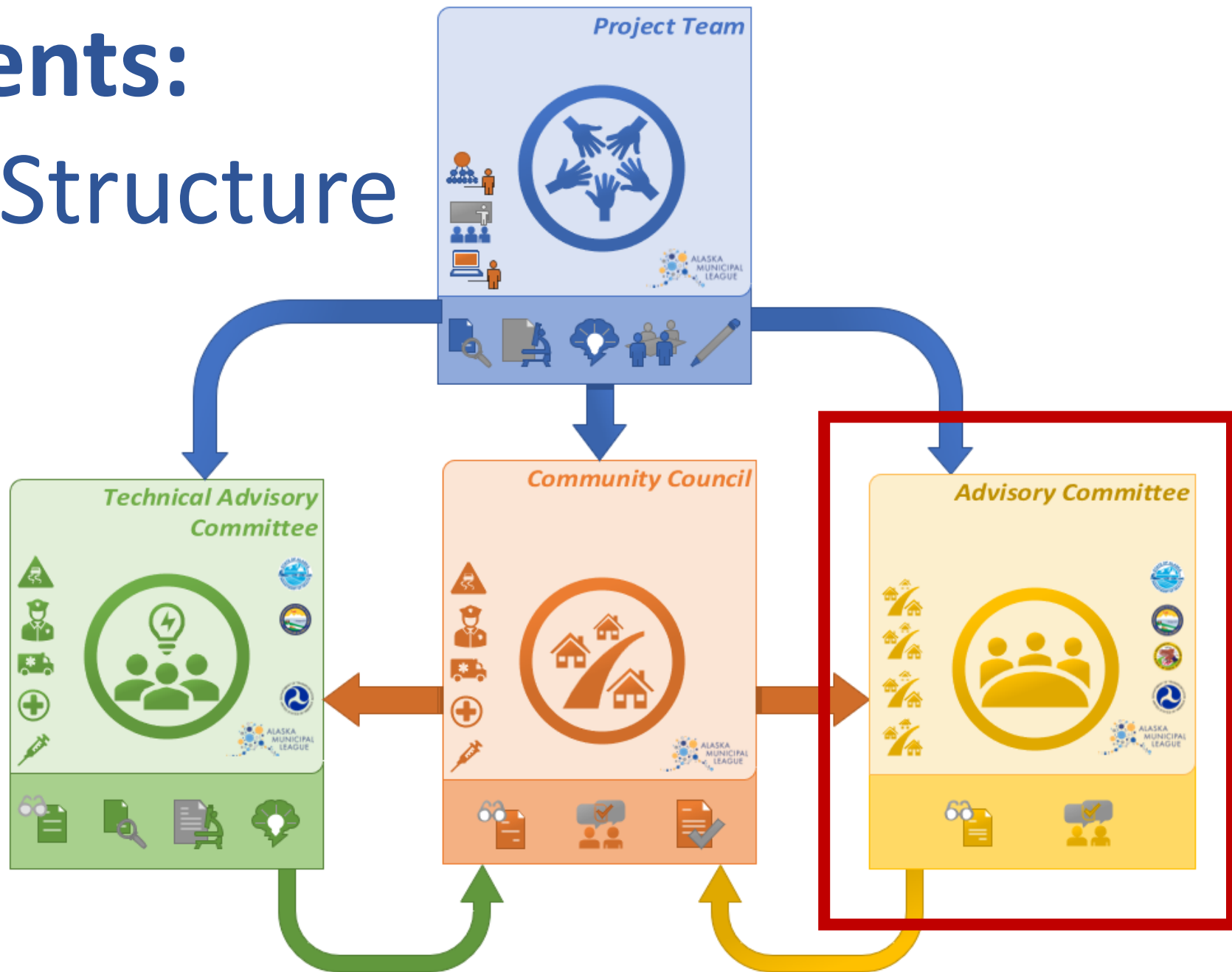
- Long-term maintenance planning
- Resource allocation strategies
- Staff development programs
- Continuous improvement processes





Components: Planning Structure

1. Community-Centered
2. Technical Resources
3. Scalable Efficiency
4. Expert Advice





Components: Planning Structure

Steering Committee

Project Steering Committee

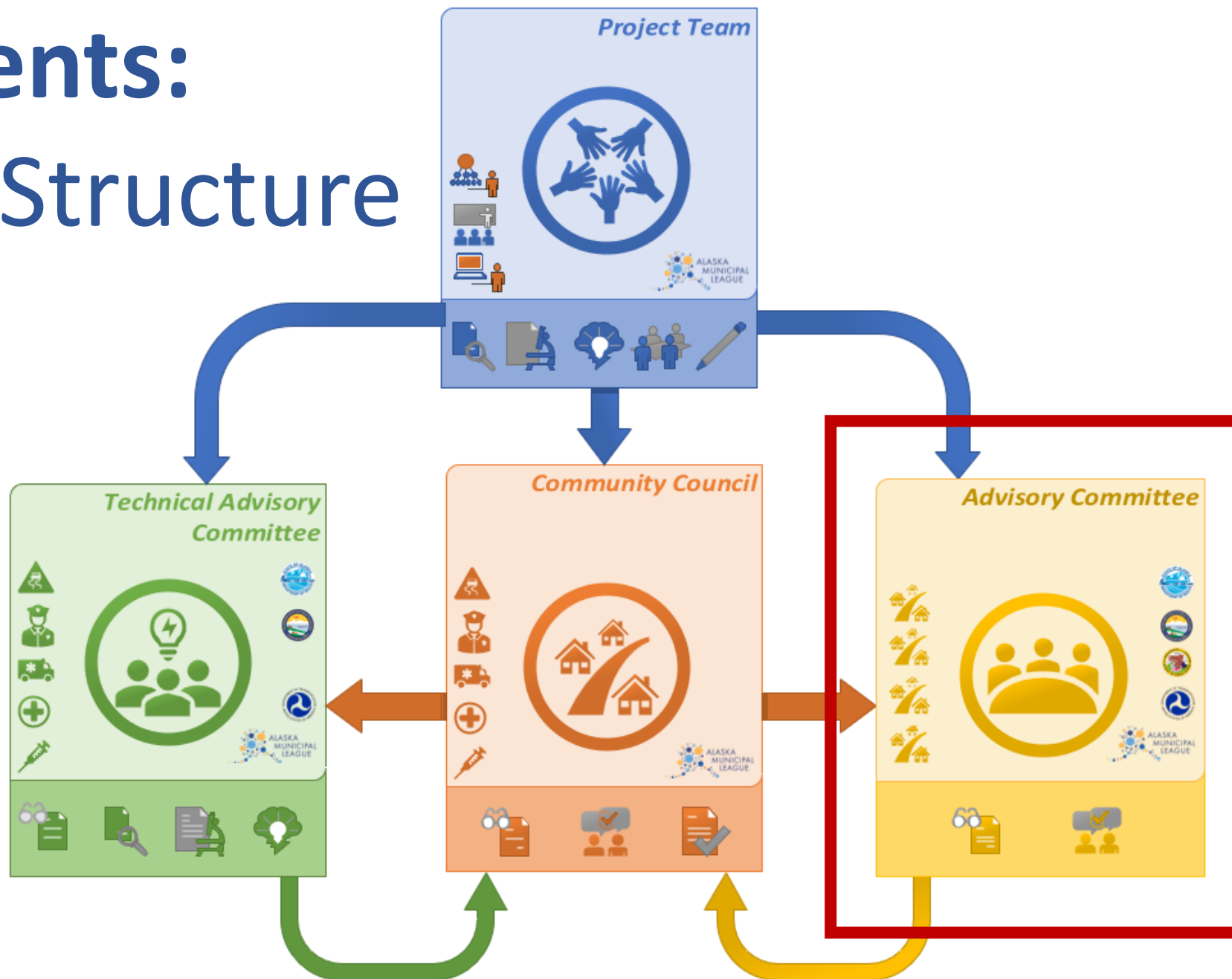


Name	Agency	Role
Pam Golden	DOT&PF	HSO + Safety Engineer
Judy Chapman	DOT&PF	Transportation Planning
Al Fletcher	FHWA	Safety Engineer
Cpt. Eric Spitzer	State Troopers	Commander
Todd McDowell	DOH	EMS Director
Tracy Dompeling	DOH	Behavioral Health + SAB
Sara Penisten	Providence	Safe Kids Alaska
Lori Weed	DOE	Pupil Transportation
Patrick Reinhart	Alaska Mobility Coalition	Coordinator



Components: Planning Structure

1. Community-Centered
2. Technical Resources
3. Scalable Efficiency
4. Expert Advice





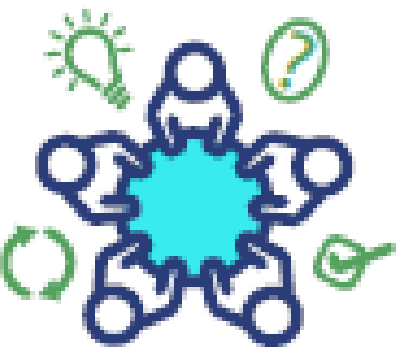
Components: Planning Structure

Community Council

Name	Agency	Role
		Community Planning & POC
		Community Leadership
		Enforcement
		Medical & Trauma
		Emergency Services
		Behavioral Health
		Public Works
		Other SME's, Schools, Healthcare

Components: Engagement & Collaboration + Safety Analysis

Public Involvement Plan



LEARN




Learn about the Safe Systems Approach and you have your voice heard about your communities needs.

WHEN: JANUARY 2025

HOW:

- Take the Survey
- Sign up for updates
- Visit the website
- Read FAQ's
- Be a Community Champion
- Attend a Presentation
- Call or Email Us!

ENGAGE



Provide input the Community Safety Analysis and Existing Conditions Report.

WHEN: MAY 2025

HOW:

- Visit the website
- Review FAQ's
- Virtual Activities
- Talk with a Champion
- Attend a Presentation
- Call or Email Us!

PRIORITIZE



Help Prioritize Investments and How to Achieve Success with your Community Safety Action Plan.

WHEN: JULY 2025

HOW:

- Visit the website
- Virtual Activities
- Talk with a Champion
- Attend a Presentation
- Call or Email Us!

COMMENT



Provide Input on the Draft Safety Action Plan for your Community.

WHEN: NOVEMBER 2025

HOW:

- Visit the website
- Review FAQ's
- Virtual Activities
- Talk with a Champion
- Attend a Presentation
- Call or Email Us!
- Submit Written Comments

Discussion: Engaging Kotzebue

- What forms of engagement will work best for your community?
 -

Components: Leadership Commitment



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

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OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Discussion: Level of Effort

- What capacity does your community have for participation in this project?
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THANK YOU



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Strengthening Local Governments