

Cordova Planning Commission



ALASKA
MUNICIPAL
LEAGUE

Safety Action Plan

Components & Project Parameters

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Safe System Approach



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.



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.



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.



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.



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.



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.



A background image of a snowy outdoor scene. In the foreground, there are several snowmobiles, including a red one with "FORMULA 500" and "DSA" written on it. In the background, there is a wooden building with a corrugated metal roof and walls. Several people are standing around the building and snowmobiles. The scene is set in a snowy, mountainous area.

Shared Safety Priorities

- **Adapting for the Alaskan Context**
 - 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

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

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

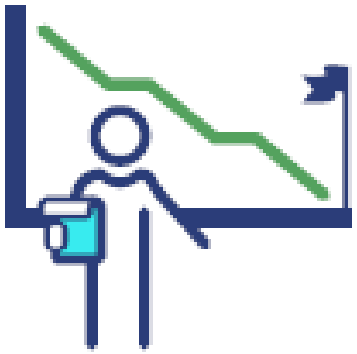
Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus 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.

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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Components: Engagement & Collaboration + Safety Analysis

Public Involvement Plan





Components: Planning Structure

Local Expertise

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

Who are the local experts or stakeholder groups we should consult in our outreach?

Discussion: Engaging Nome

- What forms of engagement will work best for your community?
- What are some examples of public engagement strategies that have worked well in the past?

SS4A Mailbox
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THANK YOU

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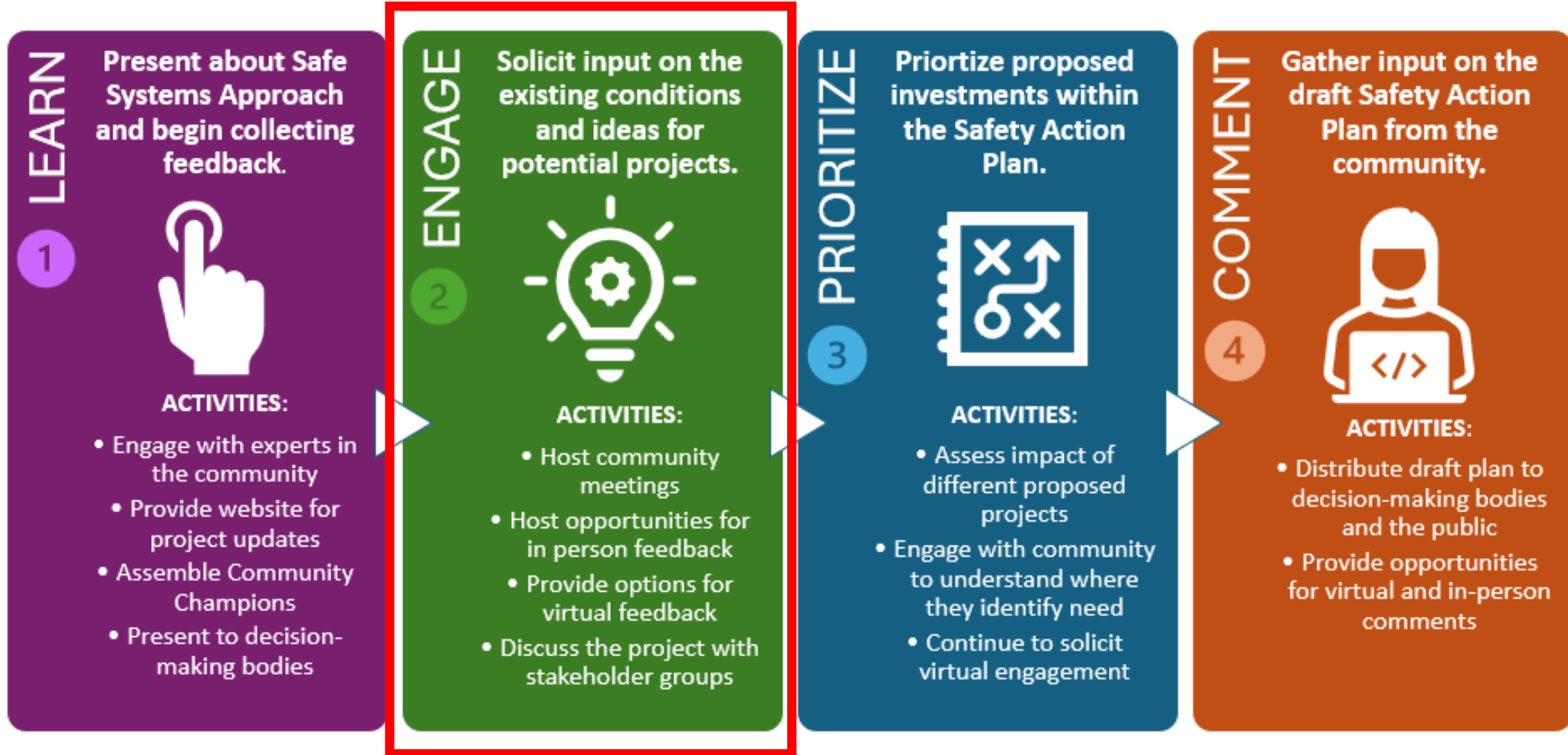
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Strengthening Local Governments

Components: Engagement & Collaboration + Safety Analysis

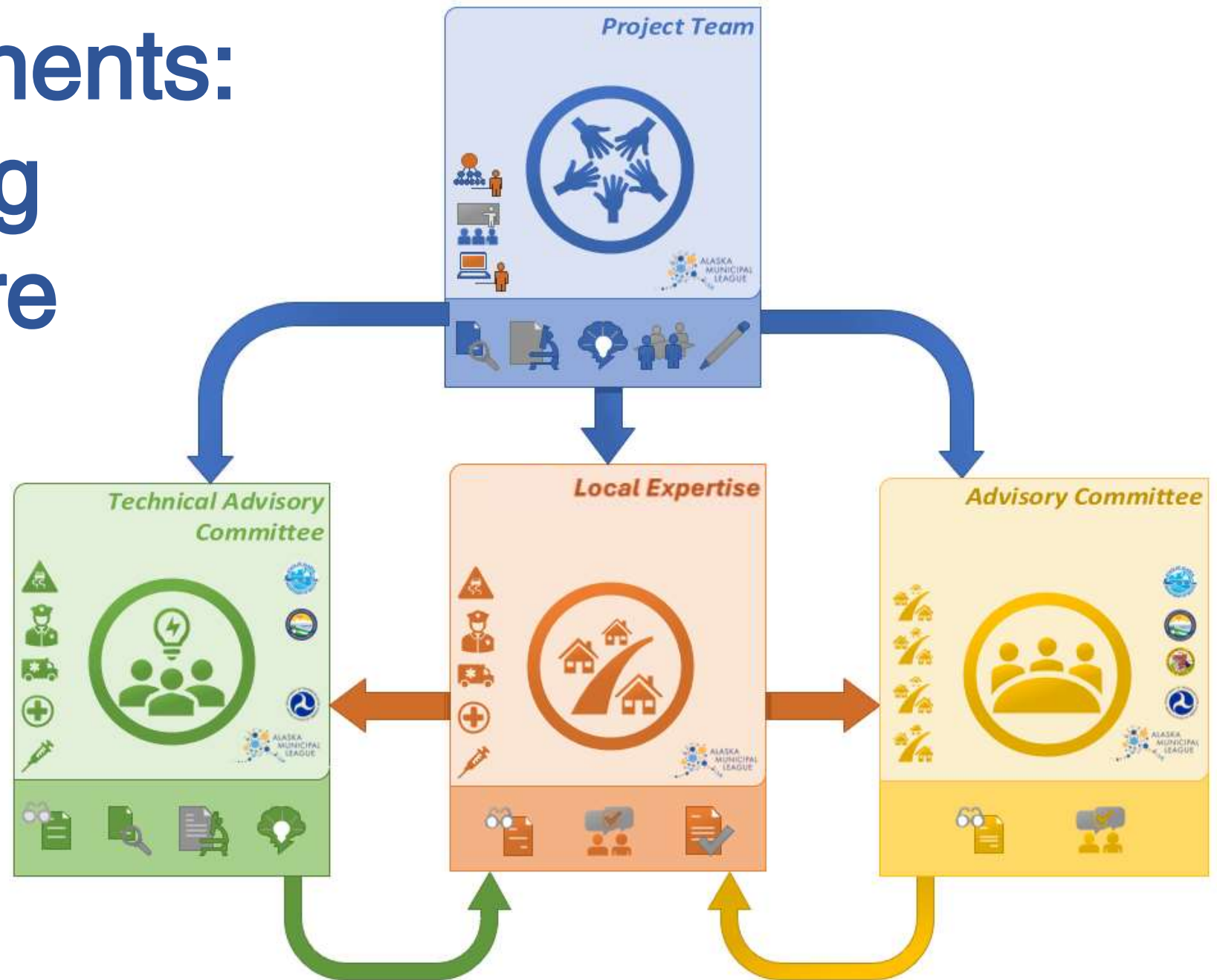
Public Involvement Plan





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