



**Kenai City Council/Planning & Zoning -  
Joint Work Session**

**April 16, 2025 – 5:00 PM**

**Kenai City Council Chambers**

**210 Fidalgo Avenue, Kenai, Alaska**

[www.kenai.city](http://www.kenai.city)

**\*\* Telephonic / Virtual Information Below \*\***

**Agenda**

- A. CALL TO ORDER**
- B. PRESENTATION**
  - [1.](#) R&M Consultants, Inc. - Draft SS4A Comprehensive Safety Action Plan.
- C. COUNCIL COMMENTS**
- D. PUBLIC COMMENTS** *(Public comments limited to five (5) minutes per speaker)*
- E. ADJOURNMENT**

*The agenda and supporting documents are posted on the City's website at [www.kenai.city](http://www.kenai.city). Copies of resolutions and ordinances are available at the City Clerk's Office or outside the Council Chamber prior to the meeting. For additional information, please contact the City Clerk's Office at 907-283-8231.*

**Registration is required to join the meeting remotely through Zoom.** Please use the following link to register:

<https://us02web.zoom.us/meeting/register/8Yr9FnwQoqEILV-k1WOIA>

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

*Because everyone deserves to get home safely*

**Robert Ruffner**  
Planning Director, KPB

**Celina Robinson**  
GIS Specialist, KPB

**Brenda Ahlberg**  
Emergency Manager, KPB



# Why do we need it?

**3,722** total  
crashes between  
2018 and 2022

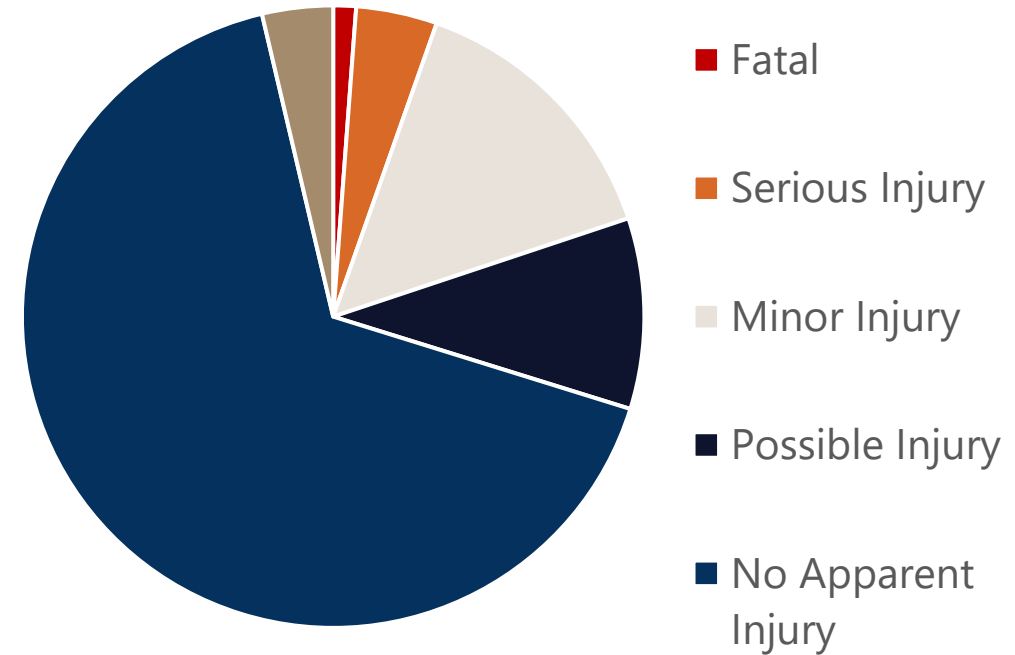
**44** Fatal Crashes

**157** Serious Injury Crashes

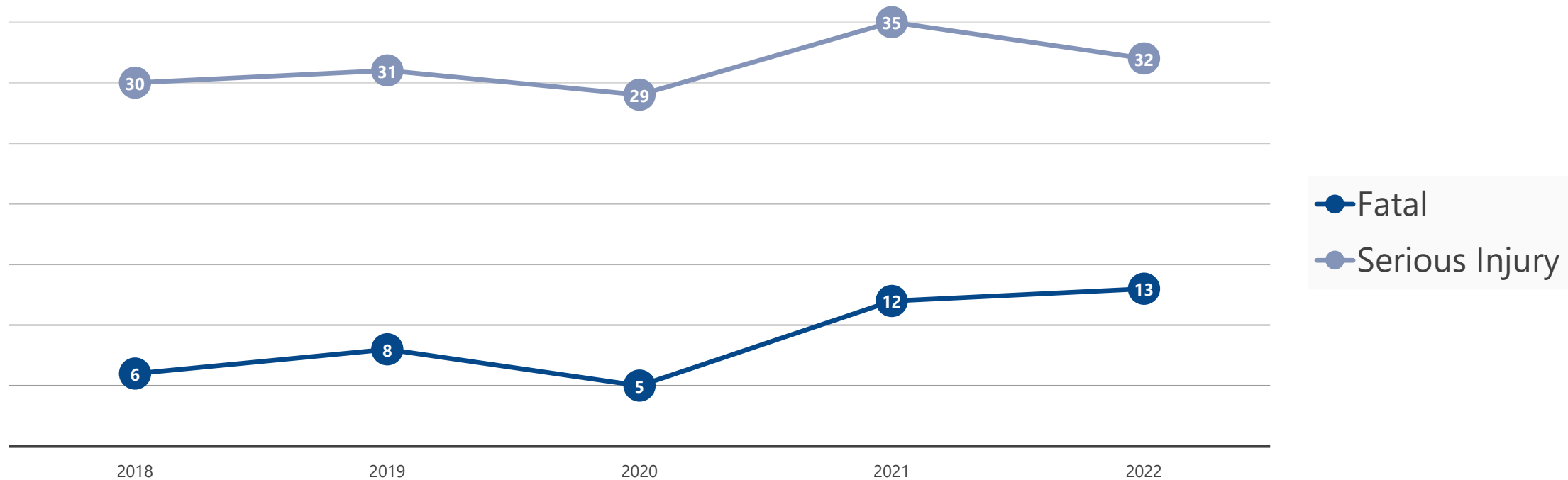
**41** Motorcycle Crashes

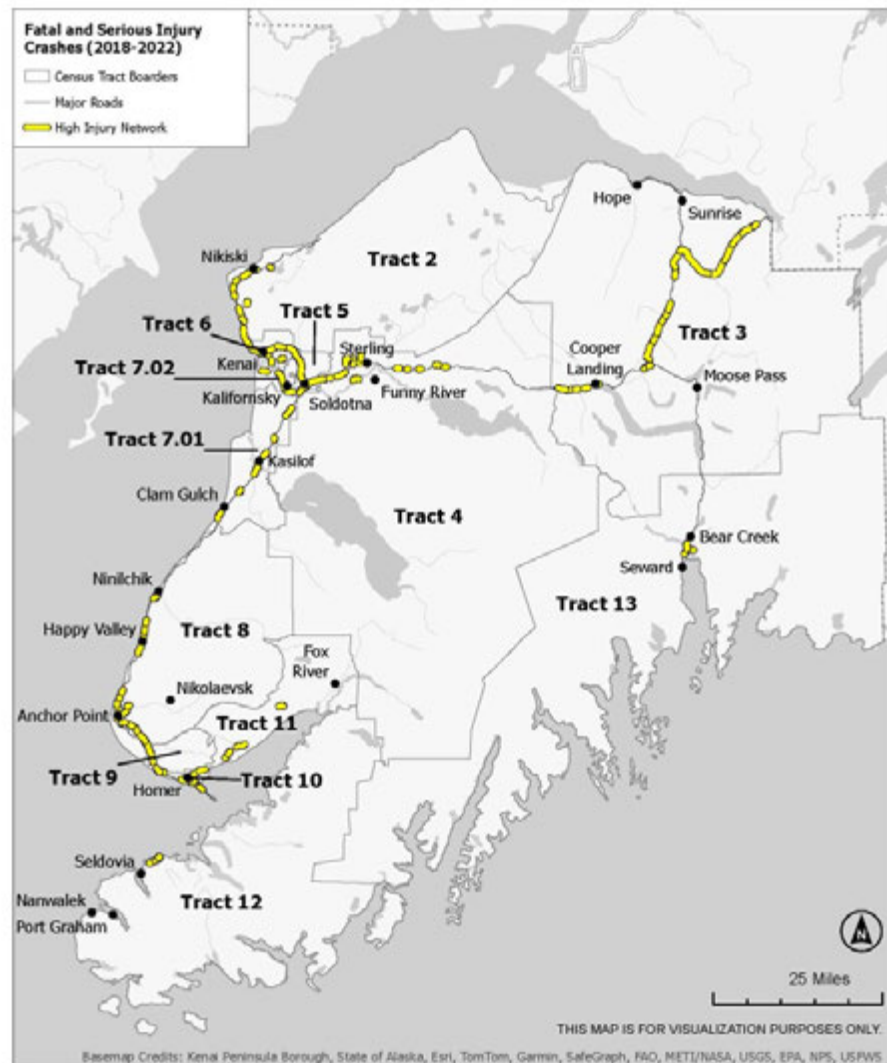
**23** Pedestrian

**19** Bicycle Crashes



# Crash Trends 2018-2022





A High Injury Network (HIN) helps identify corridors with the highest levels of severe injuries and fatalities.

***74% of fatalities and serious injuries occur on just 4% of roads in the KPB.***



# 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

- 6 meetings with **CSAP Steering Committee**
- 4 meetings with **city staff**
- 1 meeting with **KPB Mayor and Directors**



## 9 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 |



# Program & Process Recommendations

- Policy & process recommendations are complimentary to site specific recommendations





# Strategies & Solutions for KPBS

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## Emergency Evacuation Routes

- Require new streets **to connect w/existing streets**
- Require **construction of platted ROW** through the subdivision process
- Inform public of **contraflow operations** (when deployed)
- Identify **predefined evacuation locations** (hazard dependent)

## Demonstration Project

- Safety Emphasis Roadway Program

## School Zone Safety

- Boroughwide **School Zone Safety Study**

## Eastern Peninsula Highway Emergency Service Area

- **Develop & implement a 5-year plan** to fund and expand improve communications and expand emergency response capabilities





# Safe People

Encourages safe, responsible driving and behavior by people who use our roads and create conditions that prioritize everyone's ability to get home safely.

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- Establish a Safety Action Plan (Safe Streets KPB) Implementation **working group**.
- Implement **Safe Streets KPB campaigns** and build and maintain a regional **Safe Streets KPB webpage**.
- KPB and partner cities work together to develop **Complete Streets Policies** and create and distribute educational materials about Complete Streets.
- KPB and partner cities work with local community partners to create and distribute **seasonal safety messaging** on how to be safe on the roadway during winter and low light conditions.
- Combine **countermeasure deployment** with promotional activities (press releases, promotional signage, media interviews).
- Explore a change in state law to reduce the **legal blood alcohol content** (BAC) for impaired driving.
- Implement a **submittal checklist** for developers and/or roadway design project reviews prior to project approval.
- Host **safety walking tours** annually for elected officials and the public to demonstrate safety needs and navigating locations where improvements have been implemented.
- Create a policy to establish consistent messaging for **school zone safety** throughout the KPB.
- Work with local partners to develop a **safety campaign** that encourages young people to advocate for **safe driving** behaviors.
- Explore the feasibility of a **local ATV, snowmachine, and bicycle safety program**, working with local dealerships, bicycle shops, and rider groups. Focus on education and outreach for safe and legal operation and increased use of helmets.
- In urban areas of the Borough, work with local agencies and policy makers to create **economic investment incentives** for new development that adds walkable facilities, smaller lot sizes, increased density, and greenspace.



Seeks to expand the availability of vehicle systems, features, and safety enhancements (i.e. car seats, helmets) that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- Conduct **education workshops** to inform the public about safe vehicle practices such as correct child car seat set up, preparing vehicles for winter travel conditions, proper driver ergonomics, and other safe vehicle practices.
- Incentive programs to encourage vehicle owners to maintain **proper care and upkeep of their vehicles** such as operable headlights, blinkers, brakes and brake lights, and seasonal tires.
- When purchasing new vehicles for the KPB and partner cities vehicle fleet, ensure that vehicles with **optimal safety features** are selected. These can include hazard warning notification, safety automations, and back up cameras.

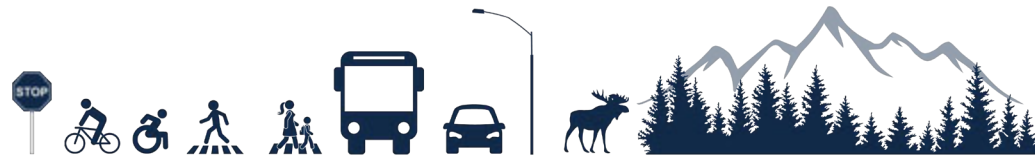
# Safe Vehicles



Promotes safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limits, targeted education, outreach campaigns and enforcement.

- Develop a policy for active monitoring for **speed enforcement**.
- As part of the KPB or partner city's Complete Streets Plan(s), **assess current designated road speed** and evaluate potential changes based upon proposed complete streets functionality.
- Work with local enforcement agencies to advocate for and provide **more funding for enforcement** of safe speeds throughout KPB.
- Develop a boroughwide **Speed Management Plan**.

# Safe Speeds



**Safe roads aims to design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable road users.**

- Develop a KPB **Complete Streets Plan**.
- Partner cities develop Complete Streets Plans.
- **Reevaluate street design guidelines, standards, and Borough code** to prioritize and support the SSA and Complete Streets principles.
- **Seek implementation funding** for projects identified in the KPB CSAP including federal grant funding such as the SS4A program.
- **Create design policies** to ensure design that supports complete streets in new developments and subdivisions within KPB.
- Create design policies that **require connections** between new developments and existing subdivisions whenever possible.
- Create new policies centered on **consistent, year-round maintenance practices and standards** that ensure walkability and safe non-motorized travel within KPB.
- **Facilitate efficient use of resources** dedicated for road maintenance and upkeep through consolidation of Road Service Areas.



# Safe Roads

**Post crash care seeks to enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management.**

- Coordinate **training opportunities for emergency responders** involved in post-crash care and crash reporting.
- Involve health organizations and safety advocacy groups (non-profits) in the **development of rehabilitation programs** for people involved in drug and alcohol related crashes.
- Work with the state and federal governments to **increase funding for emergency services** on segments of the road network that are predominantly within federal and state lands.

# Post Crash Care



# Proven Safety Countermeasures

- ✓ Known to **reduce crashes**
- ✓ Selected from **FHWA's Proven Countermeasures**
- ✓ Not all strategies are appropriate for every road
- ✓ Not an all-inclusive list
- ✓ Intended to **aid decision making** during planning and design
- ✓ Incorporating multiple countermeasures will **create redundancy** in the SSA
- ✓ **Address at least 1 safety focus area** (listed below)
  - Speed management
  - Intersections
  - Roadway departures
  - Pedestrians/bicyclists





## SPEED MANAGEMENT



APPROPRIATE SPEED LIMIT



SPEED FEEDBACK



SPEED SAFETY CAMERAS



SPEED HUMPS



OPTICAL SPEED BARS



NARROW TRAVEL LANES

## INTERSECTIONS



STOP CONTROLLED INTERSECTIONS



MINI ROUNDABOUT



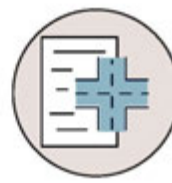
ROUNDABOUT



DEDICATED LEFT/RIGHT TURN LANES



BACKPLATES WITH RETRO-REFLECTIVE BORDERS



CORRIDOR MANAGEMENT PLAN

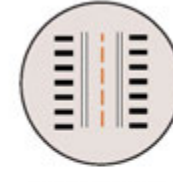


SIGNALIZED INTERSECTIONS

## ROADWAY DEPARTURE



WIDER LANE EDGES



LONGITUDINAL OR TRANSVERSE RUMBLE STRIPS



SAFETY EDGE



ENHANCED DELINEATION FOR CURVES



ROADSIDE DESIGN IMPROVEMENTS AT CURVES

## PEDESTRIANS/BICYCLES



BIKE LANES



MEDIANS AND PED  
REFUGE ISLANDS



WALKWAYS &  
SHARED USE PATH



CROSS WALK  
VISIBILITY



RRFB  
Rectangular rapid flashing beacons



LEADING PEDESTRIAN  
INTERVAL



INSTALL NO MOTOR  
VEHICLE SIGNS

## CROSSCUTTING



LIGHTING



ROAD DIET/RECONFIGURATION



HIGH FRICTION SURFACE  
TREATMENT



CORRIDOR MANAGEMENT  
PLAN



LOCAL ROAD SAFETY  
PLAN



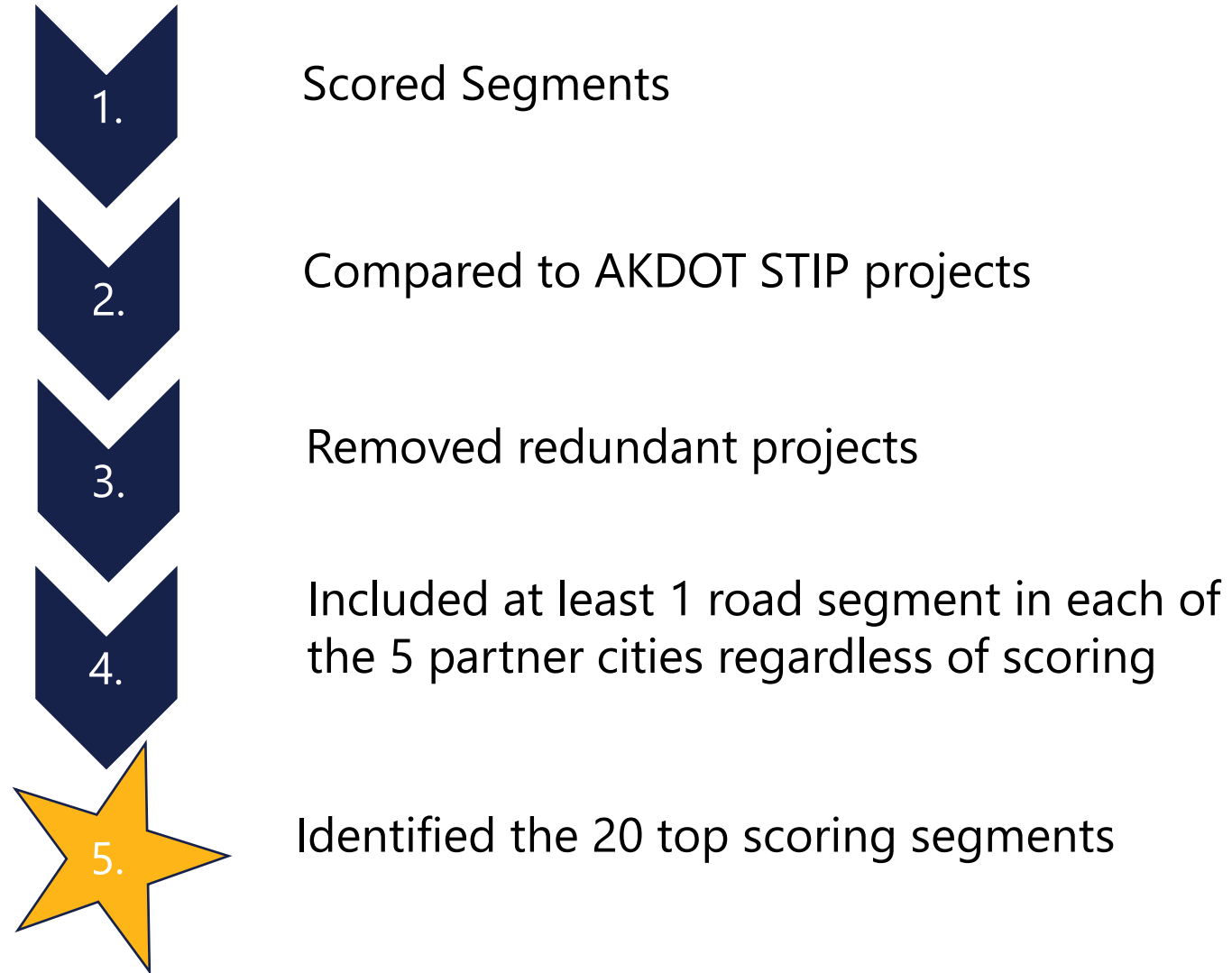
ROAD SAFETY AUDIT

# Scoring Criteria for Priority Project Locations

Criteria	Data	Notes
Inclusion of Overall HIN	3 Pts- On 0 Pts – Off	"Yes or no" based on overlap with HIN
KSI Crashes (Crash Density)	3 Pts - Highest 2 Pts – Middle 1 Pt – Lowest 0 Pts – No KSI Crashes	Currently, segments include midblock crashes only, intersection use interactions crashes only.
Equity Index Score	3 Pts – Value 0 Pts – No Value	Score percentile of National Tool
Community Feedback Score	3 Pts – More than Three 2 Pts – Two Points 1Pt – One Point 0 Pt – No Points	Community feedback data
Proximity to Vulnerable Road User Destinations	3 Pts – More than Three 2 Pts – Two points 1 Pt – One Point 0 Pts – No Points	Based on nearby transit, school, and park destinations within ¼ mile.



# Steps to Identify Final Project Locations





Each with recommended countermeasures:

- Low
- Medium and
- High-cost

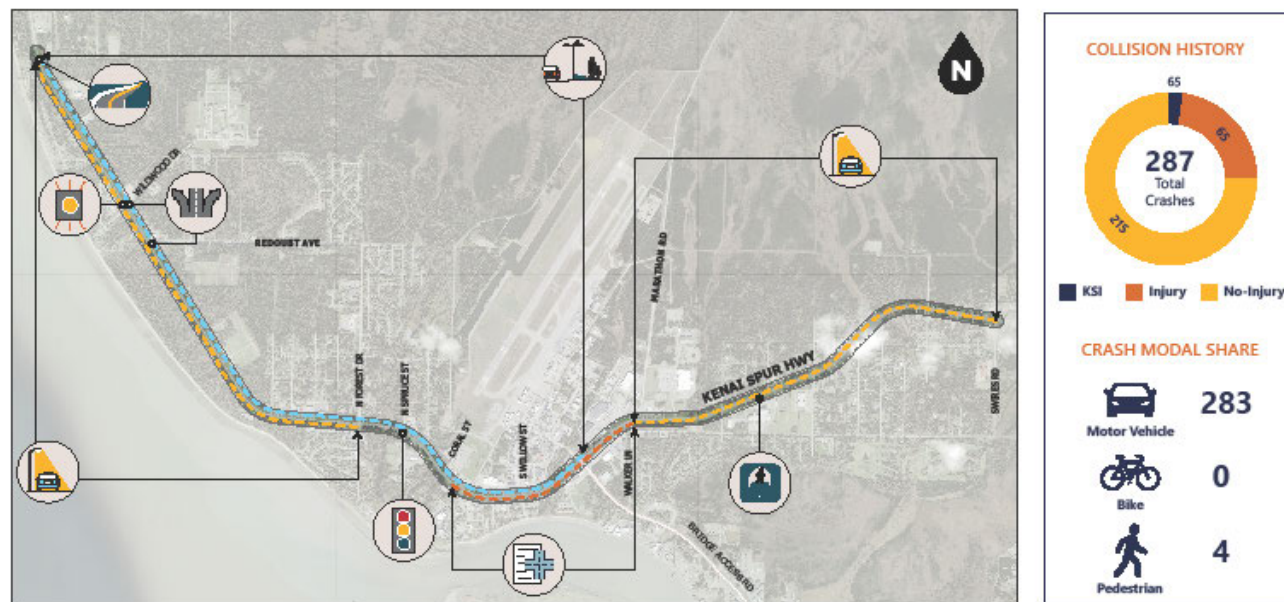






# Priority 1 – Kenai Spur Highway

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## PRIORITY 1 KENAI SPUR HIGHWAY, KENAI





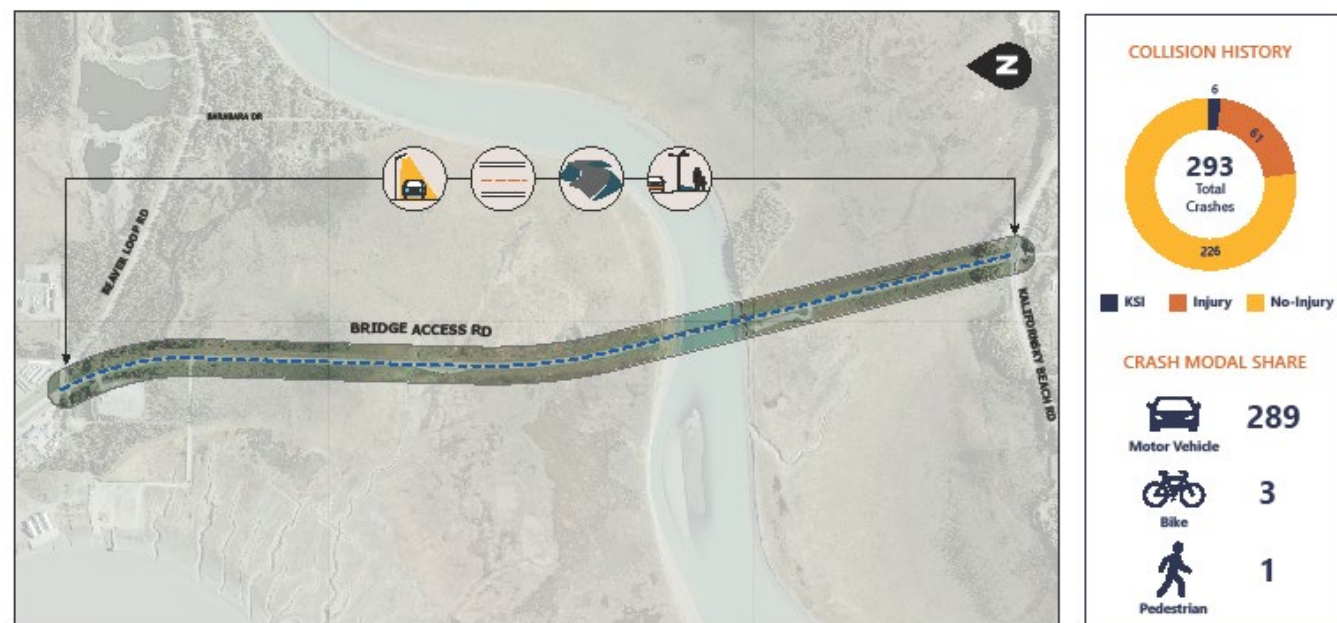


# Priority 2 – Kenai Spur Highway





# Priority 5 – Bridge Access Road



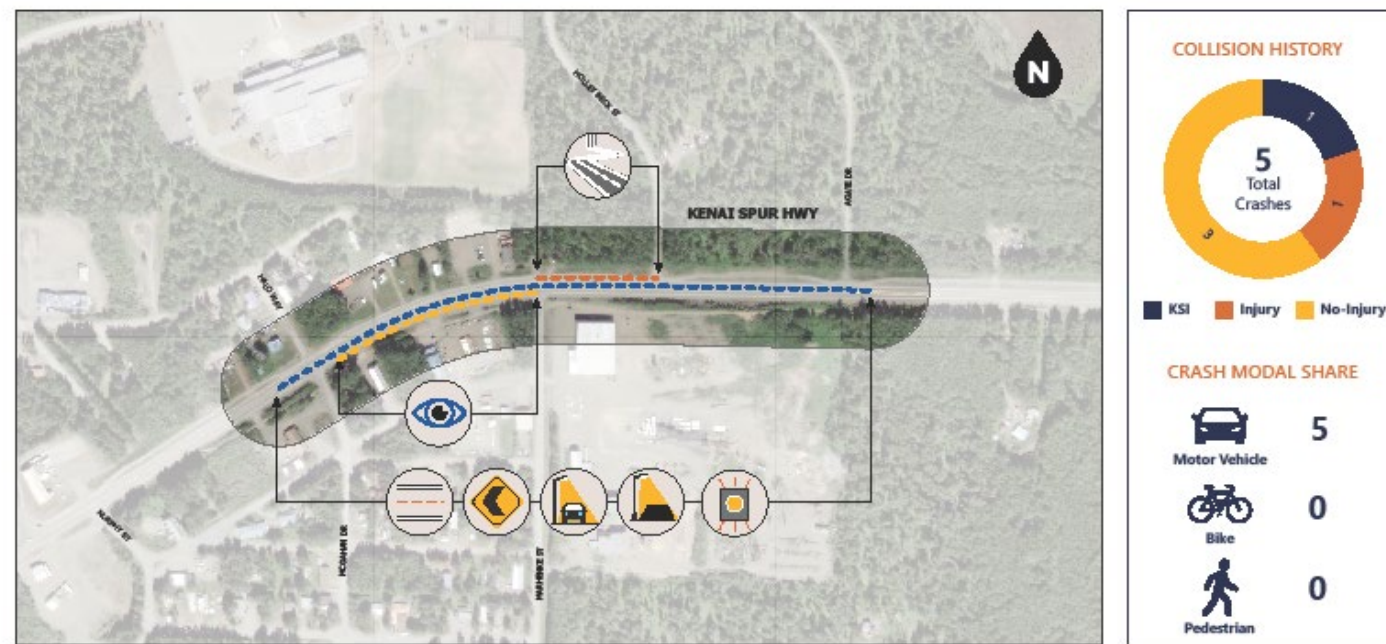
## PRIORITY 5 BRIDGE ACCESS ROAD, KENAI

- Lighting
- Walkways & Shared Use Path
- Wider Lane Edges & Reflective Guide Markers
- Roadside Design Improvements





# Priority 16 – Kenai Spur Highway



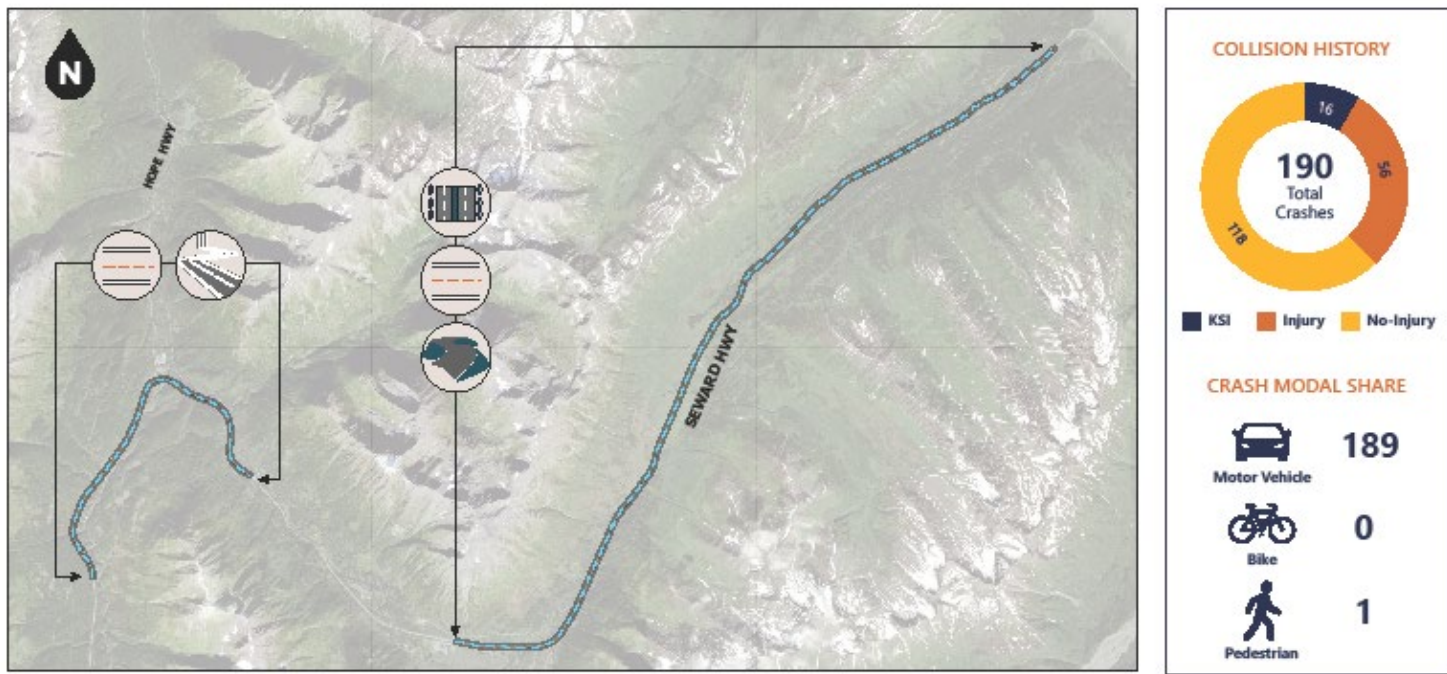
## PRIORITY 16 KENAI SPUR HIGHWAY, NIKISKI







# Priority 7 – Seward Highway



**PRIORITY 7**  
**SEWARD HIGHWAY, TURNAGAIN ARM/HOPE TURNOFF**  
MP 53-58 & 62-75

- Evaluate Divided Highway
- Evaluate Realigning Highway
- Wider Lane Edges
- Flatten Slopes Roadside Design Improvements



## **DRAFT KBP Comprehensive Safety Action Plan (Public Review) - (April 1, 2025 thorough April 30, 2025)**

### **Upcoming Public Meetings**

- City/APC Presentations - (April)

### **Upcoming Special Meetings**

- Steering Committee Meeting 7 – (mid-May)

## **DRAFT KBP Comprehensive Safety Action Plan (For Adoption)**

- KPB Planning Commission – June 9, 2025
- KPB Assembly – June 17, 2025

# Next Steps



# How to Review the Draft Plan and Provide Comments

- Visit the project website and download the draft plan; and

Submit your comments through the project website

OR

- Request a paper copy from the KPB Planning Department; and

Submit your comments through the project website or via paper form to KPB Planning Department





# To review the Draft Comprehensive Safety Action Plan

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KPBS Comprehensive Safety Action Plan (CSAP) Public Review Draft is now available for review!

Submit your comments by April 30, 2025

**Draft Plan**

## •Visit the Website

<https://www.kpbs.us/safestreets>



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Thank you