

Appendix

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MT P2040

LINK - CONNECT - MOVE

Safety  
and  
Security



# Safety

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The goal of safety planning is to reduce fatalities and injuries on the transportation system. It generally takes a collaborative approach because agencies have limited time and resources, and so they need to work together to have the biggest impact on the area's safety issues. To improve transportation safety, agencies generally consider engineering, enforcement, education, and emergency services (collectively known as the "5Es"):

- Engineering – Improve the physical environment to improve safety. Can include analyzing data and designing improvements. Examples of engineering solutions include installation of warning signs and redesign of an intersection.
- Enforcement – Enforce compliance with traffic laws. Law enforcement often collects crash data. Examples of enforcement-related activities

include issuing traffic citations.

- Education - Change people's behavior to help them understand what they should do and not do, and how to safely use the transportation system. Education needs to be directed at all age groups and modes to encourage safer behaviors. Examples of education-related activities include classroom visits and educational materials.
- Emergency Services – When a crash occurs, fast, efficient, and coordinated emergency response is needed. Effective emergency services can help reduce deaths and injuries from crashes. Reducing response times and improving medical care after a crash can often improve crash survival and reduce injury severity. Emergency service

agencies can also provide data that can be used in safety planning.

Examples of emergency response solutions include using an intelligent transportation system to reduce response times.

- Evaluation - Check to see if strategies are working. Evaluation activities can help with goal-setting and establishing baseline data.

There are already several safety programs underway in the area designed to improve safety. They are summarized on the following pages.

## Alaska Strategic Highway Safety Plan

The Alaska Strategic Highway Safety Plan (SHSP) "is a statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all public roads." [1] The SHSP framework focused on the 5Es of safety: engineering, enforcement, education, emergency response, and evaluation. Alaska is currently updating its Strategic Highway Safety Plan (SHSP) to comply with FAST Act requirements.

## MOA Safety Initiatives

The MOA Traffic Department provides several programs to improve safety:

- Right-of-Way Special Activity Permits –To identify and minimize conflicts in the right-of-way
- Neighborhood Traffic Safety – Works with neighborhoods to address

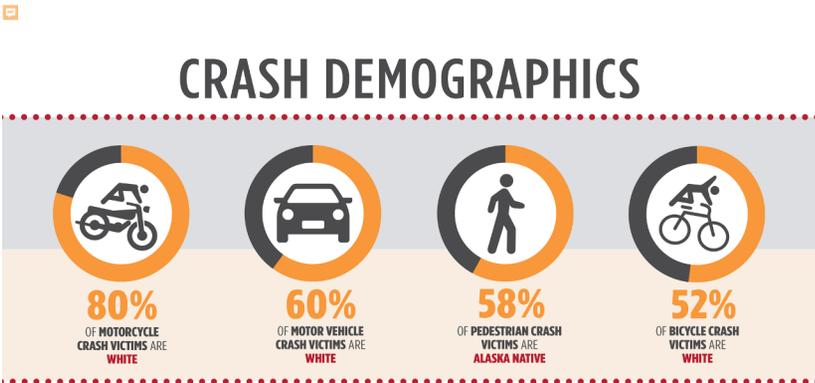
- traffic concerns
- School Zone Safety –Responsible for the Safe Routes to School manual and the School Area Traffic Safety manual
- Traffic Impact Analysis - To establish the requirements to offset the traffic impacts of a proposed development on the transportation system
- Intersection Safety Studies –To identify traffic safety problems (if any), identify and evaluate solutions, and recommend appropriate actions.
- Collision Reports –A searchable

database that provides information about collision occurrence.

## Vision Zero

The MOA participates in Vision Zero, a community commitment to reduce the loss of life and major injuries on roadways to zero while increasing safe, healthy, and equitable mobility for all. The Vision Zero Action Plan was adopted in November 2018 and is available online at <http://muni.org/Departments/OCPD/Planning/AMATS/Pages/visionzero.aspx>

The Public Transportation Department has a System Safety Policy and Program Plan designed to maintain a safe and



Source: Vision Zero

## Transit Safety

injury/illness-free workplace. Some additional safety-related activities conducted by the Public Transportation Department include:

- Adopt-A-Stop – local organizations and individuals agree to keep their adopted bus stop clean (e.g., remove litter) and inform Public Transportation about problems at the stop. Additional information is available at <http://www.muni.org/Departments/transit/PeopleMover/Pages/Adopt-A-Stop.aspx>
- Investigation of all crashes and incidents
- Hazard assessments and investigations
- Safety training for employees
- Planning for and conducting emergency drills

## Bicycle and Pedestrian Safety Planning

The MPO has developed and is updating a plan to address the needs of non-motorized users as part of the AMATS Non-Motorized Plan. As of October 2019, an update of the plan is ongoing. This plan analyzed the needs of non-motorized users in the region and identifies recommendations and actions to improve the safety of non-motorized users. Actions taken to-date include incorporation of non-motorized facilities into roadway projects, construction of bicycle facilities, recording of bike and pedestrian crashes, a bike map, and additional signage.

The State of Alaska has developed the Alaska Statewide Bicycle and Pedestrian Master Plan to identify how to encourage and increase local bicycle and pedestrian activity, and discuss the roles of state and

local government in planning and designing pedestrian and bicycle facilities. The plan was adopted by the State on July 1, 2019.

Other plans/programs that address bicycle and pedestrian safety within the MOA include:

- Safe Route to School Program
- Bike to School Day
- Trail Watch
- MOA Vision Zero Plan



# Security

Transportation security is “freedom from harm, tampering, natural disasters, and extreme weather events that would affect motorized and non-motorized travelers. Security goes beyond safety to include planning that prevents, manages, or responds to threats to a region and its transportation system and users” [2].

For this MTP, security includes protecting property and people from intentional damage, criminal activity, or terrorism for all modes. It also includes responses to natural and man-made hazards.

According to the MOA *All Hazards Mitigation Plan Update* (2016), potential hazards in Anchorage include:

## Hazards in Anchorage

- Earthquake
- Wildfire
- Extreme weather
- Flooding
- Avalanche

- Ground failure/Landslide
- Severe erosion
- Dam failure
- Energy emergency
- Urban fire
- Hazardous materials release
- Dock failure
- Transportation crash
- Communications failure

These hazards can have a significant impact on the transportation system. They can prevent the system from operating properly. They may also interfere with the ability to deliver emergency supplies or conduct evacuation if necessary. Some of the potential impacts to the transportation system include:

- Damage to infrastructure
- Damage to vehicles that restrict mobility
- Traffic congestion
- Inability for emergency services to

travel

- Lack of freight movement to Anchorage and between Anchorage and other parts of Alaska
- Hazardous material spills

For additional information about these hazards, please see the MOA All-Hazards Mitigation Plan. These hazards have been considered during the 2040 MTP process. For example, safety was considered when projects were prioritized. Safety considerations included projects located at high crash areas, providing redundancy to the system, and providing secondary access for emergency response purposes. Plan development also included coordination with emergency service agencies and emergency service providers.

## Highway Security

The Strategic Highway Network (STRAHNET) system of public highways provides access, continuity, and emergency transportation of military personnel and equipment. This 61,000-mile system was designated by the FHWA in partnership with the Department of Defense. In Anchorage, STRAHNET includes the Glenn and Seward highways, along with the connection to the Port of Alaska.

## Climate Action Plan

The MOA has adopted a Climate Action Plan to create a strategic framework to reduce greenhouse gas emissions and adapt to the impacts of climate change. The plan identifies greenhouse gas emissions and projected climate impacts, with a prioritized list of actions that will result in substantial economic,

environmental, and community benefits. The plan was adopted on May 21, 2019 and is available online at <https://www.muni.org/Departments/Mayor/AWARE/resilientanchorage/pages/climateactionplan.aspx>



# ANCHORAGE

## Climate Action Plan

## Notes

[1] DOT&PF. Alaska Strategic Highway Safety Plan 2018-2022.  
[http://dot.alaska.gov/stwdplng/shsp/assets/AKDOT\\_SHSP\\_2018\\_2022.pdf](http://dot.alaska.gov/stwdplng/shsp/assets/AKDOT_SHSP_2018_2022.pdf)

[2] FHWA. The Transportation Planning Process Briefing Book.  
[https://fhwa.dot.gov/planning/publications/briefing\\_book](https://fhwa.dot.gov/planning/publications/briefing_book)