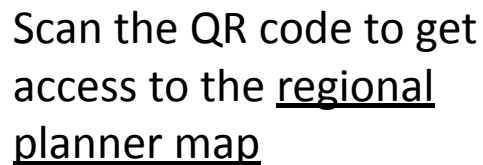


Alaska Department of Transportation & Public Facilities

DOT&PF Complete Streets Policy Development

Julius Adolfsson, Active Transportation Planner



What is Complete Streets?

An **approach** to planning, designing, building, and maintaining streets and surface transportation

Provides **safe, accessible, and convenient** transportation regardless of mode

Prioritizes the needs of those who have been **historically disadvantaged** by the transportation system





Complete Streets Policy Roadmap

February

**Virtual
Sessions**

**Planning
Group
Discussions**

**February -
March**

**In-Person
Activities**

April

**Follow Up
Interviews**

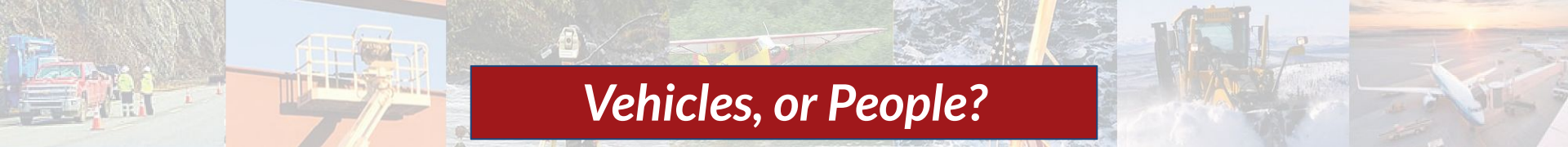
June

**Final Report
to Alaska
DOT&PF**



Who are we designing for?





Vehicles, or People?



Complete Streets **Are for Everyone**

Complete Streets Aren't One Size Fits All



No two communities are the same

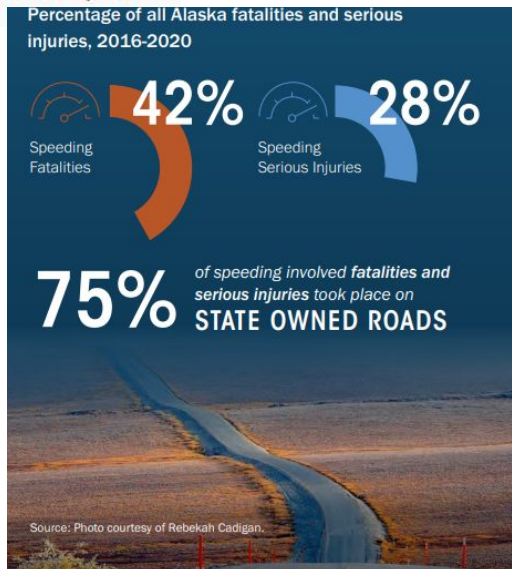
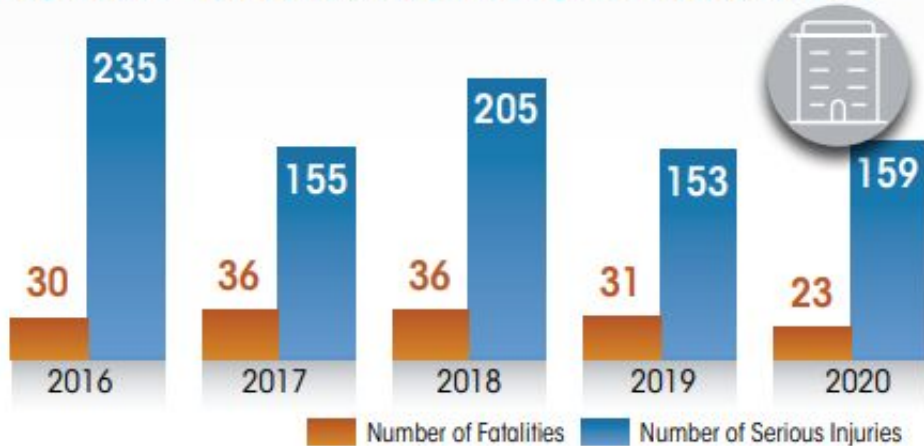


Why do we need Complete Streets?

Figure 9. Fatalities and Serious Injuries in Rural Areas



Figure 10. Fatalities and Serious Injuries in Urban Areas



Source: 2023-2027 Alaska Strategic Highway Safety Plan

Alaska and the non-motorized safety crisis

Alaska ranks 23rd in pedestrian fatalities
59 pedestrian fatalities between 2016-2020
1.6 deaths per 100,000 people each year

Almost 1 in 5
fatalities in
Alaska are a
pedestrian or a
bicyclist

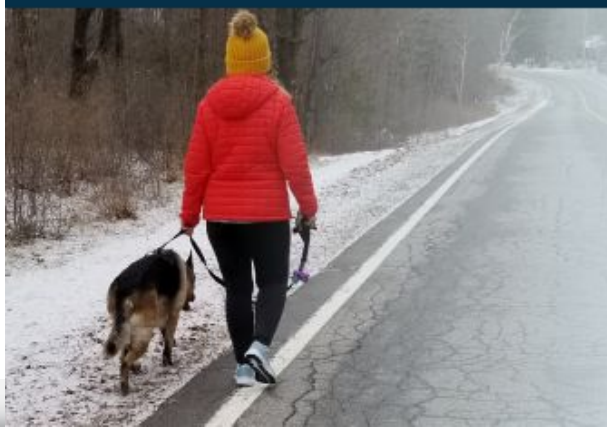
Between 2016 and 2020,

63%
of
all bicyclist
fatalities &
serious injuries

and

38% 
of
all pedestrian
fatalities and serious injuries
in Alaska occurred at an
INTERSECTION

Pedestrian and Bicyclist Overlapping Emphasis Areas



Intersections



Impaired Drivers

Navigating the streets of Anchorage by wheelchair is punishing — never more than this winter

By Michelle Theriault Boots
Updated: March 11, 2023
Published: March 10, 2023



Rodger Wilber traveled along Fireweed Lane in a power wheelchair while on an errand on Tuesday, March 7, 2023. (Bill Roth / A

Boy killed in North Pole collision identified

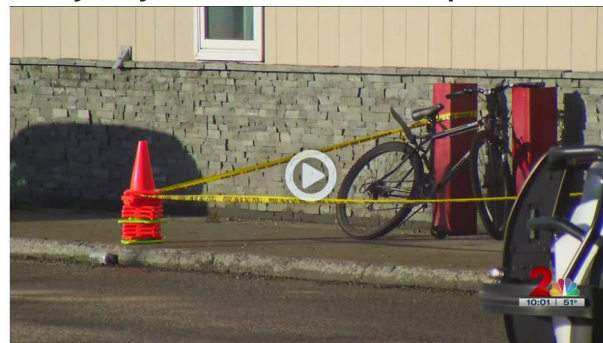
By Sam Friedman/sfriedman@newsminer.com Fairbanks Daily News-Miner Aug 21, 2012 Updated Jan 21, 2013



Updated at 2:53 p.m.

FAIRBANKS - A 13-year-old boy riding a bicycle was killed Tuesday afternoon after a collision with a commercial truck in the entryway to a gas station in North Pole.

Family of cyclist hit-and-run victim speaks out



Family of cyclist hit-and-run victim speaks out

By Lex Yelverton
Published: Sep. 15, 2022 at 7:45 AM AKDT

Alaska News

Bethel police: Officer was the driver in pedestrian fatality

By Lisa Demer
Updated: May 4, 2017
Published: May 3, 2017

BETHEL - An off-duty local police sergeant was the driver who **hit two pedestrians on Chief Eddie Hoffman Highway late on the night of April 22**, the Bethel police chief said Wednesday.

One of the victims, Julia Steven, 49, later died at a hospital in Anchorage.

Sgt. Kadri Limani, who oversees patrol for the small police force, was driving a 2004 Ford Taurus heading into town when the vehicle struck two people in the road, Bethel Police Department Chief Andre Achee said.

Achee said he only learned the woman had died from a report on Bethel-based public radio station CYUK and that the hospital didn't notify police of the death.

Limani told the investigating Bethel officer, Joe Corbett, **he didn't see the people in the roadway** until he struck them. He stopped, called 911 and started CPR on Steven, Achee said, reading from the police

Alaska News

Fairbanks driver gets jail time for killing teenage cyclist

By Craig Medred
Updated: September 27, 2016
Published: May 1, 2011

A Fairbanks man will get jail time for hitting and killing a 14-year-old teenaged bicyclist last year. Fred Karella, 56, reached a plea agreement, according to the [Fairbanks Daily News-Miner](#), and on Thursday pleaded guilty to criminally negligent homicide in the death of Kirsten Shaye Tompkins on July 28, 2010. Karella hit Tompkins at the corner of the Johansen Expressway and Steese Highway, the News-Miner said. Tompkins died at the scene. An assistant district attorney told the court that Karella **"must not have seen or ignored" a red light warning approaching the intersection. He was driving fast enough to throw Tompkins 259 feet.** From the News-Miner: "Before the accident, Karella had no criminal history but had multiple traffic citations for speeding and failure to wear a seatbelt." A memorial bike now sits at the corner. [Read the full story.](#)

Anchorage pedestrians have been more likely to be killed by vehicles in the last 2 years. Why isn't clear.

By Tess Williams
Updated: September 29, 2021
Published: September 28, 2021



A memorial for 24-year-old Jesse L. Higgins, Jr. is visible to motorists traveling on Minnesota Drive just south of Spenard Road on Wednesday, August 11, 2021. Higgins died at a local hospital after being struck by a vehicle early Saturday morning. (Bill Roth / ADN)

Anchorage

Pedestrian dies after being struck by SUV on Seward Highway in Anchorage

By Anchorage Daily News
Updated: March 9, 2024
Published: March 8, 2024

A man crossing the Seward Highway late Thursday was struck by an SUV and died, Anchorage police said Friday.

The man was crossing the northbound lanes of the highway near Dowling Road around 8:20 p.m. when he was struck by a Kia Sorento, police [said](#).

Anchorage Fire Department medics responded and attempted lifesaving measures but the man died at



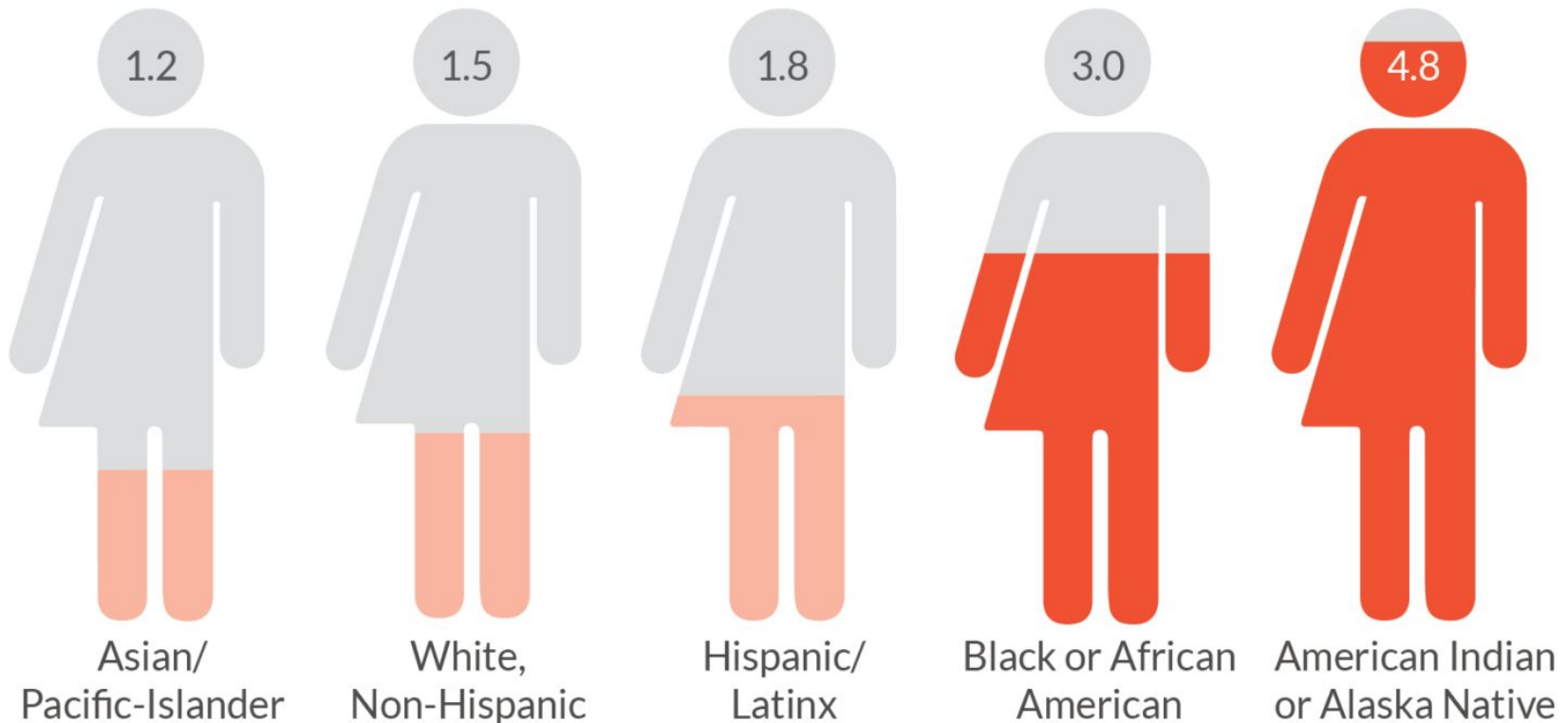
Idotna Director of Economic Development and Planning John Czarnetzki leads a party of transportation professionals on a tour of the Sterling Highway and Birch Avenue intersection in Soldotna, Alaska, on Monday, May 22, 2023. (Jake Dye/Peninsula Clarion)



Complete Streets is a Safety Policy

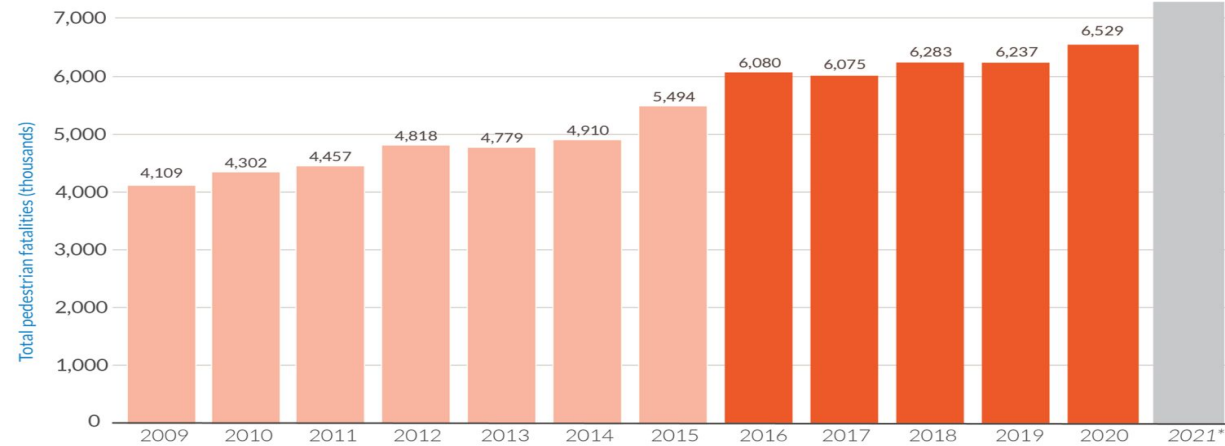
People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group

Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



Speeding – a major contributor to roadway fatalities

Driving went down in 2020, but deaths of people walking increased 4.7%
2021 deaths will likely represent a historic one-year increase



*This estimate for 2021 is produced by applying the 11.5 percent increase for 2021 projected by the Governors Highway Safety Administration (GHSA) to the federal FARS data for 2020 used in this report.

FIELD OF VISION AT DIFFERENT SPEEDS

HIT BY A VEHICLE
TRAVELING AT:
**20
MPH**
10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**30
MPH**
40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**40
MPH**
80%
DEATH RISK



Benefits of Complete Streets

Complete Streets Improve Transportation and Communities



Lower carbon emissions



Fewer vehicle collisions



Fewer vehicle fatalities



Accessibility for people with disabilities



Increased commerce



More community connection



A safe way for children to travel



More physically active residents

Physical activity: Benefits for all ages



↓ depression

↑ fitness

↑ bone health

↑ school performance



↓ cardiovascular disease

↑ fitness

↑ mental health

↓ weight gain



↑ sleep

↑ joint mobility

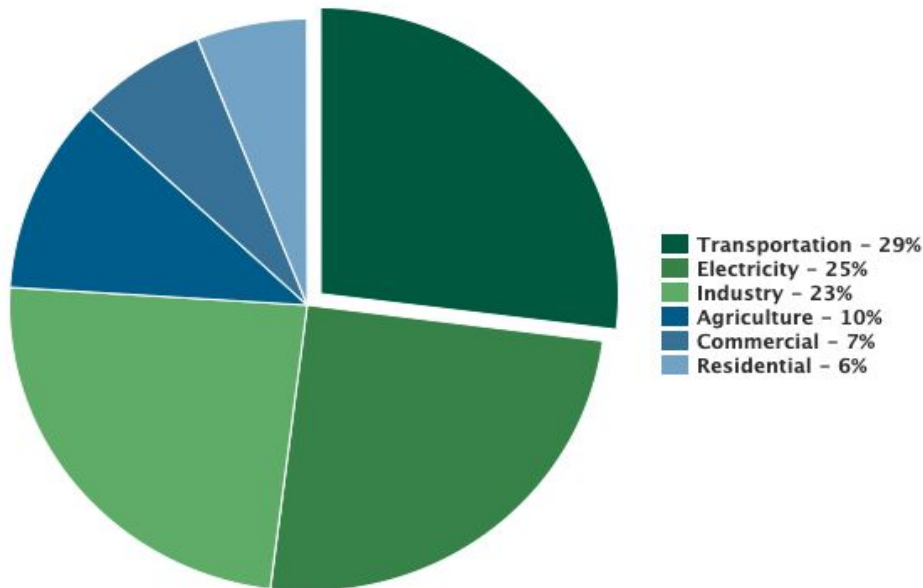
↑ years of active life

↓ cognitive decline

Complete Streets are a climate solution

Complete Streets reduce emissions, create more green spaces and protect existing natural spaces.

2021 U.S. GHG Emissions by Sector



- In 2023, natural disasters resulted in **492 deaths** and cost communities at least **\$92.9 billion**
- Alaska is **warming two to three times** faster than the global average

Complete Streets grow the economy

People-oriented Streets Encourage Business Activity



Streets where walking is safe and easy are streets where businesses usually thrive. A number of studies have confirmed this over the last several years.

For instance, in a [2011 report](#) for Australia's Heart Foundation, Dr. Rodney Tolley concludes:

Streetscape enhancements add value to an area and are associated with higher rents and the attraction of new businesses. In addition there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.

↓ Collision & injury costs

↑ Employment levels

↑ Property values

↑ Private sector investment

↑ Net new businesses

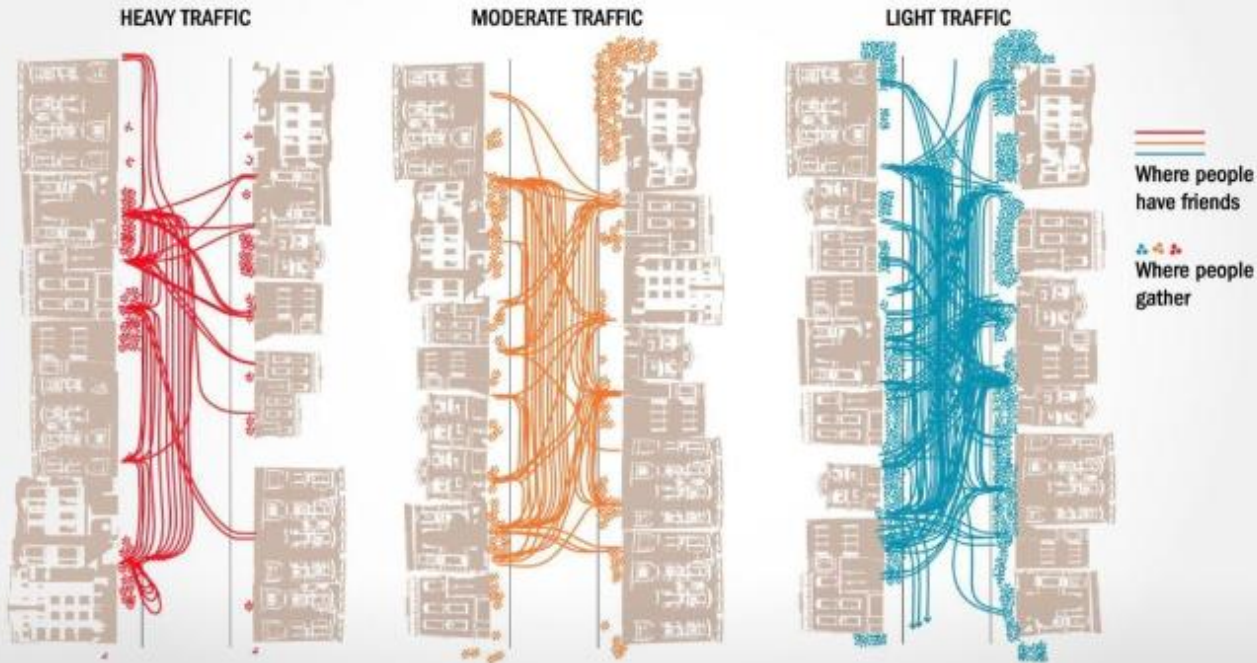


BY JEAN WEI FOR  Transportation for America

Complete Streets create places people go to, not through

The interaction between streets and land use

Social Interactions on Three Streets - Neighboring and Visiting



Source: Donald Appleyard Graphic: Open Plans, Streetfilms

Text Message
Yesterday 9:54 AM

APD Traffic Alert: Due to injury crash, left 2 southbound lanes of C Street between Fireweed and Northern Lights are closed. Merge right or use another route.

APD Traffic Alert UPDATE: All southbound lanes of C Street now closed between Fireweed and Northern Lights for injury crash investigation.

Yesterday 3:00 PM

APD Traffic Alert UPDATE: C Street between Fireweed and Northern Lights is now open. Thank you for your patience.

Text Message
Today 4:54 PM

APD Alert: Lanes closed in all directions at 9th & Ingra for car crash. Avoid the area if possible

Today 6:30 PM

APD Alert: The 6th Avenue and C Street intersection is closed due to a multiple vehicle collision. This closure is expected to last for a few hours.

The sender is not in your contact list.

[Report Junk](#)



Current funding opportunities that support Complete Streets

- Alaska DOT&PF Highway Safety Office Grant

The application period is open from March 15 through April 30.

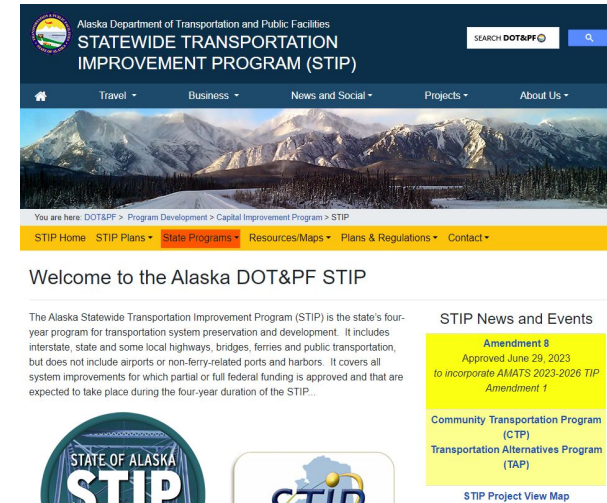
- Safe Streets and Roads For All

The FY 2024 NOFO has multiple deadlines, depending on the grant type:

- **April 4, 2024, 5 p.m. (EDT):** Deadline #1 for Planning and Demonstration Grants.
- **May 16, 2024, 5 p.m. (EDT):** Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- **August 29, 2024, 5 p.m. (EDT):** Deadline #3 for Planning and Demonstration Grants.

- The Active Transportation Infrastructure Investment Program (ATIIP)

The application period is open from now through Jun 17, 2024



State Programs QR Code

Alaska Transportation Funding Opportunity Hub

HOW DOES IT WORK?

You can submit more than one transportation project idea to the Hub and that project can be matched with more than one funding opportunity.



1
An organization has a transportation project idea.



2
Fill out the Project Intake Survey.



3
Choose one or more 'Next Steps' options, then submit the survey and receive assistance.

NEXT STEPS - OPTIONS AVAILABLE:

Choose to have your project evaluated for federal grant and/or state program eligibility.



Pre-screening to match the project with federal grant and/or state program funding opportunities.

OR

Choose to directly access State Program Funding. This option acts as your **Notice of Intent to Apply** for Community Transportation Program and/or Transportation Alternative Program.



Planning Chief review and assignment to regional planners to provide application assistance.



QR code for the Project Intake Survey

Sign up for announcements about this program from Alaska DOT&PF at dot.alaska.gov/inform

Time for a Mentimeter survey!

