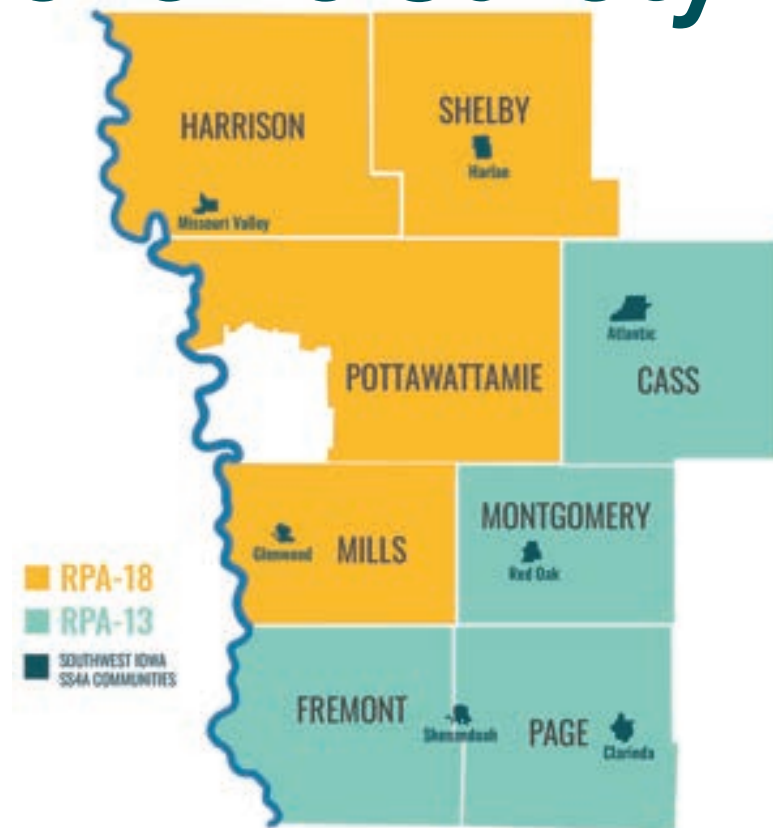


RPA 13/18 Comprehensive Safety Action Plan

Safety Technical Advisory Group



Agenda for Meeting

- Introductions
- Purpose:
 - Safety Technical Advisory Team (STAG)
 - Introduce Safety Plan Work
 - Community Commitment
 - Safety Goals
- Engagement Opportunities
- Schedule
- Discussion



Introductions

- Name
- Organization Representing



Team Introductions - ADD MAPA/SWIPCO?

Lindsey Button
Project Manager



Rachel Goettsch
Transportation Planner



Tammy DeBord
Grant Specialist 3



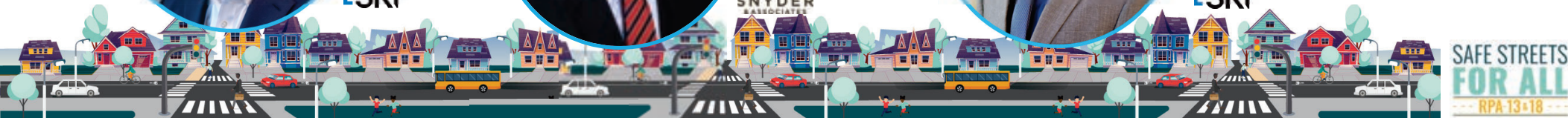
Bill Troe
Project Manager



Mark Perington, PE, PTOE
Safety Analysis

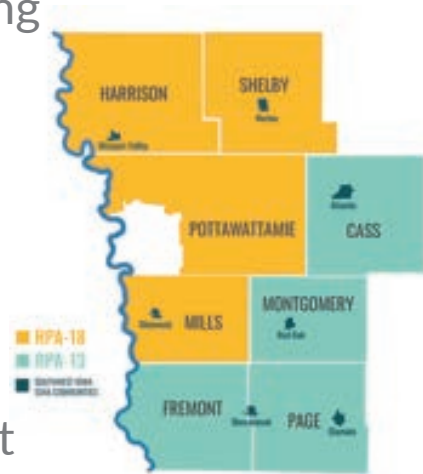


Brandon Siracuse, AICP
Public Engagement and Data
Coordination



Safety Technical Advisory Group (STAG)

- City Councils:
 - 7 Communities
- City Staff
 - Administration
 - Legal
 - Public Works/Engineering
 - Planning
 - Economic Development
 - Parks and Recreation
- First Responders:
 - Police/Sheriff
 - Fire
 - Emergency Management
- Iowa DOT
- Southwest Iowa Transit Agency (SWITA)
- School Districts
- Chamber of Commerce
- Trail Boards
- Advocacy Groups:
 - Business/Development
 - Bicyclists/Pedestrians



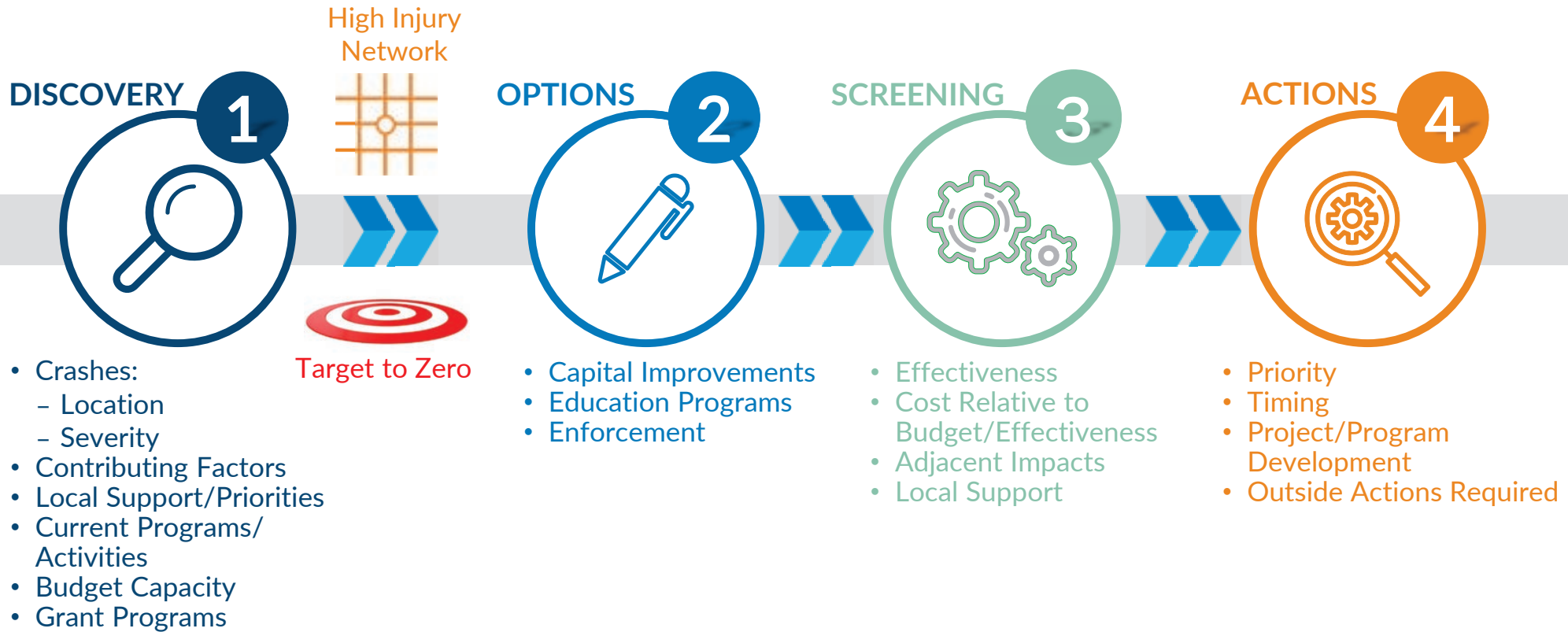
STAG Role

- Represent Community Views/Values:
 - What is most important?
- Provide Input Data
- Review Countermeasures/ Programs – What is Feasible?
- Distribute Announcements:
 - Community survey
 - Listening session
 - Information availability

Plan is for THREE More Group Meetings over the Next
Approximately 9 Months



Study Methodology Steps



Key Countermeasures



For Action Plan

INTERSECTIONS



Yellow Clearance



Back Plates



Access Management



Adequate Lanes

ENCOURAGEMENT



Appropriate Limits



Variable Limits

SEGMENTS



4-3 Lane Conversions



Enhanced Delineation



Design Improvement

PEDESTRIANS



Walkway



Lighting



Beacon



Leading Ped Phase

EDUCATION



Crossing Education



Reflective Clothing



Safety Audit



Avoid Distractions

BICYCLISTS



Bike Lane



Watch Speed



SAFE STREETS
FOR ALL
RPA 13+18

Setting a Target to ZERO

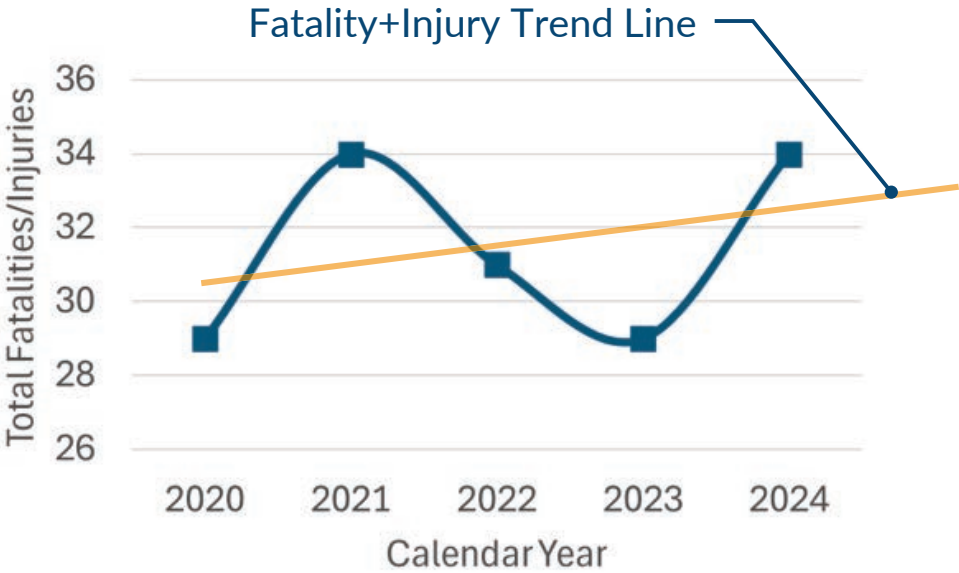
	Fatalities				
	2020	2021	2022	2023	2024
Atlantic	0	0	0	0	0
Clarinda	0	0	0	0	0
Glenwood	0	0	0	0	0
Harlan	0	0	0	0	0
Missouri Valley	0	0	0	0	0
Red Oak	0	0	1	1	1
Shenandoah	0	0	0	0	0

	Serious Injury/Minor Injury				
	2020	2021	2022	2023	2024
Atlantic	9	9	14	8	5
Clarinda	3	2	3	3	6
Glenwood	0	4	2	1	1
Harlan	2	3	1	3	6
Missouri Valley	6	5	7	3	4
Red Oak	6	4	3	5	6
Shenandoah	3	7	0	5	5

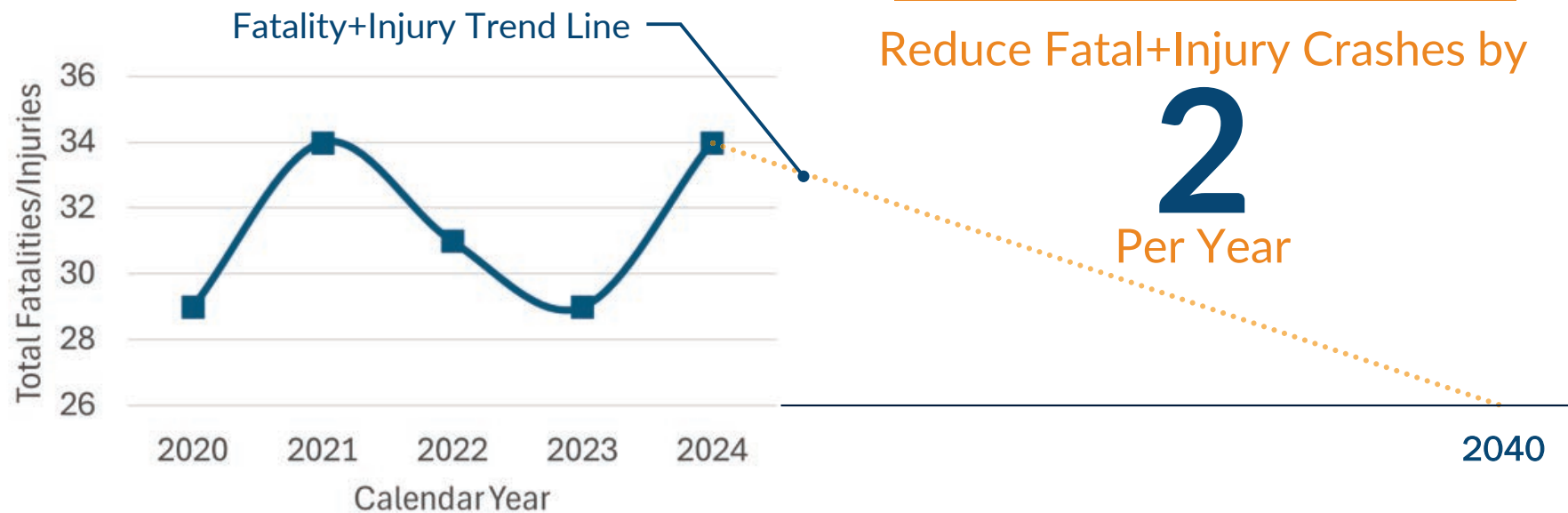


Setting a Target to ZERO

	TOTAL FATALITIES/INJURY				
	2020	2021	2022	2023	2024
Atlantic	9	9	14	8	5
Clarinda	3	2	3	3	6
Glenwood	0	4	2	1	1
Harlan	2	3	1	3	6
Missouri Valley	6	5	7	3	4
Red Oak	6	4	4	6	7
Shenandoah	3	7	0	5	5
TOTAL	29	34	31	29	34

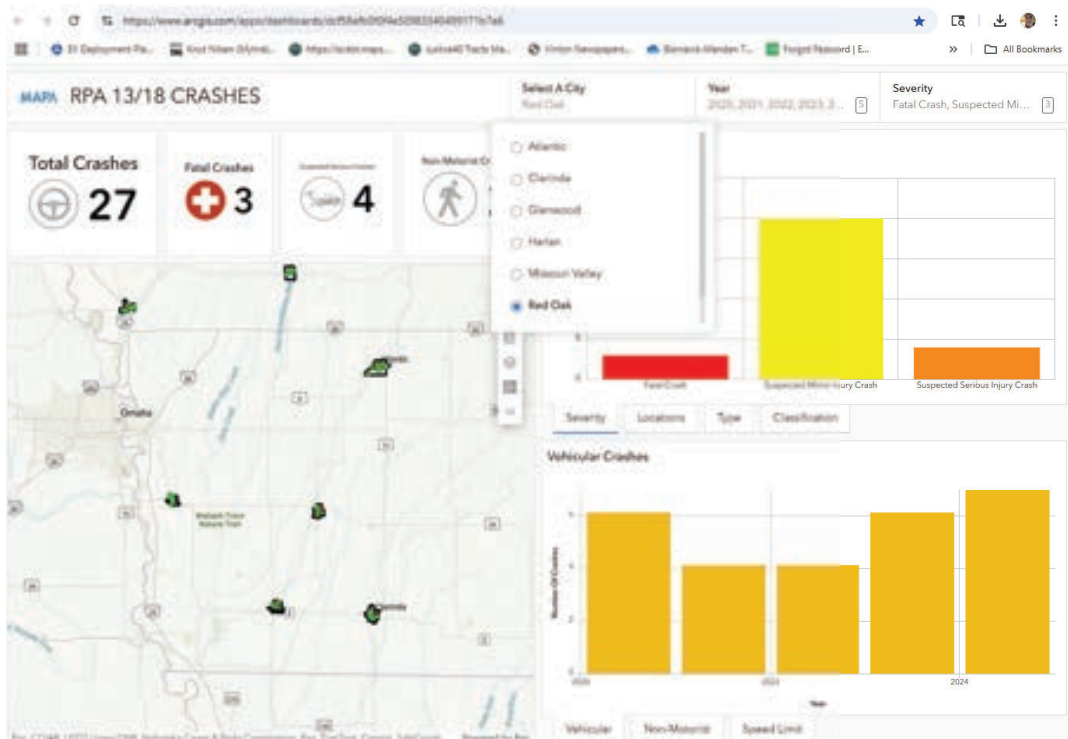


Setting a Target to ZERO







Crash Data Dashboard

<https://www.arcgis.com/apps/dashboards/dcf58efb0f0f4e50983340499171b7e6>



SAFE STREETS
FOR ALL
--- RPA 13+18 ---

Goal Statements

-  1. Crash Prevention (Outcome)
-  2. System Reform (System-level change)
-  3. Funding Alignment (Delivery mechanism)
-  4. Collaborative Action (Partnership strategy)



Goal Statements



1. Crash Prevention (Outcome): Reduce fatal and serious injury crashes—especially those involving vulnerable users—through data-informed approaches and targeted safety solutions.



2. System Reform (System-level change): Remove barriers to proven safety tools and discontinue practices that perpetuate safety risks.



Goal Statements



3. Funding Alignment (Delivery mechanism): Promote projects and programs that align with state and federal grant/funding opportunities.



4. Collaborative Action (Partnership strategy): Strengthen coordination and partnerships across agencies, stakeholders, and communities to support aligned, proactive transportation safety efforts across all levels of local government.



Commitment From Communities

- We Need Your Support!
- Official Public Commitment to Goal of Zero Roadway Fatalities/Serious Injuries:
 - Cornerstone of Safe Streets for All (SS4A)
- Input to Goal Setting:
 - Must be part of formulation in order to expect commitment

Letter from Mayor of Elk River

Dear Residents,

We know that even one traffic crash can have devastating consequences. I am pleased to share our city's first ever Safety Action Plan, which creates a roadmap to safer streets and improved quality of life for all in the City of Elk River.

This plan recommits our city to the vision of zero traffic fatalities and serious injuries by 2035. Making this vision a reality is going to take all of us. It demands collaboration across various fields, including planners, engineers, community advocates, public health experts, educators, and law enforcement, with vital support from local elected officials and policymakers.

The plan takes a data-driven approach to crash reduction, identifying a high injury network of roads through analysis of crash reports and robust community engagement. It incorporates equity to ensure that underserved neighborhoods – particularly ones with higher rates of children, seniors, people with disabilities, and low-income residents – benefit from improvements. And last but not least, the plan identifies important safety strategies that tie directly back to the issues we experience on our roadways.

We know that people walking or biking – vulnerable road users – face higher risks in traffic crashes compared with other road users. Through embracing a Safe System approach, we recognize that humans make mistakes. But those errors should not result in death or debilitating life-long injuries. Through this plan we are prioritizing the safety of all road users through effective infrastructure and programmatic safety improvements.

As we look to the future, safety on our streets is a top priority. This plan marks our commitment to improving safety on our roads and lays out proactive next steps.

All people that work, live, or play in the City of Elk River deserve to feel – and be – safe on our roadways. I'm confident that this plan can help get us there.

Sincerely,

John J. Dietz

Mayor of Elk River

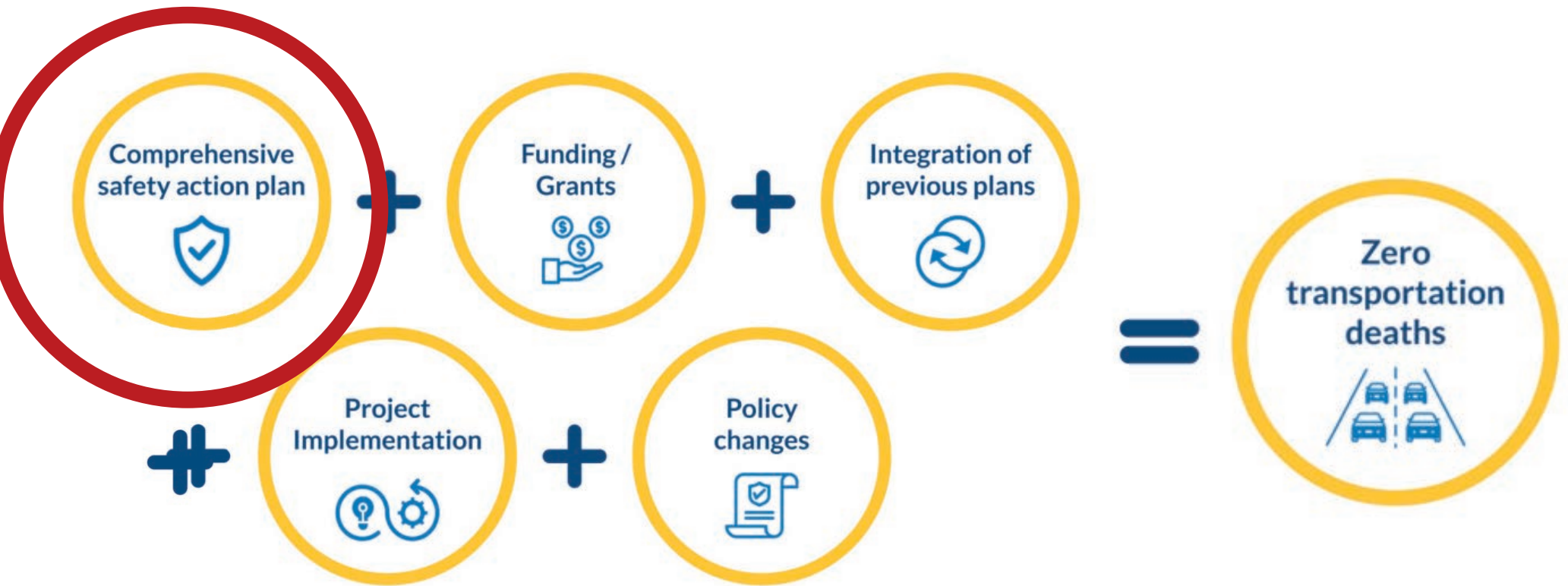


iv



SAFE STREETS
FOR ALL
--- RPA 13+18 ---

Getting to Zero



Implementation – Key Deliverable



Table 3. Prioritized Project List

Rank	Project ID	Location	Description
1	Project 1	Hwy 10 at Jackson and Main	Grade Separation for Railroad and Roadway/Pedestrian Walkways
2	Project 2	Jackson Avenue - North	Road Diet, Lighting, RRFB, Curb Extensions, Pedestrian Refuge, Crosswalk Markings
3	Project 3	School Street	Road Diet, Lighting, RRFB, Curb Extensions, Signing and Signal Improvements, Crosswalk Markings at intersections with Jackson Avenue and Freeport Street
4	Project 4	Proctor Road NW	Curb Extensions, Crosswalks, RRFB, Sidewalk/Trail
5	Project 5	Jackson Avenue - South	RRFB, Lighting, Curb Extensions, Pedestrian Refuge Islands, Crosswalk Markings, Signing and Signal Improvements at intersection with Hwy 10
6	Project 6	Dodge Street	RRFB, Crosswalk, Curb Extensions, Sidewalk/Trail, Potential Roundabout at Dodge Street/193rd Avenue
7	Project 7	Elk Lake Road (CSAH 1) - South	Pedestrian Refuge Areas, Crosswalks, RRFBs, Trail/Sidewalks, Road Diet
8	Project 8	Ranch Road (CR 33/CSAH 33)	Lighting, Sidewalk/Trail, Crosswalk Markings, RRFB, Roundabout at Elk Lake Road (CSAH 1)/Ranch Road (CR 33/CSAH 33)
9	Project 9	Elk Lake Road (CSAH 1) - North	Lighting, Sidewalk/Trail, Crosswalk Markings, RRFB
10	Project 10	Jarvis Street/Twin Lakes Road (CSAH 13)	Lighting, Sidewalk/Trail
11	Project 11	Twin Lakes Road (CSAH 13)	Crosswalks, Curb Extensions, Road Diet
12	Project 12	Hwy 10	Intersection Signage Improvements, Signing and Signal Improvements at Joplin Street and Waco Street
13	Programmed Project	Quincy Street	Note: Sherburne County has a project programmed in their Capital Improvement Program on this roadway.

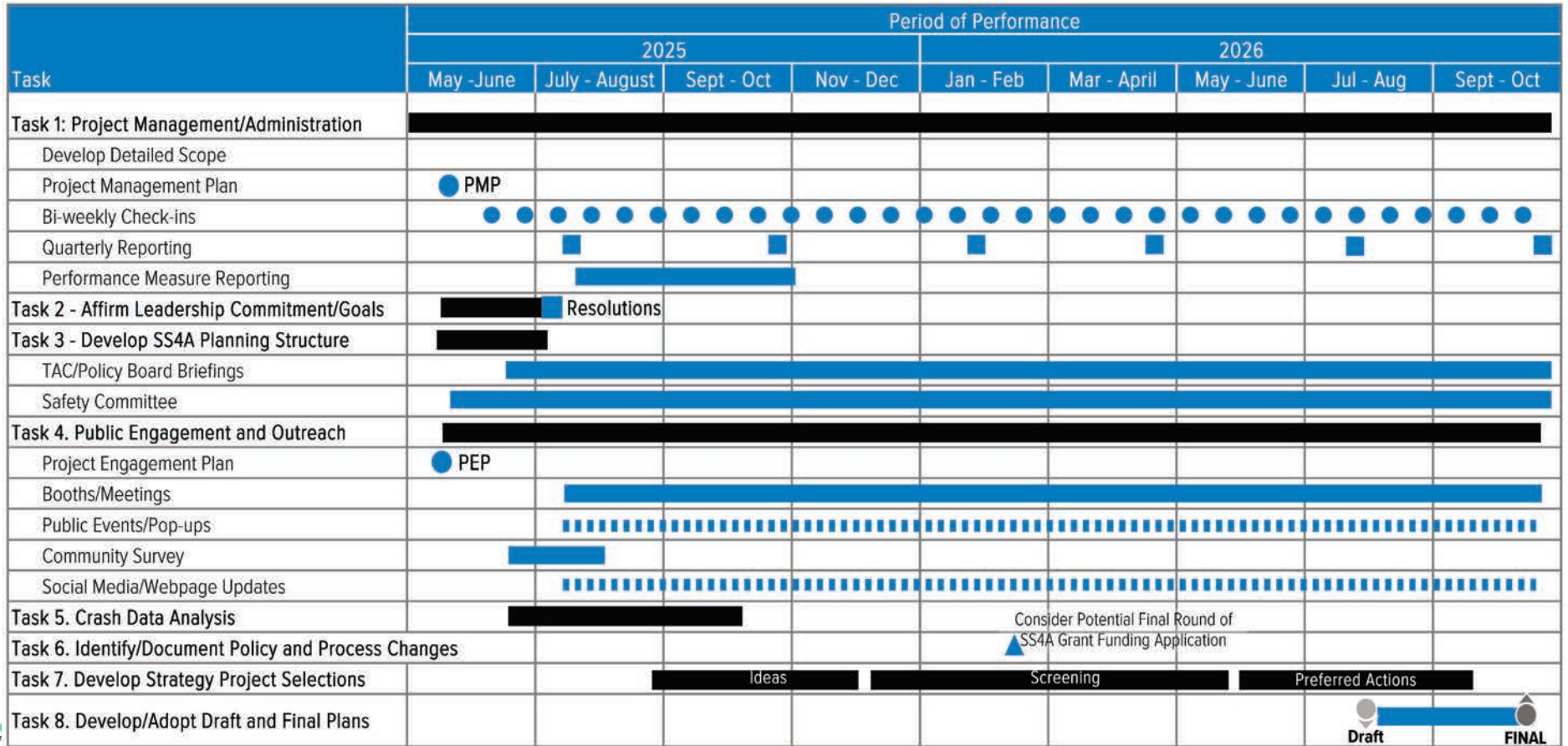


Safety Action Plan



SAFE STREETS FOR ALL
RPA 13+18

Schedule



Wrap-up

- Next Steps
- Questions?

CONTACTS

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