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## STEERING COMMITTEE MEETING MINUTES

Project: Haines Borough Safe Streets for All (SS4A)

Location: CIA Conference Room, In-person (MS Teams, virtual)

Date: April 23rd, 2026

Time: 4:00 PM – 5:00 PM

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| **Nate Arrants (In-Person)** | **Tammy Hamilton (Absent)** | **Chen Wu (Virtual)** |
| **Matthew Boron (Absent)** | **Sierra Jimenez (Virtual)** | **Ethan Roemeling (Absent)** |
| **Dustin Craney (In-Person)** | **Jen Walsh (Absent)** | **Karen Garcia (Absent)** |
| **Michael Ganey (Absent)** | **Brittany Dunbar (In-Person)** | **Andrew Conrad (In-Person)** |
| **Eben Sargent (Absent)** | **Dan Shultz (Absent)** | **Borough Clerks Office (Absent)** |

**4/23/26 Minutes:**

- **Community Safety Action Plan Update**
  - **Approximately 15 reports of animal/vehicle interactions received from AWT & DOT.**
  - **Still waiting on approximately 2 years of reports from ADNR State Parks.**
- **Evaluation Matrix, Criteria Selection:**
  - **Action Plan recommendations will be evaluated by the steering committee using the final matrix, numerical scale.**
  - **Consolidate similar criteria.**
  - **Highway camera stations for weather and road conditions.**
  - **Lutak Area Road Classifications:**
    - **DOT&PF STIP Updates to Lutak Road Classification past ferry terminal.**
    - **Chilkoot State Park Recreation Area restrictions.**
  - **Ridership – Increase capacity, school bus routes.**
  - **Access Management:**
    - **25-mile boat launch.**
    - **Bald Eagle Preserve boat launch.**
    - **Bald Eagle Preserve pedestrians.**
    - **Trailhead parking (Mumfords, 4Winds).**
    - **Takshanuk Mountain Trail legal access.**
- **Safety Analysis Memo Updates:**
  - **Updated Memo attached for review & comment.**
- **Schedule Updates**
  - **Klukwan & Four Winds Resource Center April 30th .**
  - **Pop-up TBD to solicit public comment on initial recommendations.**

**ACTION ITEMS:**

SS4A Plan Overview

Plan Requirements: 1) Leadership Commitment and Goal Setting, 2) Planning Structure, 3) Safety Analysis, 4) Engagement and Collaboration, 5) Policy and Process Changes, 6) Strategy and Project Selections, 7) Progress and Transparency, 8) Action Plan Date

**ACTION ITEMS:**

Leadership Commitment and Goal Setting

*A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries, including setting a target date.*

- Approval and recommendation by the HB Planning commission for adoption of the plan.
- Resolutions from CIA and CIV supporting the plan.
- Adoption of the plan by the HB Assembly.

Planning Structure

*Establish a committee, task force, implementation group, or similar body charged with the plan's development, implementation and monitoring*.

- Establishment of SS4A Steering Committee.

Safety Analysis

*Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries.*

- Safety Analysis Memo (Historically available/public data)
    - **Update Figure 2: Include outlying communities or re-name data set.**
    - **Update with Fire/EMS (2018-2025), Dispatch (2018-2024)**
    - **Comment responses.**
- Safety Survey (community provided data)

Engagement and Collaboration

*Engage with the public and relevant stakeholders, including the private sector and community groups. Coordination with inter- and intra-governmental cooperation and collaboration.*

- Public Safety Survey
- Public Meetings
    - **Steering Committee Request : Haines Highway Location – 4Winds & Klukwan 4/30**
- Events (pop-up events, school presentations, senior center presentations, etc.)
- PC meeting, Assembly meeting
- State Agency Collaboration
    - **HB & DOT&PF, Highway Closure Counts (Slides, Avalanches, Collisions, etc.)**

- **Alaska Wildlife Troopers, Roadkill Program**
- **ADNR Chilkoot State Rec. Area, Contact: Jaques Tourcette.**

## Policy and Process Changes

*Assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.*

- Haines Borough Code.
- Haines Borough Comprehensive Plan
- Coordinated Public Transit-Human Services Transportation Plan
- DOT&PF Southeast Alaska Transportation Plan

## Strategy and Project Selections

*Identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan.*

- Safety analysis memo + safety survey data -> project identification, prioritization and countermeasures
  - **Recommendations for funding outside US DOT SS4A Implementation**
- **Quantitative Analysis, Non-Crash Related Data**
  - **Road Closure Data**
  - **Transportation Corridors, Pedestrian Mapping (sidewalk, crosswalks, lights, etc.)**

## Progress and Transparency

*Describe how progress will be measured over time, post plan publicly online.*

- SS4A webpage safestreetsforhaines.com
- HB website

## Action Plan Date

*Plan was finalized or updated between 2020 and present.*

- Project Timeline

Previous Minutes

**03/12 MEETING MINUTES:**

- **Community Safety Action Plan Updates**
- **Policy & Process Changes**
    - **Haines Borough Code**
        **Title 7 Service Areas – Updates**
        **Title 10 Vehicles & Traffic, 10.06 Traffic Offences – Enforcement, Education**
        **Title 12 Streets, Sidewalks, Public Places, 12.08 Maintenance – Snow Removal (sidewalks, driveway berms)**
    - **Conflicts – Industrial/Commercial Zones, Tourism, RMSA's**
    - **Plan Review – Relay transportation safety priorities**
- **Project Timeline – 3/26 & 3/27 Public Meetings (HB Library, Klukwan, Mosquito Lake), Mid-April Public Meeting (Engineer Q&A)**

**Safe Streets for All, 4/23/26 Steering Committee Meeting**

**Matrix Worksheet - Goals, Criteria, Measures**

## Program Specific Criteria

Goals

- Safe Systems Approach (Safer People, Safer Vehicles, Safer Speeds, Safer Roads, Post-Crash Care)
- Goal Zero (zero roadway fatalities)
- Planning, design, and development activities for projects and strategies
- Adopt innovative strategies to promote safety
- Employ low-cost, high-impact strategies that can improve safety
- Evidence-based projects and strategies

Constraints

- Schedule
- Cost (fiscal & staff resources, implementation)
- Environmental impact
- Functional
- Equity

| CRITERIA | MEASURE |
|---|---|
| Safe Systems Approach | Goals addressed |
| Equity Considerations | Health, Environment, Population |
| Goal Zero, Estimated number of fatal or serious injuries. | To what extent does the project reduce the estimated frequency of fatal and serious injury crashes? |
| Compliance with State policies, plans, standards, and requirements | To what extent does the project ensure compliance with State policies, plans, standards, and requirements? |
| Consistency with the regional transportation plan | To what extent does the project ensure consistency with the regional transportation plan? |
| Compliance with local land use plans, comprehensive plans, and regional transportation plans. | To what extent does the project comply with local or regional land use, comprehensive, and transportation plans?<br>Measured by whether or not the project is identified or compatible with an adopted plan. |

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| Incorporated projects identified in other state, regional, or local plans | Is the project included in an existing state, regional, or local plan? Is the project inconsistent or would it impede implementation of another project included in an existing state, regional, or local plan |
| Number of conflict points between all modes of travel including crossing points for pedestrians and bicyclists along major arterials. | To what extent does the project increase safety by reducing vehicle to vehicle, vehicle to pedestrian/bicycle, or pedestrian/bicycle to pedestrian/bicycle conflict points?<br>Measured as relative impact between projects in regards to the number of conflict between modes and speed differential. |
| Estimated number of bicycle and pedestrian related crashes. | To what extent does the project reduce the estimated frequency of pedestrian and bicycle related crashes? |
| Impact on emergency response time. | To what degree does the project reduce emergency response time?<br>Measured by whether or not a project provides a more direct connection for emergency response vehicles or provides improvements that reduce overall travel time. |
| Awareness and reliability of lifeline and evacuation routes. | To what extent does the project enhance or worsen awareness and/or reliability of lifeline and evacuation routes. |
| Intersection visibility and sight distances available to motorists, pedestrians, and bicyclists at intersections and key decision points. | To what extent does the project improve sight distance for all system users, allowing each adequate time to identify and react to conflicts?<br>Measured as relative impact between projects for providing adequate sight distance based on desired operating speeds. |
| Schools | Does the project improve connectivity to schools and remove existing walking/biking barriers? |
| Number of police calls in proximity of project | Does the project improve the personal security and/or safety identified in the police call logs? |
| Active living and physical activity. | Does the project promote or increase the use of active transportation modes? |
| Exposure to air pollution | Does the project promote walking and/or biking on low traffic streets? |

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| Access to health supportive services | Does the project promote multi-modal access to parks, community centers, civic amenities, neighborhood commercial, health and social services, and/or other health supportive destinations? |
| Percent of facilities meeting applicable operational performance measure. | To what extent are operational performance measures met for the project? |
| Viability of non-auto travel. | To what degree are transportation facilities (transit service, sidewalks, bicycle lanes, separated mixed-use paths, parks) for non-auto travelers integrated into the project?<br>Measured relative to facilities and integration present in baseline conditions. |
| Impact on transit ridership. | To what degree does the project promote transit ridership or make transit a more viable option for all users?<br>Measured by whether or not a project is able to increase transit ridership. |
| Percentage of acceptable pavement conditions based on roadway classification or extended lifespan of pavement. | To what extent will the project preserve or extend the life of the existing pavement condition?<br>Measured by whether or not the project improves the pavement condition index. |
| Access spacing | To what extent is the project adhering to existing access spacing standards or promoting good access management practices. |
| Improve operations/sight distances – see objective under Goal 2 | Is the project improving existing sight distance issues? |
| Strategies to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution. | Implements Transportation Demand Management (TDM) and Transportation System Management (TSM) or other strategies. |
| Impact on system-wide connectivity and availability of more direct routes accommodating all modes of transportation. | To what extent does the project improve the connectivity of the existing transportation system or provide a more direct route accommodating all modes?<br>Measured by the extent to which each project increases connectivity and provides facilities for all modes. |
| Miles of designated facilities (on-street and off-street) for bicyclists and pedestrians provided. | To what extent does the project increase the number of miles of pedestrian and bicycle facilities?<br>Measured by potential expansions of the pedestrian and bicycle systems. |

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| Potential impact on bicycle and pedestrian volumes. | To what degree does the project increase pedestrian and bicyclist travel?<br>Measured by potential increase in pedestrian and bicyclist volume relative to baseline conditions. |
| Improves accessibility for people with disabilities | To what degree does the project address existing ADA gaps? |
| Impact of transportation project on low income and minority populations. | To what extent does the project affect low income and minority populations relative to other community groups?<br>Measured as relative ability of each project to spread the impacts and benefits of transportation improvements equitably to all populations. |
| Support of affordable communities | Does the project support the community's affordable housing goals?<br>To what extent does the project impact combined housing and transportation costs? |
| ADA Compliance. | To what extent does the project provide opportunities to upgrade pedestrian facilities to ADA standards?<br>Measured by percent of pedestrian facilities meeting ADA standards. |
| Incorporation of safe, convenient, and comfortable multimodal facilities. | To what degree does the project further multimodal transportation?<br>Measured by degree to which projects provides for robust facilities and network connectivity. |
| Roadway geometry accommodates freight movement where it is warranted. | To what extent does the project accommodate the design vehicle for designated freight routes?<br>Measured by whether or not a project is able to accommodate the design vehicle without potential adverse impacts to other modes. |
| Traffic operations performance on designated freight routes. | To what extent does the project provide acceptable performance along designated freight routes?<br>Measured by operational performance along freight routes. |
| System-wide congestion and travel time. | To what extent does the project relieve congestion or reduce travel times on the transportation system?<br>Measured by whether or not a project relieves congestion or reduces travel time. |

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| Potential increased attraction to desired businesses and developers. | To what extent does the project eliminate roadblocks to development caused by the transportation system?<br>Measured by the critical transportation improvements funded relative to Baseline. |
| Recreational routes/connecting recreational locations | To what extent does the project promote regional recreational bicycle and pedestrian tourism? |
| Impacts on air quality, environmentally sensitive areas, and water and soil quality. | To what degree does the project impact environmentally sensitive areas?<br>Measured by the potential adverse impacts of the proposed project to the environment. |
| Cost/benefit analysis and potential impact on forecasted expenditures. | To what degree does the project leverage a positive return on investment?<br>Measured by the calculated cost/benefit analysis and alignment with current funding projections. |
| External funding opportunities leveraged and financially responsible development proposals. | To what extent does the project leverage other private funding sources or include transportation improvements as part of a development proposal?<br>Measured by whether or not a project leverages additional funding sources or is included as part of a development proposal. |