



August 10, 2026

Dear Haines Borough Residents, Community Partners, and Stakeholders,

The SS4A Project Team is pleased to release the draft Haines Borough Comprehensive Safety Action Plan (CSAP) for public review and comment.

Over the past year, the project team has worked closely with the Haines Borough, Chilkoot Indian Association, Chilk-at Indian Village, community members, local organizations, and agency partners to better understand transportation safety challenges throughout the Borough. The draft Plan reflects that collaboration, combining technical analysis with extensive public input to identify transportation safety concerns and recommend strategies and projects aimed at reducing fatalities and serious injuries for all roadway users.

Before the Plan is finalized, we invite you to review the draft and share your feedback. We are especially interested in your thoughts on the recommended projects and their prioritization. Do you think any projects should be ranked higher or lower? Are there important safety concerns or projects that have been overlooked?

As you review the draft, please note the following:

- **Full Project Scoring Matrix:** The draft includes a complete scoring matrix for the 30 identified projects (10 site-specific, 10 corridor/area-wide, and 10 systemic projects). The matrix is included in **Appendix 2**. Based on these rankings, the draft currently includes a list of the top 10 priority projects. This is one of the areas where we most need your input. We encourage you to review the rankings and let us know if you believe any projects have been over- or under-prioritized or if additional factors should be considered before the priority project list is finalized.
- **Priority Project Cutsheets:** One sample project cutsheet is included in **Appendix 3** to demonstrate the format. Following the public comment period, the final CSAP will identify 10 priority projects and include a cutsheet for each. These standalone summaries are intended to serve as tools the Haines Borough can use to quickly pursue future funding opportunities. Each cutsheet will include a project description, location map, photographs or conceptual renderings (where appropriate), rough cost estimate, anticipated safety benefits, and other information commonly requested in grant applications, allowing the Borough to efficiently “plug and play” when funding opportunities become available.
- **Raw Data:** The raw transportation safety survey results, crash data, EMS dispatch data, wildlife-vehicle interaction data, and public comment log are not included in the draft because of their size. These materials will be maintained by the Haines Borough, made available for review upon request, and posted publicly at www.safestreetsforhaines.com under the “Documents” tab. An appendix in the final Plan will direct readers to these sources and explain how they can be accessed.

Please submit your comments to ss4a@proHNS.com by **August 31, 2026**.

Thank you for taking the time to review the draft and share your feedback.

Sincerely,

The SS4A Project Team

Haines Borough Comprehensive Safety Action Plan



August 2026

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Abbreviations

CIA	Chilkoot Indian Association
CIV	Chilkat Indian Village
CSAP	Comprehensive Safety Action Plan
DOT&PF	Alaska Department of Transportation & Public Facilities
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
HB	Haines Borough
NHTSA	National Highway Traffic Safety Administration
ROW	Right of Way
SS4A	Safe Streets and Roads for All
USDOT	United States Department of Transportation

Plan Development Team and Partners

The Safe Streets and Roads for All (SS4A) planning effort was led by the Haines Borough in partnership with the Chilkoot Indian Association (CIA) and supported through funding provided by the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA). Working collaboratively throughout the process, the Borough and CIA engaged local engineering firm proHNS LLC and its subconsultant, Transportation Engineering Northwest (TENW), to provide technical expertise, data collection, safety analysis, public engagement, and plan development services.

A Steering Committee comprised of community representatives, agency partners, and local stakeholders helped guide the planning effort from inception to completion. Through regular coordination, public outreach, and stakeholder engagement, the project team gathered input from a broad cross-section of the community to better understand local transportation safety concerns, identify priorities, and develop strategies that reflect the unique needs and values of Haines.



Project Management Team



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Steering Committee Members

Nate Arrants — Haines Huts and Trails Outdoor Initiative Coordinator

Jenn Walsh — Haines Borough EMT/Firefighter

Matt Boron — AK DOT&PF Maintenance and Operations Foreman

Tammy Hamilton — Haines School Dean of Students

Dustin Craney — Sockeye Cycle Co. Owner

Michael Ganey — Alaska Marine Lines/Lynden Transport Service Center Manager

Sierra Jimenez — Southeast Alaska Independent Living Assistant Director

Dan Schultz — Haines Borough Planning Commission Liaison

Eben Sargent — Haines Borough Assembly Liaison

Community & Agency Stakeholders

Chilkat Indian Village • Haines Borough School District • Delta Western

Alaska Department of Transportation & Public Facilities • Haines Senior Center

Southeast Alaska Regional Health Consortium • Southeast Alaska Independent Living

Lynden/Alaska Marine Lines • Haines Volunteer Fire Department • Haines Assisted Living

Haines Borough Police Department • Haines Borough Tourism Department

Haines Borough Fire & Ambulance • Four Winds Resource Center • Chilkat Valley Preschool

Haines Headstart • Big Brothers Big Sisters • Southeast Road Builders

Haines Borough Assembly • Haines Borough Planning Commission • Haines Senior Village

Haines Chamber of Commerce • Haines Borough Parks & Recreation Committee

Haines Huts and Trails • Southeast Senior Services

This plan would not have been possible without the participation and support of the many community members, organizations, agencies, and partners who shared their time, experiences, and ideas throughout the process. The Haines Borough and Chilkoot Indian Association are grateful for their contributions and commitment to building a safer transportation system for everyone who lives, works, and travels in Haines.



1. Planning Structure

The Haines Borough Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) was developed through a structured, transparent, and collaborative process that reflected local priorities, transportation needs, and community values. The planning effort emphasized interdisciplinary coordination, stakeholder engagement, and meaningful public participation throughout plan development.

Four primary groups contributed to the development of the CSAP: the Project Management Team, the SS4A Steering Committee, Community and Agency Stakeholders, and the broader public through targeted outreach and engagement activities.

1.1 Project Management Team

A multidisciplinary project team consisting of Haines Borough staff, Chilkoot Indian Association (CIA) staff, and consultant team members led development of the CSAP. The team was responsible for overall project management, technical analysis, coordination with Borough departments and partner agencies, and compliance with SS4A program requirements. Their responsibilities included data collection and analysis, public and stakeholder engagement, preparation of plan materials, and incorporation of community feedback throughout the planning process.

1.2 Steering Committee

An SS4A Steering Committee was established to guide the development, review, and refinement of the CSAP in accordance with SS4A Planning Structure requirements. Steering Committee members were selected by the project team from a list of volunteers developed through outreach to community stakeholders, ensuring representation from diverse perspectives and geographic areas within the Borough. The committee met regularly throughout plan development.

The Steering Committee's responsibilities included:

- » Reviewing and commenting on the technical documents and preliminary findings
- » Advising on policy and process change opportunities within Borough Code and adopted plans
- » Helping identify and prioritize safety strategies and projects
- » Applying an evaluation matrix to support data driven project selection

In addition to their role in plan development, the Steering Committee is charged with implementation and monitoring of the plan after completion.

Formal liaisons to the SS4A steering committee were appointed by the Haines Borough Planning Commission and Assembly to ensure consistency with adopted plans, regulatory frameworks, and legislative priorities. These liaisons provided a direct connection between the Steering Committee, Borough leadership, and the decision making bodies responsible for plan adoption and long term implementation.



1.3 Community & Agency Stakeholders

The planning structure emphasized early and continuous engagement with partner agencies, and community stakeholders. In addition to their role in establishing the Steering Committee, these groups also assisted in project outreach, data collection, and community engagement.

Community and agency stakeholders provided ongoing input throughout plan development to ensure that local knowledge, operational experience, and regional coordination informed the CSAP. Partner agencies contributed available data, technical insight, and policy context related to roadway operations, emergency response, land use, and environmental conditions. Community stakeholders supported outreach efforts, helped identify safety concerns across all transportation modes, and assisted in refining priorities based on lived experience. This collaborative approach strengthened the plan's technical foundation, enhanced transparency, and ensured that recommended strategies and projects reflect shared responsibility for improving safety across the Haines Borough.

1.4 Public Involvement

Public involvement and participation was an integral part of the Safe Streets for All planning process and was conducted throughout plan development to ensure that community perspectives informed the CSAP. The project team provided multiple opportunities for the general public to participate, share safety concerns, and comment on transportation conditions affecting all modes of travel.

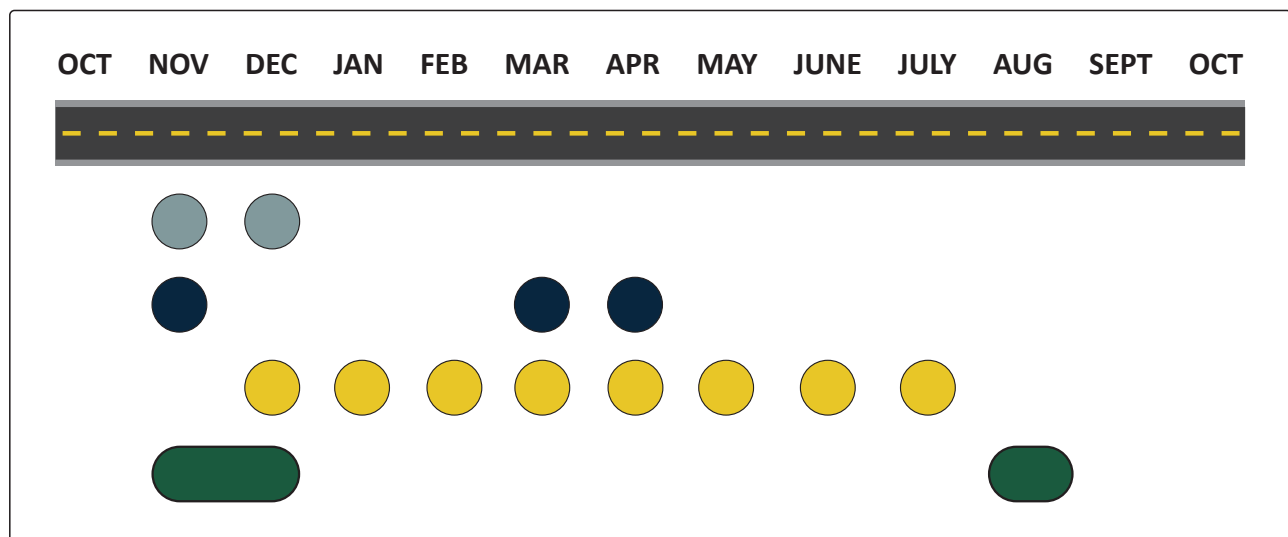
Public input was gathered through community surveys, public meetings, pop-up events, and written comments and was reviewed by the project team and Steering Committee on an ongoing basis. This input was used to supplement available data, identify safety priorities, and inform the development of recommendations. Public feedback was incorporated iteratively to help ensure that the CSAP reflects local values, lived experiences, and community supported safety strategies.



2. Engagement & Collaboration

The planning process was designed to provide multiple, accessible, and inclusive opportunities for participation by residents, community stakeholders, partner agencies, advisory bodies, and elected officials. The Project Team’s engagement strategy emphasized early involvement, ongoing communication, and iterative feedback, with input documented throughout the process and used to inform safety analysis, identify needs and priorities, refine policy and process recommendations, and support development of data-driven safety strategies and project selections. Engagement methods included public meetings, surveys, pop-up outreach, digital and print communications, formal reviews by advisory bodies, and continuous access to information through a dedicated project website.

Figure 1: Engagement & Collaboration Schedule



2.1 Open Houses

Public meetings served as a cornerstone of the community engagement strategy and were held at key milestones throughout development of the Comprehensive Safety Action Plan. Designed to promote transparency, share project findings, and gather community input, these meetings provided residents and stakeholders with meaningful opportunities to participate in the planning process and help shape the future of transportation safety in the Haines area.

To ensure accessibility, meetings were held at multiple locations throughout the community, including the Haines Borough Public Library in Haines, the ANS Hall in Klukwan, and the Four Winds Resource Center in Mosquito Lake. Meetings held in Haines also included a Zoom participation option, allowing community members to engage remotely. Meetings featured presentations by the project team, updates on plan progress, discussion of preliminary safety findings, and opportunities for attendees to ask questions and provide feedback. Both verbal and written comments were encouraged to accommodate communication preferences.



TENW Transportation Engineer Chandler Waldal, PE, presents preliminary safety analysis findings during a public meeting at the Haines Borough Public Library on April 16, 2026.

2.2 Safety Survey

The Haines Transportation Safety Survey was conducted from early November 2025 through December 31, 2025, and included both online and paper formats to maximize participation across the Haines Borough. The survey provided residents and visitors with an opportunity to share their experiences traveling within the community, identify locations where they feel safe or unsafe, and suggest improvements that would make travel safer for all users.

The survey complemented crash data, emergency response records, field observations, and technical analysis by capturing local knowledge and experiences that are not always reflected in traditional datasets. Participants were asked to identify safety concerns, describe transportation challenges, and share recommendations across all modes of travel.

The online survey included an interactive map that allowed participants to mark locations where they had experienced a crash, near miss, or other safety concern and provide comments describing the issue. These location-specific responses helped the project team identify recurring concerns and better understand the factors contributing to safety challenges throughout the Borough.

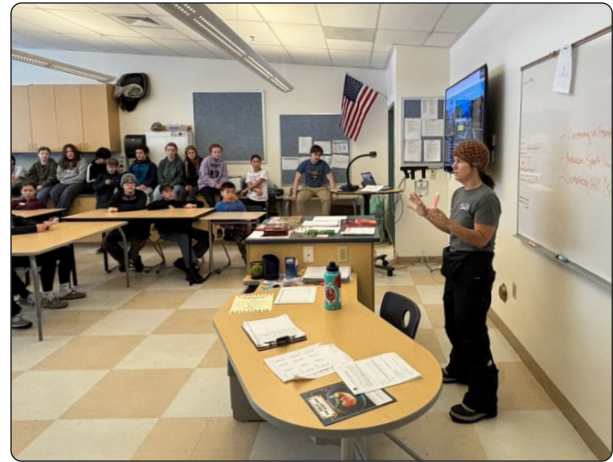
Paper surveys were made available at the Haines Borough Administration Building, Chilkoot Indian Association Administration Building, Post Office, Gateway Building, Haines Public Library, Haines School, Haines Senior Center, Four Winds Resource Center, and Chilkat Indian Village Main Office. A downloadable version was also available online for residents who preferred to print and return a hard copy.



2.3 Pop-Up Events

The project team conducted a series of pop-up engagement activities to reach residents where they already gather, work, and play. These informal outreach efforts were intended to broaden participation and ensure that the planning process captured perspectives from individuals who may not attend a traditional public meeting.

Pop-up engagement took place at several locations throughout the planning process, including a transportation safety discussion with Haines School middle school students in grades 6 through 8, a lunchtime outreach event at the Haines Senior Center, and conversations with residents during scheduled trash and recycling collection days at Mosquito Lake's Four Winds Resource Center. These activities were intentionally centered around existing community gatherings to make participation convenient and accessible.



proHNS Creative Director Karen Garcia gathers input from Haines Middle School students on November 25, 2025, discussing locations where they feel unsafe walking, biking, and traveling throughout Haines.

2.4 Social Media

Social media, primarily Facebook, served as an important tool for communicating with the community throughout development of the Comprehensive Safety Action Plan. Rather than relying solely on project websites and formal public notices, the project team shared information through well-established local Facebook groups, including Haines Chatters, Haines Matters, and Happening in Haines Area, where residents regularly discuss community issues and events. Posts included public meeting announcements, transportation safety survey reminders, project updates, and links to additional information and engagement opportunities.

Several posts highlighted known safety concerns, such as problematic intersections and notorious potholes. The project team observed a noticeable increase in survey responses following several of these posts, which often generated significant discussion and led community members to share their own experiences, observations, and concerns in the comments. In many cases, the conversations provided additional context about the frequency, severity, and nature of the issues being discussed. The resulting discussions helped validate concerns identified through other outreach efforts and provided additional insight into how residents experience the transportation system on a daily basis.

2.5 Project Website

A dedicated project website at www.safestreetsforhaines.com served as a central hub for information related to the SS4A planning effort. The website provided access to project updates, meeting information, survey links, and key materials, supporting transparency and public access throughout the process, and will support ongoing access to information during implementation and future updates to the CSAP.



2.6 Local Media and Public Notices

Traditional media and community notice boards were used throughout the planning process to promote awareness of the Comprehensive Safety Action Plan, encourage participation, and keep residents informed of upcoming engagement opportunities. Advertisements were placed in both the print and digital editions of the Chilkat Valley News, while public service announcements were aired on KHNS, the community's local radio station.

Printed flyers were also distributed and regularly posted at locations where residents commonly gather and access services. In Haines, flyers were displayed at grocery stores, the post office, library, local businesses, and other community gathering places. Additional flyers were posted at the Four Winds Resource Center in Mosquito Lake and at several locations in Klukwan, including the SEAR-HC clinic, Klukwan School, and the Chilkat Indian Village office.

These outreach efforts helped ensure that information about public meetings, the transportation safety survey, and project milestones reached residents who may not regularly use social media or other online platforms. By utilizing trusted local communication channels and posting information in highly visible community locations, the project team was able to broaden awareness of the planning effort and provide multiple opportunities for residents throughout the Borough to participate.

2.7 Email List

Email outreach provided a direct way to communicate with residents, stakeholders, agency partners, and community members who wanted to stay informed throughout development of the Plan. Individuals could join the project email list by signing up at public meetings, through the transportation safety survey, or by subscribing through the project website.

The email list was used to share information about upcoming public meetings, survey deadlines, project milestones, draft materials available for review, and other ways to participate in the planning process. By maintaining regular communication with interested participants, the project team was able to provide timely updates and encourage continued involvement as the Plan progressed.



An ad published in the November 27, 2025 print edition of the Chilkat Valley News (Volume LIX, Issue 46) encouraging residents to participate in the Haines Transportation Safety Survey.



2.8 Government Collaboration

The Haines Borough Planning Commission played an important role in the engagement and collaboration process by reviewing elements of the CSAP and providing a recommendation to the Haines Borough Assembly. Planning Commission involvement helped ensure consistency between the CSAP and adopted land use, transportation, and community plans.

Planning Commission review allowed commissioners to provide policy level input, consider implications for development and transportation systems, and support alignment with long term planning objectives. Feedback from the Planning Commission was considered by the project team and Steering Committee and incorporated into plan refinement as appropriate.

Engagement with elected officials and Tribal governments was conducted to support leadership awareness, alignment with community priorities, and long term implementation readiness. The Haines Borough Assembly was engaged throughout the planning process to provide direction, receive updates, and support consideration of the CSAP for adoption.

Coordination with the Chilkoot Indian Association (CIA) and Chilkat Indian Village (CIV) ensured that Tribal perspectives were represented and that engagement extended across jurisdictions and governance structures within the region. This coordination supported inclusive planning and reflected shared responsibility for transportation safety across communities.



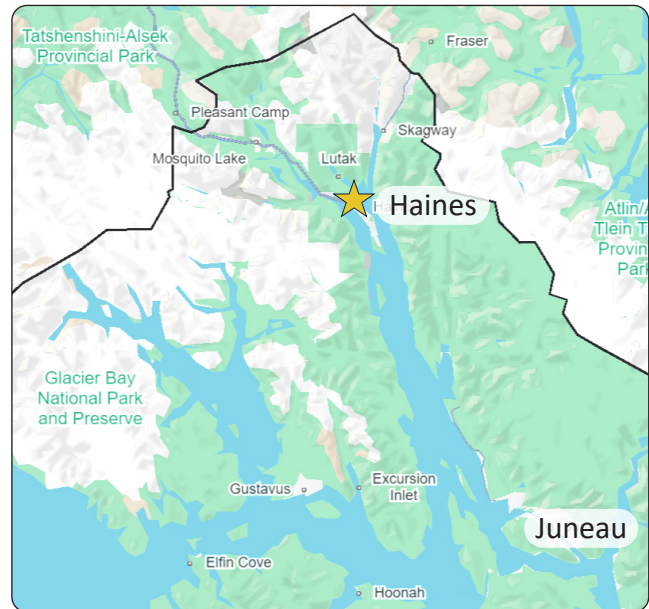
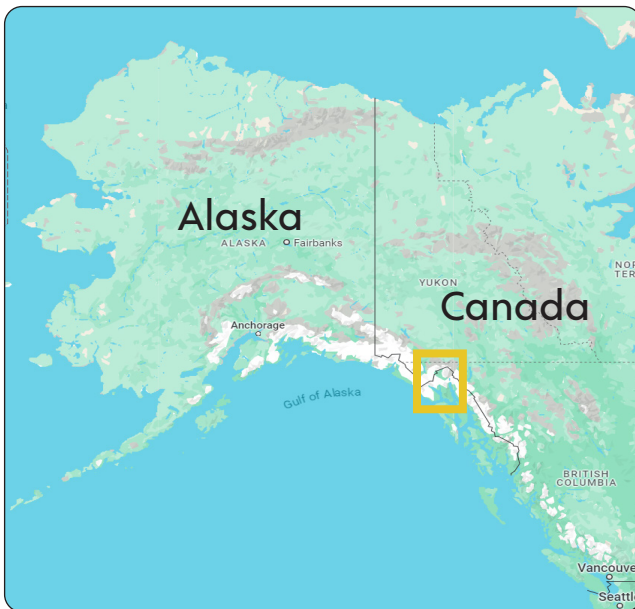
3. Community Profile

3.1 Geography and Access

The Haines Borough is located in northern Southeast Alaska along the Upper Lynn Canal, near the US border with British Columbia. The Borough encompasses approximately 2,350 square miles of land and 382 square miles of water, making it geographically large but sparsely populated. The primary developed areas are the Haines Townsite, Klukwan, Lutak, Mud Bay, Mosquito Lake, Covenant Life, and Excursion Inlet.

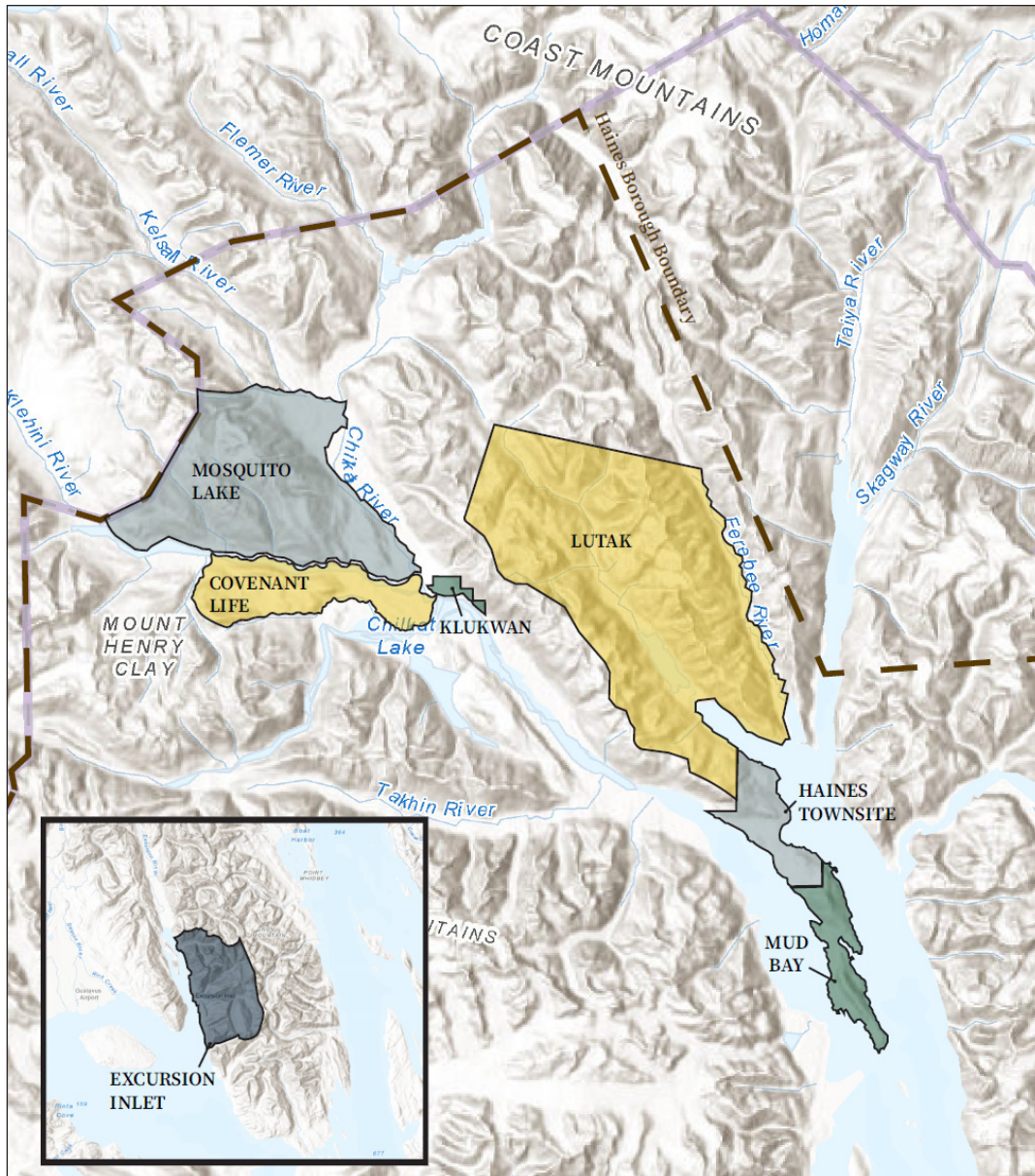
Haines serves as a regional transportation hub with international connections via the Haines Highway, which links Southeast Alaska to the Yukon Territory and the broader North American highway network through its connection with the Alaska Highway at Haines Junction, YT. The Haines Townsite is located approximately 40 miles by road from the Canadian border and approximately 150 miles by road from Haines Junction. The Borough is also accessible by marine transportation, including private vessels, cruise ships, commercial passenger and water taxi services, and the Alaska Marine Highway System. Air access is provided through the Haines Airport, which supports general aviation and regional commuter service but does not accommodate scheduled jet service.

The Borough's geography is defined by steep mountainous terrain, glaciated valleys, and extensive forested lands, with elevations rising rapidly from sea level to peaks exceeding 6,000 feet. This terrain constrains roadway alignment, limits route redundancy, and concentrates transportation corridors along shorelines, river valleys, and narrow mountain passes.



Map 1 and Map 2 The Haines Borough is located in northern Southeast Alaska (yellow rectangle in Map X). The town of Haines (yellow star in Figure Y) is located on the Upper Lynn Canal, about 40 road miles from the US border with Canada and 90 nautical miles from Alaska's capital, Juneau.





Map 3: The primary developed areas in the Haines Borough are the Haines Townsite, Klukwan, Lutak, Mud Bay, Mosquito Lake, Covenant Life, and Excursion Inlet.

3.2 Climate & Weather Conditions

Haines experiences a maritime subarctic climate, influenced by its coastal location and surrounding mountains. The Borough has a cool, wet climate with substantial snowfall during winter months, resulting in year-round transportation challenges.

The average annual temperature is approximately 40°F, with summer highs typically in the mid 50s and winter lows frequently below freezing. Annual precipitation averages 50–53 inches, much of which falls as snow during winter months. Annual snowfall can exceed 200 inches, among the highest totals in Southeast Alaska.



These conditions create recurring safety concerns related to:

- » Snow and ice accumulation on roadways and sidewalks
- » Reduced visibility during heavy precipitation and low daylight hours
- » Freeze thaw cycles that degrade pavement and walking surfaces
- » Increased avalanche, landslide, and rockfall risks along key corridors

Weather related closures and hazardous travel conditions affect both local trips and regional access, influencing emergency response times and the reliability of lifeline routes.

3.3 Population & Demographics

As of the 2020 U.S. Census, the Haines Borough population is approximately 2,080 residents, with the majority living in or near the community of Haines. Population density is extremely low, averaging fewer than 1 person per square mile, reflecting the Borough's large geographic area and dispersed settlement pattern.

According to 2026 data published by the Alaska Department of Labor and Workforce Development, the Borough has the oldest median age in Alaska at 50.8 years. More than 28% of residents are aged 65 or older. Both figures are well above state and national averages. This demographic profile has important safety implications, including increased vulnerability to severe injury in traffic incidents, greater reliance on walking and local trips, and heightened sensitivity to roadway design, lighting, and winter maintenance conditions.

Per the 2020 US Census, Haines Borough residents identify primarily as White, with significant representation of Alaska Native populations, including members of the Chilkoot Indian Association and Chilkat Indian Village. Nearly 1/10 of the population identifies as American Indian and/or Alaska Native (9.3%), and another 1/10 as two or more races (9.7%).

Seasonal population fluctuations occur due to tourism, commercial fishing, and construction activity, increasing roadway demand during summer months and introducing visitors unfamiliar with local roads and conditions.

3.4 Roadway Network

The Borough transportation system is dominated by a limited roadway network, with two primary corridors: Haines Highway (AK 7), which is an AK DOT&PF-maintained roadway connecting Haines to Interior Alaska and Canada, and local Borough roadways, which serve residential, recreational, and industrial areas. Many Borough roads are shared by multiple modes, including vehicles, pedestrians, bicycles, school buses, freight traffic, wildlife, and recreational users.

The road network is highly sensitive to natural hazards such as landslides, avalanches, flooding, and erosion. Unlike communities with gridded street networks and multiple parallel routes, Haines' transportation system functions more like a three-pronged network, with most outlying areas served by a single access corridor: Haines Highway, Mud Bay Road, or Lutak Road. When one of these corridors is blocked by a slide, washout, avalanche, or other hazard, there is often no alternate route available, creating immediate access, emergency response, and evacuation challenges.



3.5 Travel Characteristics

According to Census data, the average commute time in Haines Borough is approximately 12 minutes, significantly shorter than Alaska and national averages due to the compact nature of developed areas. Residents primarily travel by personal vehicle, but a notable share of trips are made by walking and bicycling, particularly within the townsite.

The Borough also accommodates significant seasonal travel associated with tourism, including cruise ship passengers, tour buses, rental vehicles, and recreational cyclists. These seasonal variations affect traffic volumes, parking demand, and conflict points along key corridors.

3.6 Rural & Environmental Context

Haines' rural context introduces safety considerations distinct from urban environments. Long distances between services, limited lighting, wildlife crossings, and exposure to extreme weather increase risks for all road users. Emergency response coverage varies across the Borough's geography, making prevention and system resilience particularly important. Wildlife vehicle interactions, including moose and bear encounters, are a recurring concern on several roadways, especially during seasonal migration periods.





4. Data Analysis

To better understand the nature, frequency, and location of safety issues throughout the Borough, the Project Team performed a comprehensive review of quantitative transportation safety data. The analysis drew on multiple datasets, including historical crash records (2013–2024), emergency medical services (EMS) dispatch data (2018–2025), and supplemental information related to roadway closures and wildlife-vehicle interactions. Together, these sources provide a more complete understanding of transportation safety conditions across the Borough’s roadway network.

The analysis evaluated patterns and trends in crash frequency, severity, location, and contributing factors while also examining EMS response data to better understand the impacts of transportation-related incidents. Roadway closure information and wildlife-vehicle interaction data were incorporated to capture risks and operational challenges that are not fully reflected in traditional crash records but are important considerations in a rural Alaskan transportation system.

The findings establish the technical foundation for the CSAP and help identify both systemic safety risks and location-specific concerns. Combined with community input and field observations, the analysis informs the development of targeted strategies, policies, and projects aimed at reducing fatalities and serious injuries and improving safety for all roadway users throughout the Haines Borough.

For the purposes of safety data analysis and CSAP development, the project team distinguished between seven primary areas: **Haines Townsite**, **Lutak**, **Mud Bay**, **Klukwan**, **Covenant Life**, **Mosquito Lake**, and **Excursion Inlet** (see **Map 3** of area boundaries on Page 9).



4.1 Crash Data Analysis

Historical crash data for the 12-year period from 2013 through 2024 was compiled from multiple sources including:

- » Alaska DOT&PF
- » Haines Borough Police Department
- » Alaska State Troopers
- » National Highway Traffic Safety Administration (NHTSA)
- » Fatality Analysis Reporting System (FARS)

These datasets were reviewed and cleaned to remove duplicate records and exclude non-applicable events.

To better understand transportation safety conditions, crash data were analyzed for patterns related to:

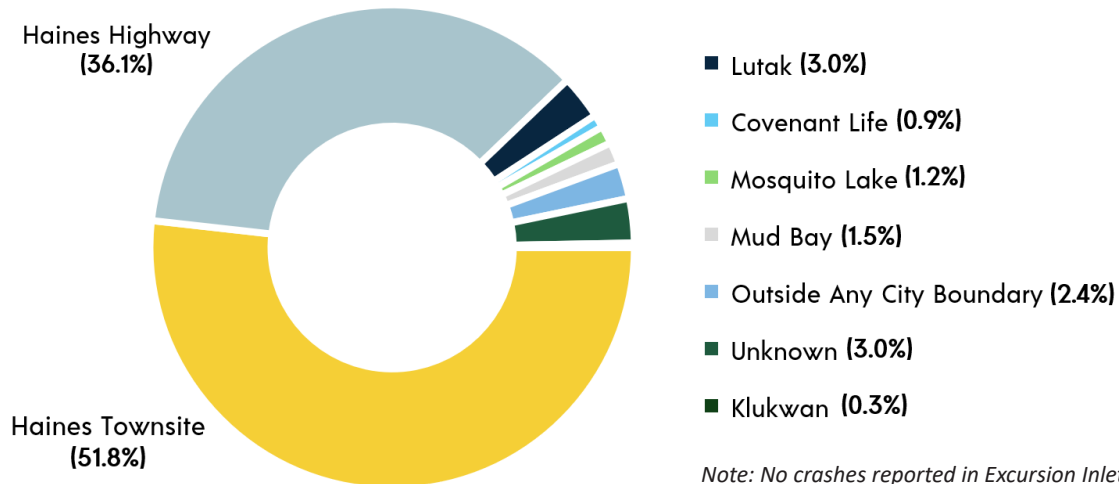
- » Crash Location
- » Crash Volume Over Time
- » Crash Severity
- » Crash Type
- » Crash Frequency by Time of Year and Time of Day
- » Crash Contributing Actions
- » Crash Vehicle Mode



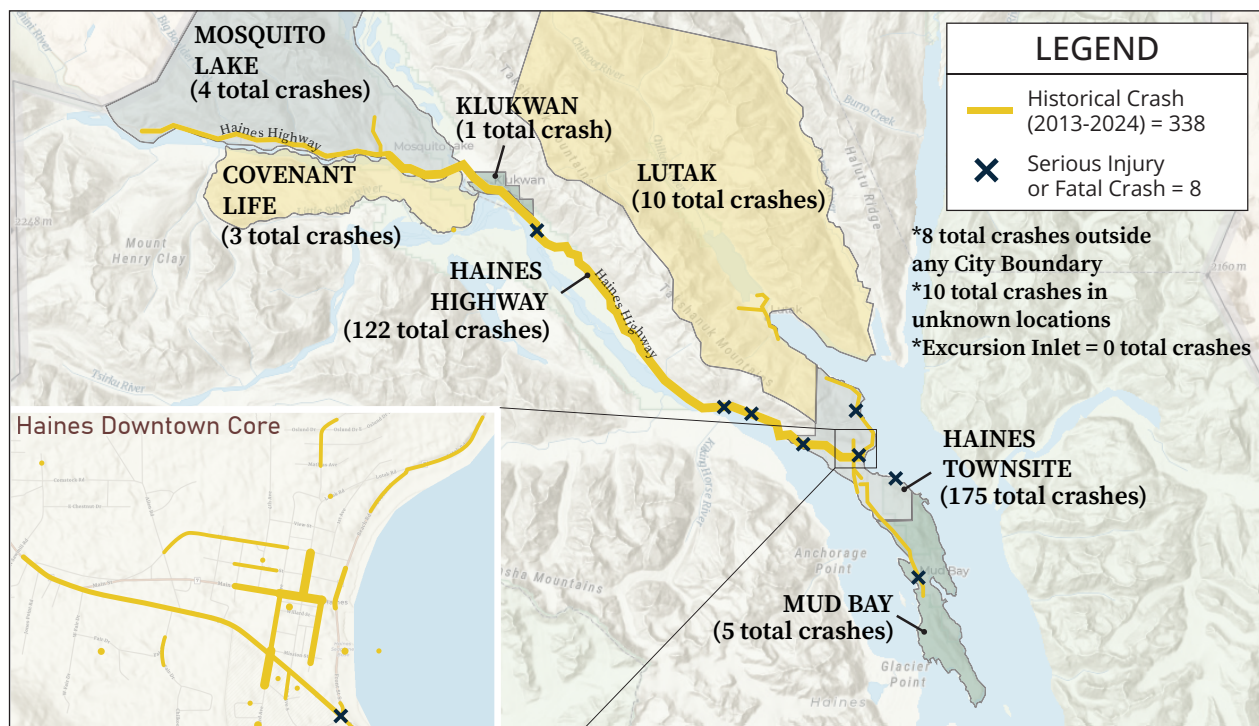
4.1.1 Crash Location

As shown in **Figure 2** and **Map 4**, data indicates that transportation safety issues within the Haines Borough are concentrated geographically in the Haines Townsite and along the Haines Highway corridor. A total of 338 crashes were reported during the 12-year period of analysis, with approximately 52 percent occurring within the Haines Townsite and 36 percent occurring along Haines Highway.

Figure 2: Crashes by Location (Percentages)



Map 4: Crashes by Location (Count)



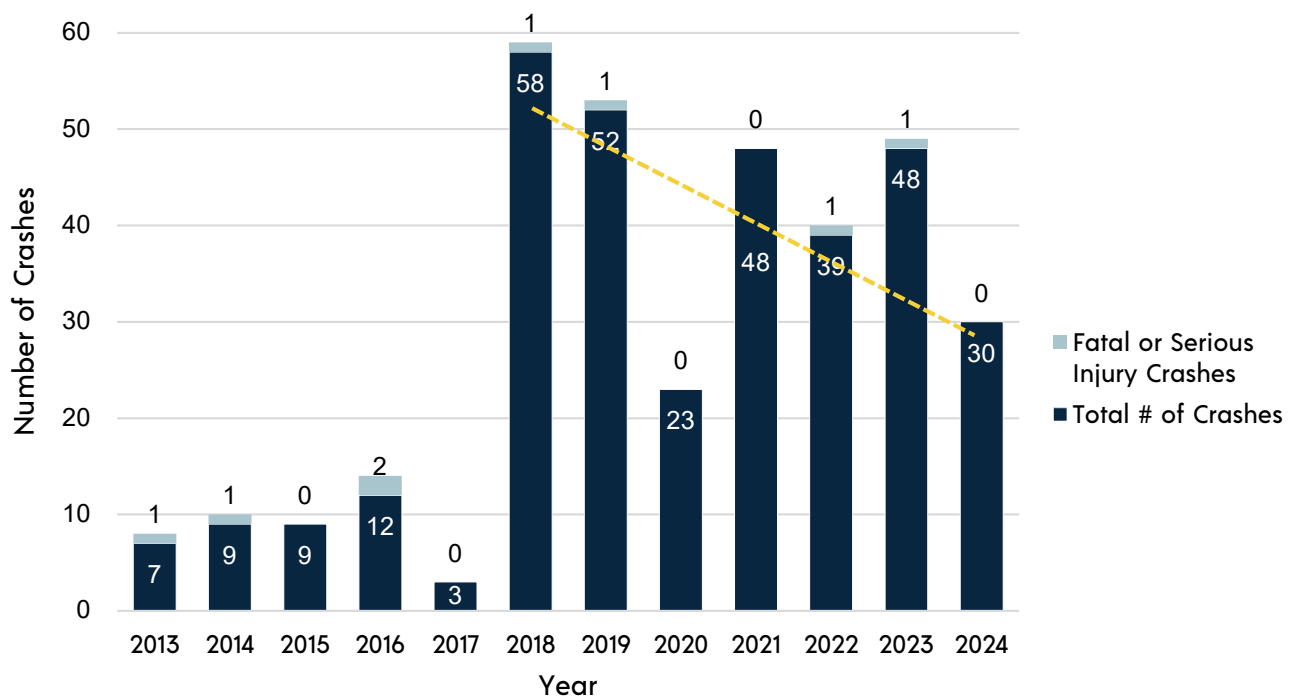
4.1.2 Crash Volume Over Time

Crash volume data shows a general decline since 2018, as illustrated by the yellow trend line in **Figure 3**. The substantially lower crash totals reported between 2013 and 2017 are largely attributable to differences in data availability and reporting. More comprehensive crash data collection efforts began in 2018, resulting in a more complete and consistent dataset for recent years.

Fatal and serious injury crashes have remained relatively infrequent and stable throughout the 2013–2024 analysis period, with only minor year-to-year variation. The most noticeable reduction in crashes occurred in 2020, likely reflecting decreased travel and activity levels during the COVID-19 pandemic. Overall, while total reported crash frequency has fluctuated over time, the occurrence of the most severe crashes has remained relatively consistent, suggesting that changes in overall crash numbers have not been accompanied by significant changes in crash severity.

Other year-to-year fluctuations suggest that crash occurrence may be influenced by changing roadway conditions and seasonal factors, such as particularly snowy years, variations in maintenance activity, and other temporary conditions. Despite this variability, the long-term trend remains downward, with no sustained upward trend in either total crashes or severe crashes over the analysis period. This indicates that safety improvements should focus on recurring conditions and systemic risk factors across the transportation network.

Figure 3: Number of Crashes Annually



4.1.3 Crash Severity

Crash severity across the Borough is generally low, with the majority of crashes resulting in property damage only and relatively few fatal or serious injury crashes. However, the overall fatality rate remains elevated when compared to statewide averages, indicating that while severe crashes are infrequent, they occur at a disproportionately high rate relative to the population. The Borough's estimated fatality rate (19.2 fatalities per 100,000 population) exceeds the statewide average (8.4). The elevated risk for both crashes and fatalities is highlighted in **Figures 4 and 5**, with the Haines Borough exceeding both the state and national averages in both categories. The average annual fatality rate was calculated per FY26 USDOT SS4A grant guidance.

Figure 4: Average Annual Crashes Per 100,000 Population

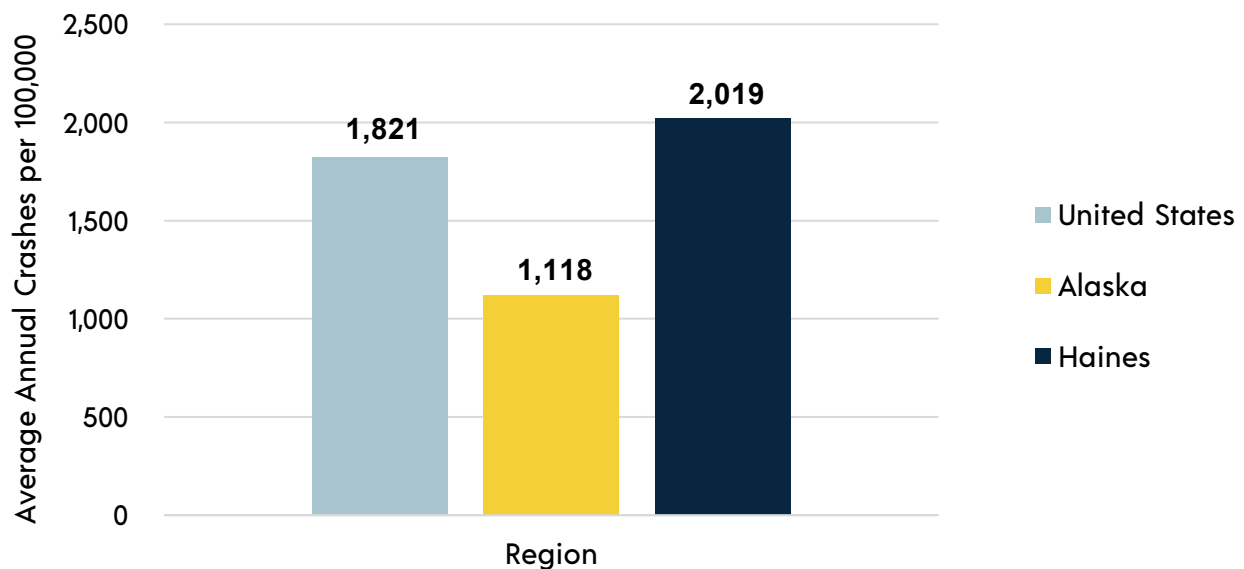
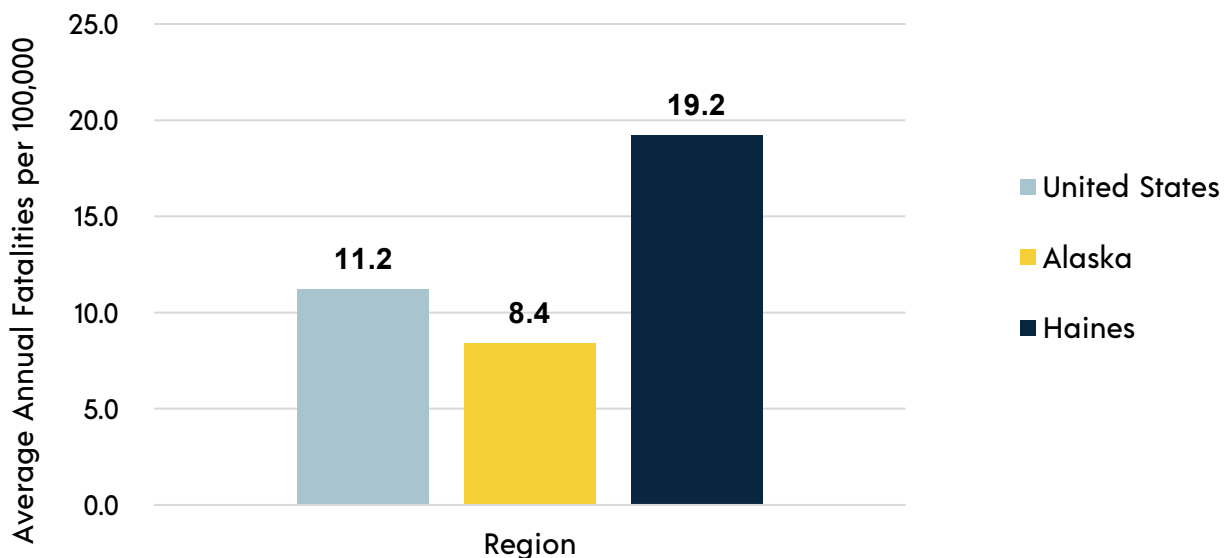


Figure 5: Average Annual Fatalities Per 100,000 Population



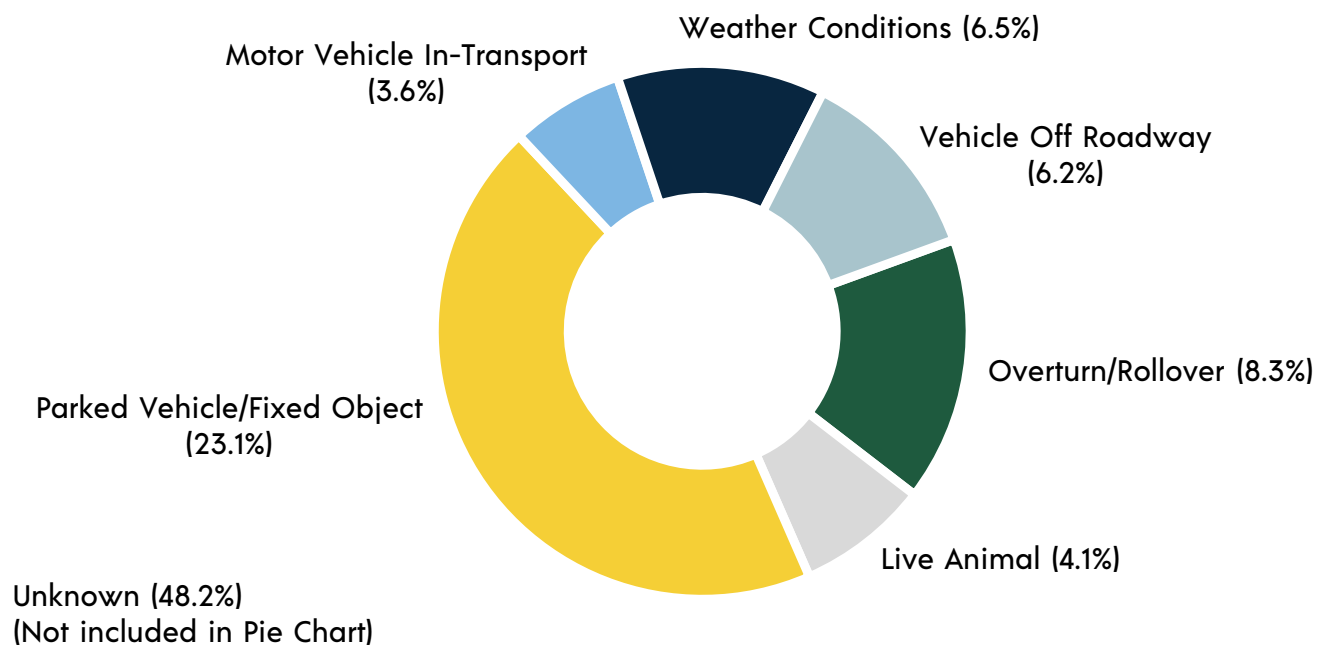
4.1.4 Crash Type

Analysis of crash types indicates that of the 338 crashes that occurred over the 12-year analysis period, the most common incidents involve vehicles striking fixed objects or parked vehicles. These crashes frequently occur along roadway edges or within constrained areas and often involve features such as ditches, embankments, guardrails, trees, boulders, culverts, utility poles, and parked vehicles. As shown in **Figure 6**, these crash types represent the largest share of reported incidents, indicating that interactions with roadside features and stationary objects are a primary characteristic of crash occurrence within the Borough.

In addition to fixed object and parked vehicle collisions, a portion of crashes occur during low-speed vehicle maneuvers, such as backing movements, turning, or navigating intersections and parking areas. These patterns suggest that limited visibility, constrained roadway geometry, and operational conflicts contribute to crash occurrence, particularly in areas with mixed traffic activity or limited space for maneuvering. While less frequent, other crash types—including vehicle-to-vehicle collisions during travel—are also represented in the dataset and contribute to overall risk.

Taken together, the distribution of crash types highlights the importance of roadway design, roadside conditions, and visibility in shaping transportation safety outcomes. The prominence of collisions involving stationary objects and maneuvering movements indicates a need to address factors such as roadside hazards, clear zones, intersection visibility, and space for safe vehicle operation. These findings support a focus on systemic improvements that reduce conflict points and improve conditions for all roadway users across the network.

Figure 6: Crashes by Type



4.1.5 Crash Time of Year and Time of Day

When analyzing the crash data in terms of time of year (**Figure 7**) and time of day (**Figure 8**), analysis indicated that crashes are most likely to occur during afternoon hours (12 p.m. to 6 p.m.) and during the fall and winter months, particularly November through January. These patterns suggest a strong relationship between crash occurrence and factors such as reduced daylight, and winter weather conditions. A secondary increase in crash frequency during summer months likely reflects increased tourism activity and seasonal travel demand.

Figure 7: Crash Frequency by Month

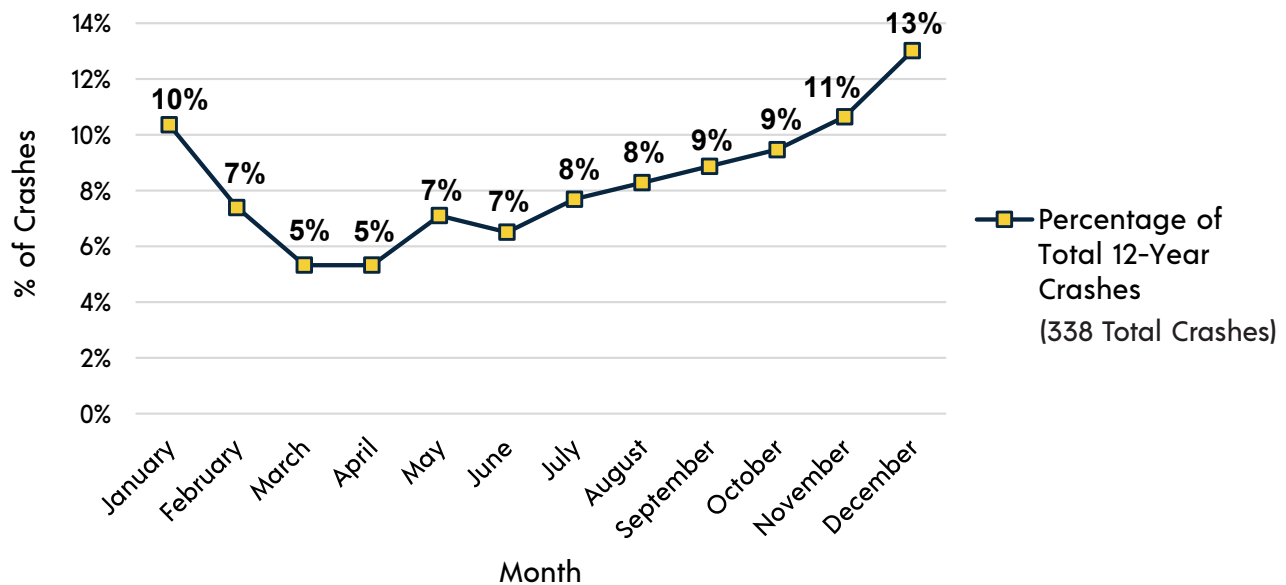
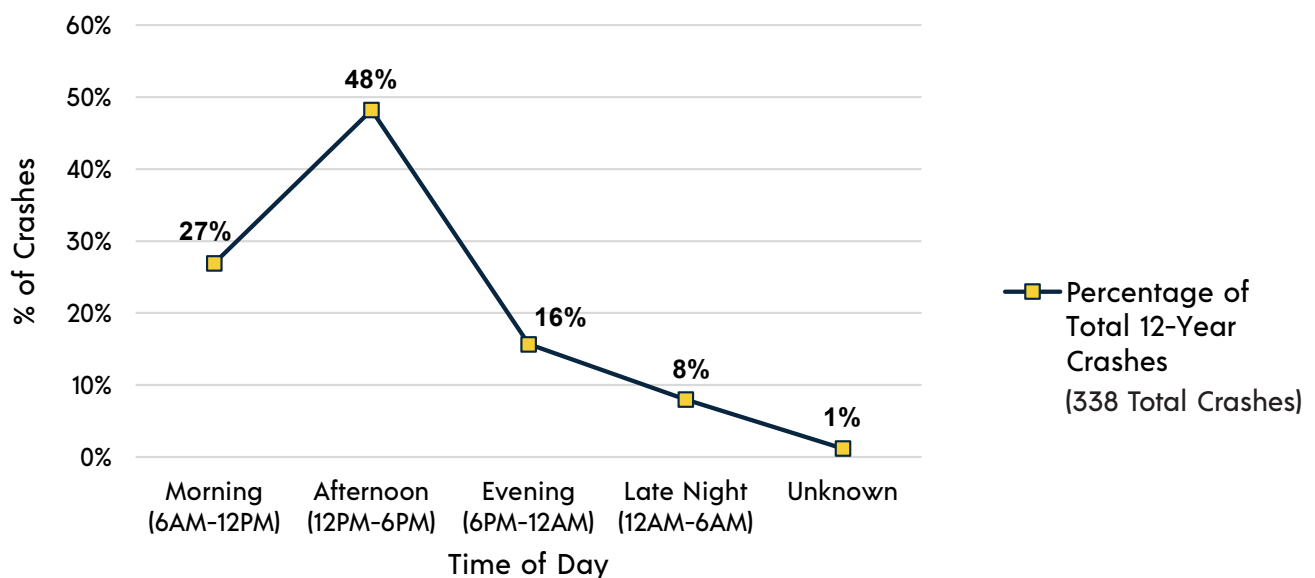


Figure 8: Crash Frequency by Time of Day

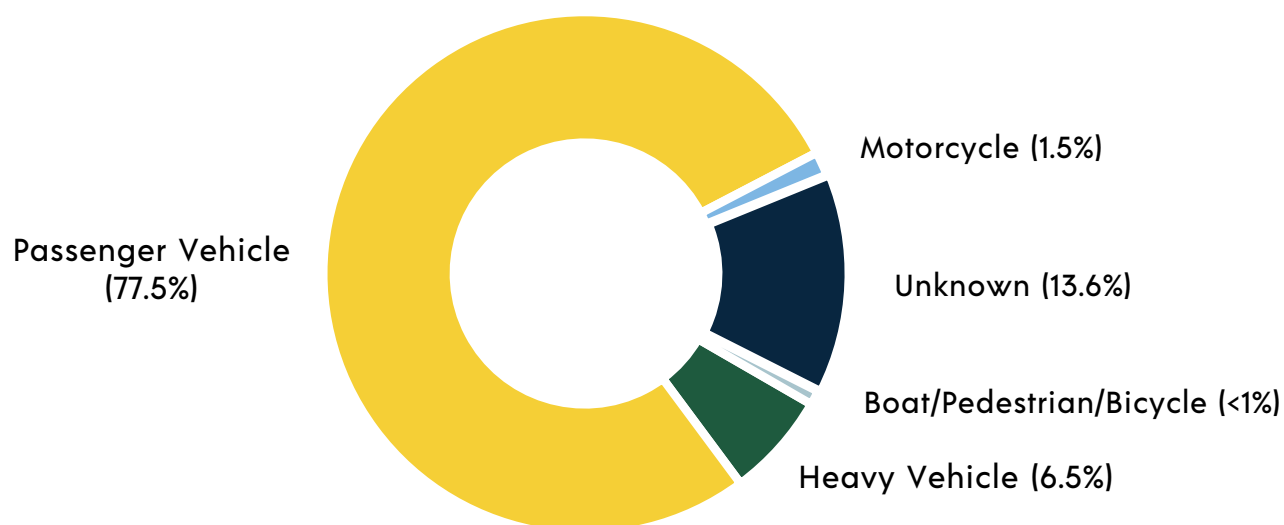


4.1.6 Crash Mode

Passenger vehicles account for the vast majority of reported crashes within the Haines Borough. As shown in **Figure 9**, incidents involving pedestrians and bicyclists represent a relatively small share of the 338 total reported crashes. This distribution reflects a transportation system that is primarily oriented toward motor vehicle travel, with most recorded safety events involving single-vehicle or multi-vehicle collisions between personal vehicles.

While crashes involving non-motorized users are limited in the available dataset, this does not necessarily indicate an absence of safety concerns for these users. Lower crash counts for pedestrians and bicyclists may reflect lower overall exposure, as well as potential underreporting of minor incidents and near misses.

Figure 9: Crashes by Mode of Transportation



4.2 Emergency Medical Services Data Analysis

Emergency Medical Services (EMS) dispatch data provided by the Borough offered additional insight into transportation-related safety outcomes and incidents that were not fully captured in crash reports. For this analysis, the EMS dataset was reviewed and filtered by the Project Team, including Haines Borough EMS personnel, to isolate transportation-related incidents occurring between 2018 and 2025. **Only responses associated with the transportation network, such as roadways, highways, and sidewalks, were included.** For example, dispatch volume analysis included only incidents occurring on transportation facilities; similarly, dispatch response-type analysis included only transportation-related events, such as falls occurring on roads or sidewalks, and excluded incidents occurring in residences or other non-transportation settings.

While smaller than the crash dataset, the EMS dataset provides valuable insight into the types, severity, and real-world impacts of transportation-related incidents, particularly those that may not be captured in traditional crash records. The dataset is especially useful for identifying safety issues affecting non-motorized users, including pedestrians and cyclists, and documenting injuries associated with roadway and sidewalk conditions that may not involve a reportable vehicle crash. It therefore provides an important supplement to crash data and helps create a more complete understanding of transportation safety conditions within the Borough.



Borough staff and HVFD members at Picture Point in May 2026 after completing training in rope rescue.

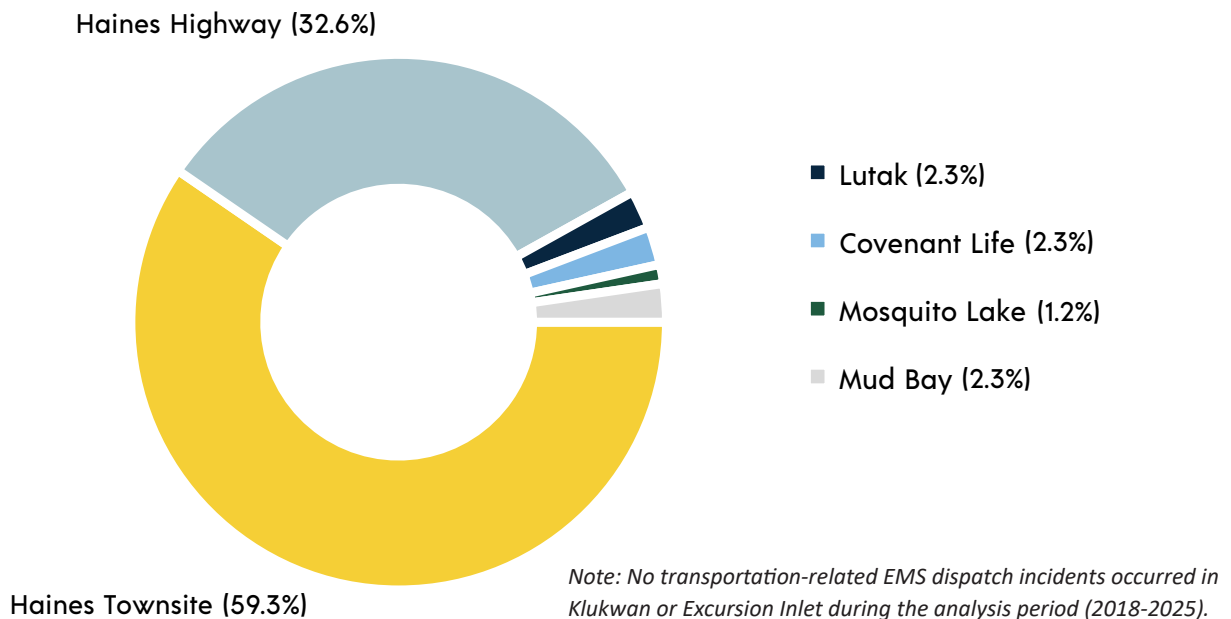


4.2.1 Dispatch Location

The locations of EMS dispatch incidents closely mirrors patterns observed in the crash data. A majority of transportation-related EMS incidents occurred within the Haines Townsite, with a substantial portion also occurring along the Haines Highway corridor. As shown in **Figure 10**, these areas represent the primary locations of transportation activity within the Borough and correspond with identified crash concentrations, indicating consistency between reported incidents and emergency response data.

The concentration of EMS incidents in these areas reflects the importance of both urban and corridor environments in shaping transportation safety outcomes. The Haines Townsite includes a mix of roadway users, intersecting streets, and localized activity, while the Haines Highway serves as a primary travel route with higher speeds and exposure to environmental conditions. This distribution highlights the need to address both location-specific safety concerns within developed areas and broader corridor-related risks across the transportation network.

Figure 10: EMS Dispatches by Location

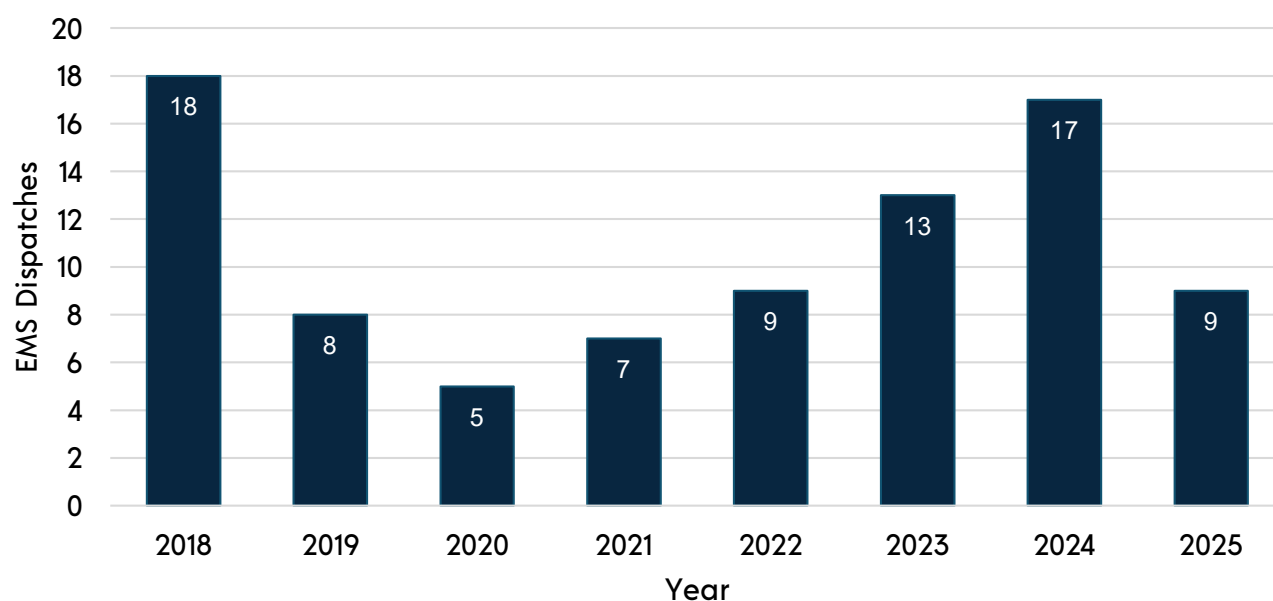


4.2.2 Dispatch Volume Over Time

As shown in **Figure 11**, there were 86 transportation-related EMS dispatches over the eight-year analysis period. The annual number of dispatches varied from year to year, with no clear long-term increasing or decreasing trend. This variability is generally consistent across the dataset, with most years showing a relatively similar range of incident totals. A noticeable reduction in dispatches occurs in 2020, which is likely attributable to reduced activity during the COVID-19 pandemic. Aside from this temporary decline, the data does not indicate a sustained shift in the overall frequency of transportation-related EMS incidents.

This pattern suggests that EMS dispatch occurrence remains relatively stable over time, with fluctuations occurring within a consistent range rather than following a distinct trend. The absence of a clear long-term increase or decrease indicates that underlying safety conditions have remained relatively consistent, even as year-to-year incident totals vary. These findings highlight the importance of focusing on persistent safety conditions and recurring risk factors when evaluating transportation safety outcomes within the Borough.

Figure 11: EMS Dispatches by Year

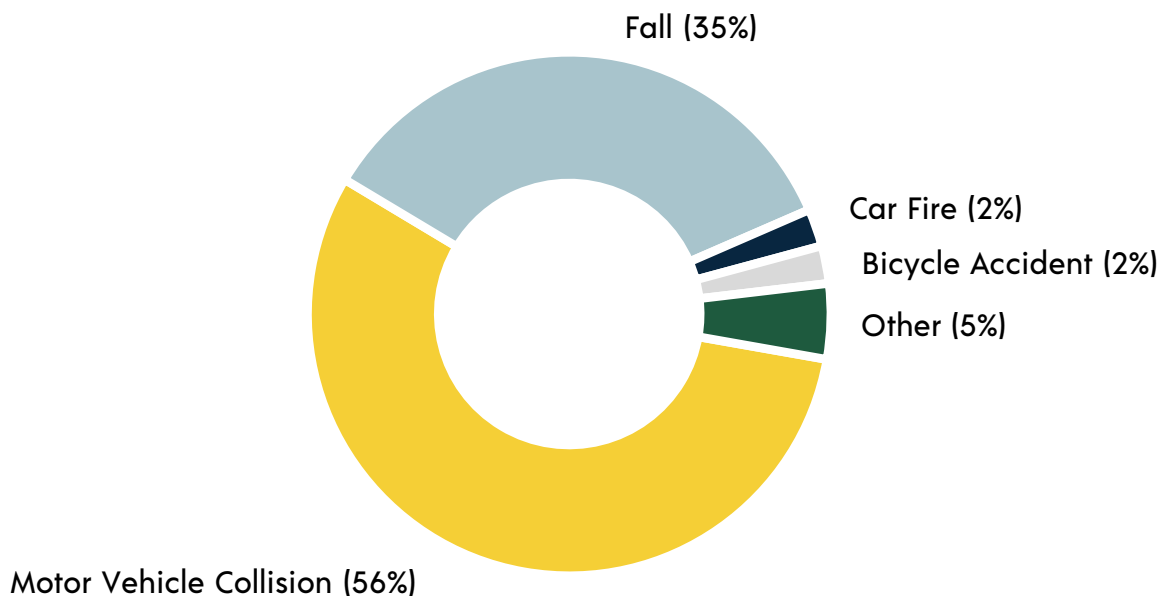


4.2.3 Dispatch Type

EMS dispatch data shows that transportation-related incidents encompass a range of event types beyond traditional motor vehicle crashes, though motor vehicle collisions account for the largest share of dispatches, representing just over half of all recorded incidents (see **Figure 12**). A substantial proportion of dispatches are also associated with falls occurring within or adjacent to the transportation network. These incidents typically involve pedestrians navigating roadways, sidewalks, or other travel areas and are often linked to environmental conditions such as ice, snow, and uneven surfaces.

The presence of fall-related incidents highlights an important distinction between EMS data and crash datasets. While crash records primarily capture vehicle-related events, EMS data reflects a broader range of transportation-related outcomes, including those that disproportionately affect vulnerable users such as pedestrians and older adults. Additional incident types documented in EMS data include vehicle-related medical events and uncommon scenarios not typically recorded in crash reports. Together, these patterns demonstrate the value of EMS data in providing a more comprehensive understanding of transportation safety conditions and emphasize the need to consider a wide range of incident types when evaluating risk within the transportation network.

Figure 12: EMS Dispatches by Type



4.2.4 Dispatch by Time of Year and Time of Day

Data analysis indicates that EMS dispatches are most frequent during afternoon hours (12 p.m. to 6 p.m.) and during the summer and winter months (see Figures 13 and 14). These patterns may reflect that EMS dispatches are impacted by factors such as reduced daylight, winter weather conditions, and tourism-related travel demand.

Figure 13: EMS Dispatches Frequency by Month

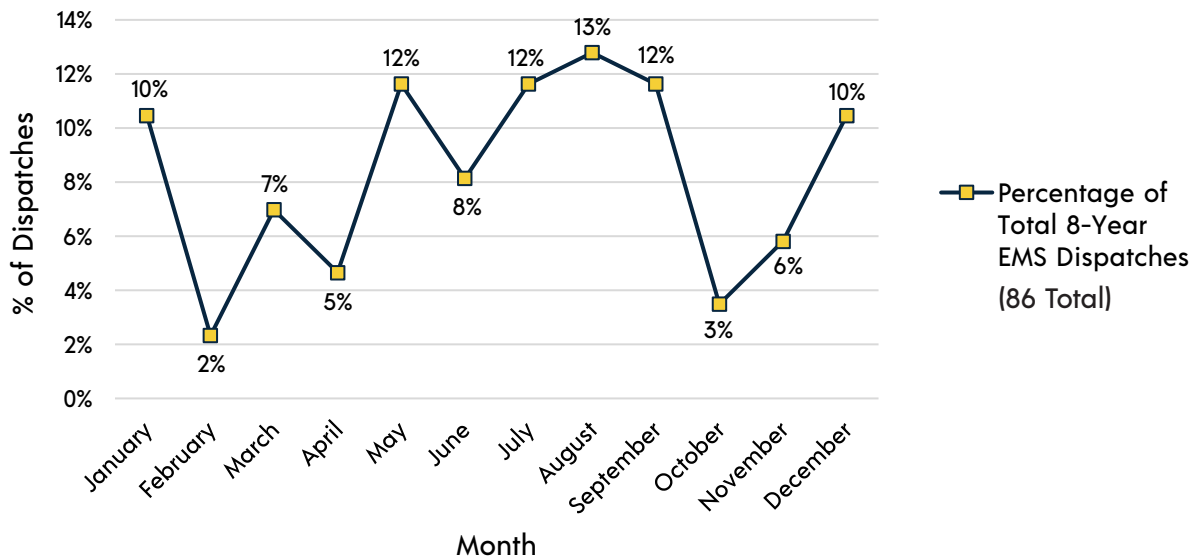
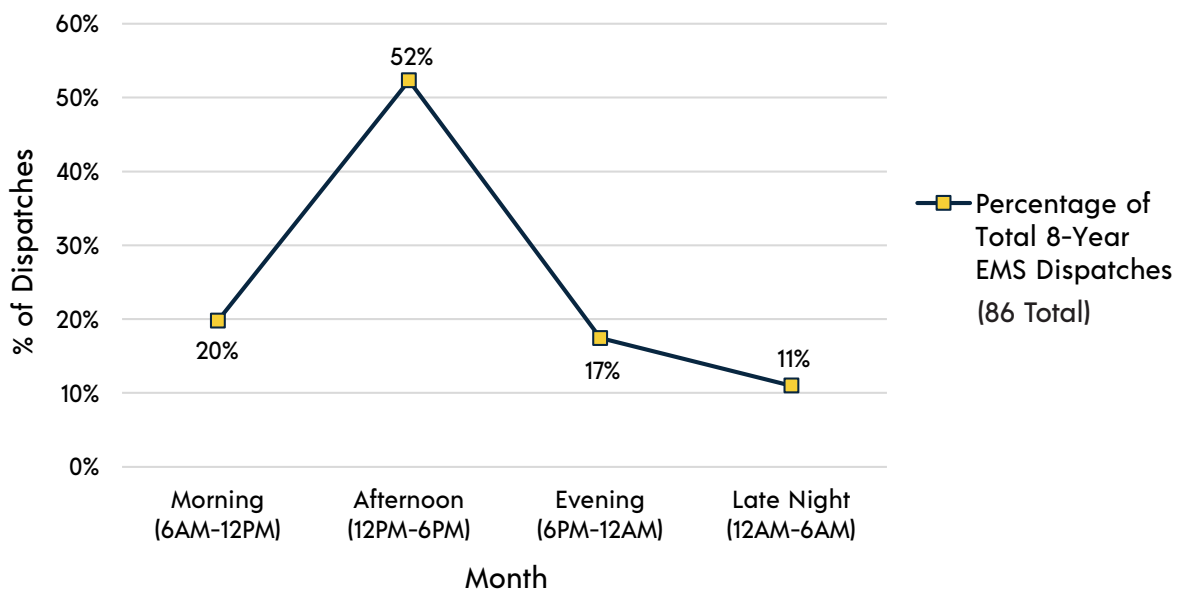


Figure 14: EMS Dispatches Frequency by Time of Day



4.3 Roadway Closure Data

Roadway closure and service request data from 2013 through 2026 provide important context regarding transportation system reliability and environmental hazards affecting the Borough transportation network. Unlike crash data, this dataset captures events that disrupt travel and create hazardous conditions, including rock slides, flooding, fallen trees, ice accumulation, washouts, and other roadway obstructions.

To develop this dataset, the Project Team reviewed and compiled roadway closure reports and transportation-related service requests from multiple local sources, including Haines Borough Nixle alerts and incident reports published through the Chilkat Valley News Police Blotter. Nixle is a community notification system used by local governments and public safety agencies to distribute emergency alerts, road closure notices, and other time-sensitive public information via text message, email, and web postings. The Chilkat Valley News (CVN), Haines' weekly newspaper, publishes a Police Blotter that summarizes calls for service and notable incidents reported by local public safety agencies. The Project Team reviewed these sources and extracted transportation-related incidents affecting roadway operations, access, or safety for inclusion in the analysis, documenting a total of 186 closure-related events during the 2013-2026 period.

While these events do not necessarily result in crashes, they provide valuable insight into recurring hazards, infrastructure vulnerabilities, and reliability challenges that affect the transportation system and influence overall transportation safety.



DOT&PF crews work to clear avalanche debris blocking the Haines Highway. (Matt Boron/DOT&PF)

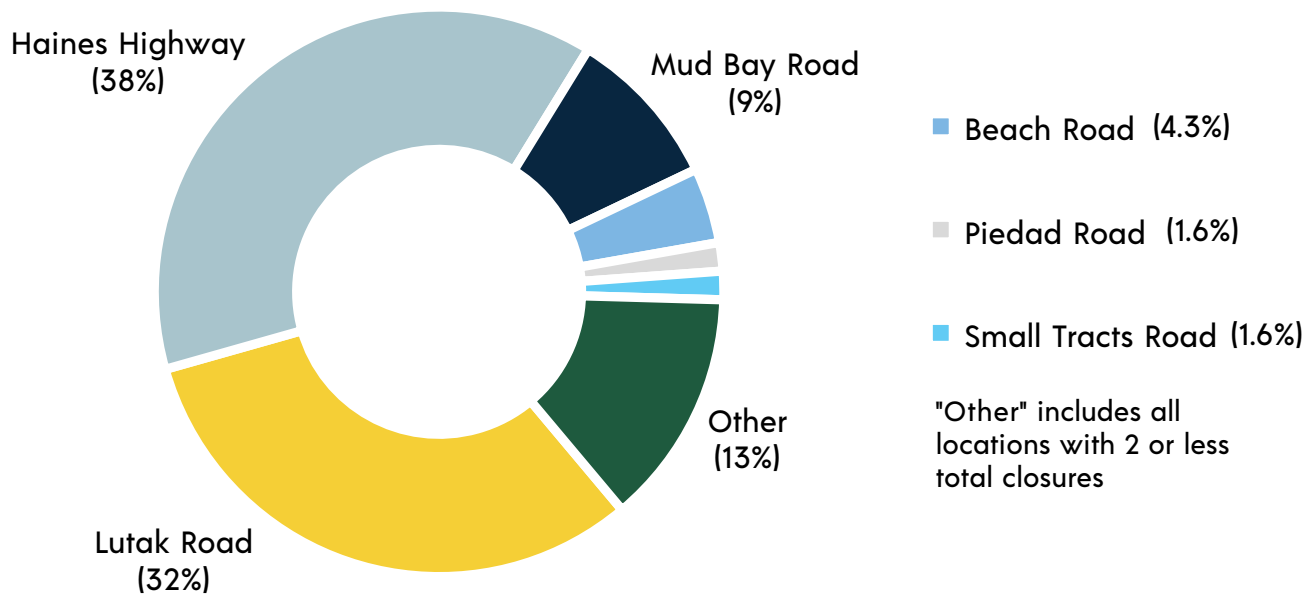


4.3.1 Road Closure Locations

A total of 186 closure-related events were recorded during the 2013-2026 study period, indicating that roadway disruptions are a recurring issue rather than isolated incidents. Roadway closures are heavily concentrated along Haines Highway and Lutak Road, with additional recurring issues identified on Mud Bay Road and Beach Road. A further breakdown of the distribution of road closure locations can be seen in **Figure 15**.

These corridors serve as critical connections within the Borough, and their vulnerability to disruption highlights the limited redundancy in the transportation system. As a result, closure events affect not only day-to-day mobility, but also emergency access and regional connectivity.

Figure 15: Road Closure Locations

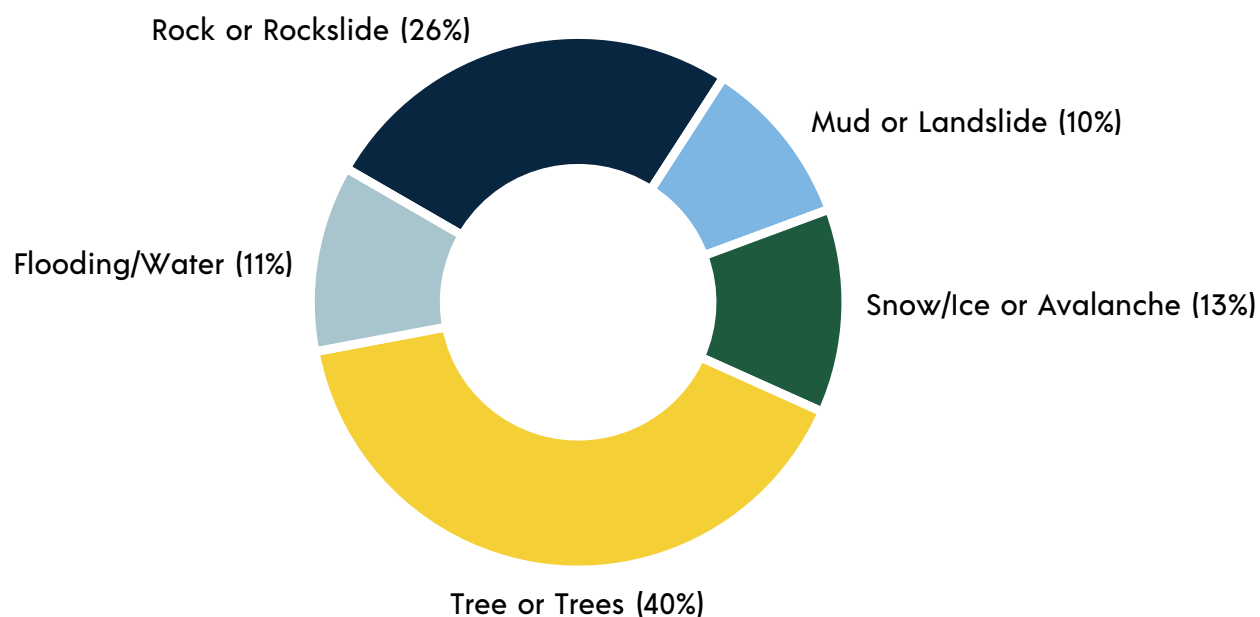


4.3.2 Road Closure Causes

Analysis of closure data indicates that roadway disruptions are primarily driven by environmental hazards. Tree-related debris is the most common cause of closures, followed by rocks or rock slides. Additional causes are shown in **Figure 16**, the distribution of closure causes highlights the dominant role of natural processes in affecting roadway conditions within the Borough.

The prevalence of these hazard types reflects the surrounding terrain, climate, and environmental conditions that influence the transportation system. Steep slopes, forested areas, and exposure to heavy precipitation and seasonal freeze-thaw cycles contribute to recurring hazards along key corridors.

Figure 16: Road Closure Causes

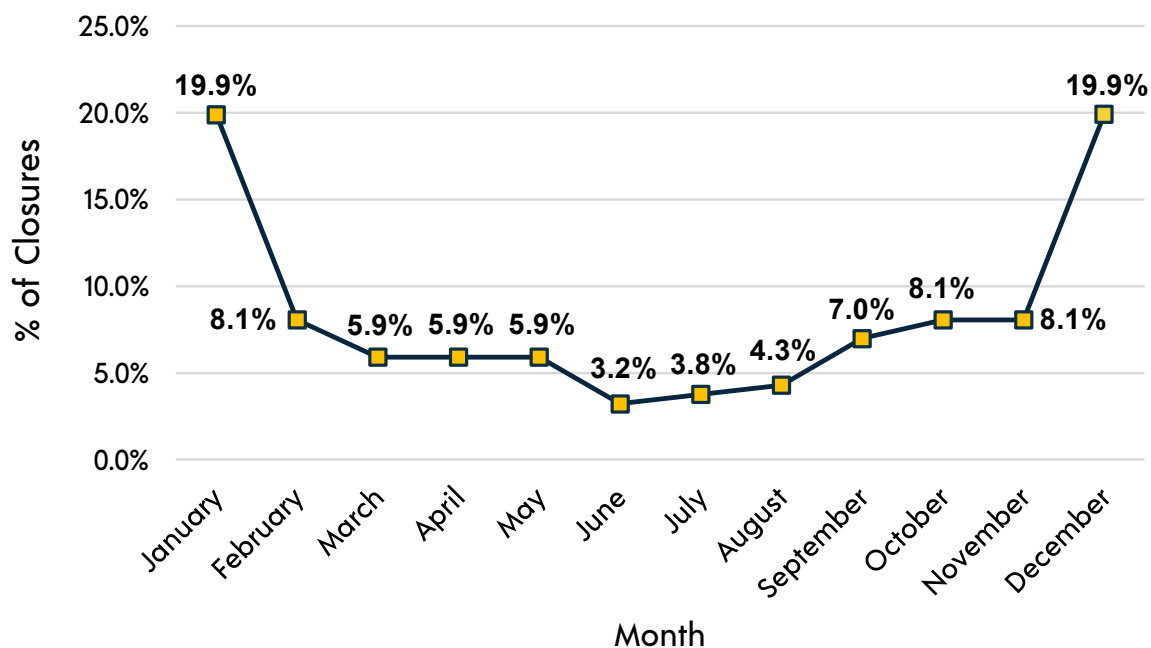


4.3.3 Road Closure Time of Year

Roadway closure data indicates a strong seasonal pattern in the occurrence of closure events. As shown in **Figure 17**, closures are most frequent during the winter months, particularly December and January, with additional activity during late fall. These periods correspond with conditions such as snowfall, ice accumulation, and increased precipitation, all of which contribute to hazardous roadway conditions and a higher likelihood of disruption. The concentration of events during these months highlights the influence of seasonal environmental conditions on transportation system reliability.

These seasonal trends are also associated with processes such as freeze–thaw cycles, saturated soils, and increased slope instability, which can lead to rockfall, landslides, and debris accumulation on roadway surfaces. The consistency of closure events during these periods suggests that certain hazard conditions recur on a seasonal basis, affecting the same corridors and locations over time. This pattern reinforces the importance of proactive seasonal planning and targeted mitigation strategies to reduce the frequency and impact of roadway closures throughout the year.

Figure 17: Road Closure Time of Year



4.3.4 Closure Impacts

A significant number of events that occurred during the 2013-2026 study period resulted in lane blockages or full roadway closures, including several incidents where both lanes were rendered impassable. In some cases, closures were prolonged or required coordinated emergency response, including evacuation events and infrastructure damage.

Closure conditions also increase the likelihood of crashes by introducing unexpected hazards such as debris, reduced roadway width, and rapidly changing surface conditions. In a network with limited alternate routes, these disruptions can force travelers to continue through hazardous areas or take extended detours.

A notable example includes a December 2020 landslide event on Beach Road that resulted in two fatalities, underscoring the severity of environmental hazards affecting the transportation system.

Overall, roadway closures represent a significant component of transportation safety in Haines Borough and highlight the importance of improving system reliability and resilience alongside traditional safety investments.



4.4 Wildlife-Vehicle Interaction Data

Wildlife-vehicle collisions represent a unique and locally significant transportation safety concern within the Borough. Data provided by Alaska DOT&PF and the Alaska Wildlife Troopers Roadkill Program identified 19 reported wildlife-vehicle collisions between 2013 and 2026, the majority of which involved moose (84%). A small number of incidents involved other species, such as bears and birds.

Most reported incidents occurred along the Haines Highway between Mileposts 11 and 25, indicating a strong relationship between wildlife-vehicle collisions and established wildlife movement corridors. Additional isolated incidents were reported elsewhere in the road network, but the concentration along this corridor suggests recurring conflict areas where wildlife activity and vehicle traffic regularly intersect.

The data also reveals clear seasonal and environmental patterns. Wildlife-related crashes were most common during winter months and under low-light conditions, particularly at night and during dusk, when reduced visibility coincides with seasonal wildlife movements. Many incidents occurred on snow- or ice-covered roadways, wet pavement, or other conditions that can limit driver reaction time and vehicle control.

Although most wildlife-related crashes resulted in property damage or no apparent injury, several incidents involved secondary crash events, including vehicles leaving the roadway or rolling while attempting to avoid an animal. These findings suggest that the greatest safety risk may not always be the initial wildlife strike itself, but rather the loss of vehicle control that can follow. Taken together, the location, timing, and circumstances of these incidents identify wildlife-vehicle interactions as a recurring transportation safety challenge and an important emphasis area for future safety improvements within the Borough.



A sow and her cub stroll down the centerline of Lutak Road. (Jenna Spesard Kausal/Tiny House Giant Journey)



5. Community Input Analysis

Crash statistics and emergency response data provide valuable insight into transportation safety conditions, but they do not tell the entire story. The people who use the Borough transportation system every day often experience safety concerns that never appear in formal datasets. To capture these perspectives, the planning process incorporated extensive community outreach via survey, public meetings, and other engagement activities.

Residents, visitors, and seasonal workers shared their perspectives on transportation conditions throughout the Borough, identifying locations of concern and describing the challenges they encounter while walking, bicycling, driving, and accessing community destinations. Many participants provided detailed information about recurring issues, including speeding, intersection conflicts, roadway maintenance concerns, limited pedestrian facilities, wildlife encounters, and weather-related hazards. These firsthand observations provide valuable context that helps explain how and why people experience safety concerns in different parts of the transportation network.

Community input also helped identify issues that may not be evident through technical analysis alone. While crash and EMS data reveal where documented incidents have occurred, public feedback highlights locations where residents routinely experience close calls, alter their travel behavior, or feel uncomfortable using the transportation system. Together, these perspectives help paint a more complete picture of transportation safety conditions across the Borough.

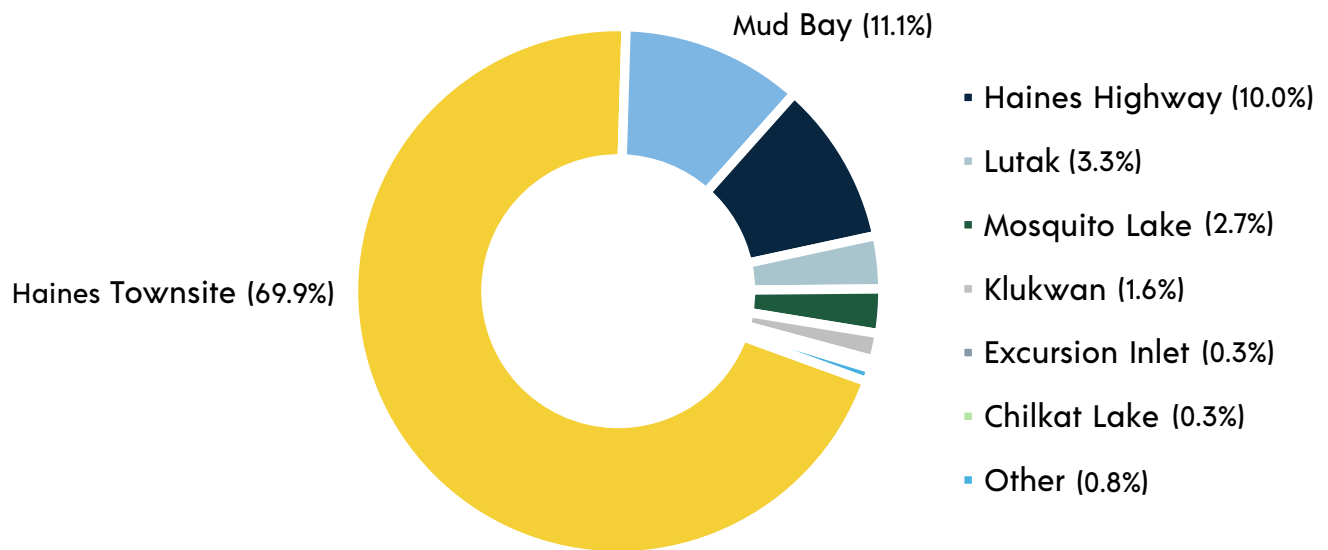
The findings presented in this section reflect the experiences and priorities shared by community members throughout the planning process. Combined with the quantitative safety analysis, this input helps ensure that the CSAP is grounded in both technical data and local knowledge, resulting in recommendations that are responsive to the needs, concerns, and values of the Haines community.



5.1 Safety Survey

The Transportation Safety Survey received 369 responses, providing substantial input from residents and roadway users across the Haines Borough. As shown in **Figure 18**, most respondents (94 percent) identified themselves as Borough residents. Respondents were geographically distributed throughout the Borough, with the largest share (69.9 percent) residing in the Haines Townsite, followed by residents of the Mud Bay area and the Haines Highway corridor.

Figure 18: Location of Home



5.1.1 Modes of Transportation

Survey responses indicate that driving is the dominant mode of travel, with approximately 82 percent of respondents relying on personal vehicles for work or school trips, and nearly 69 percent for non-work trips. A full breakdown on the modes of transportation for both work/school and non-work/school is shown in **Figure 19** and **Figure 20**.

Walking and bicycling represent a smaller share of reported trips but remain important modes for local travel. This distribution suggests that while the transportation system is primarily vehicle-oriented, a meaningful portion of the population relies on or desires safe access for non-motorized travel.

Figure 19: Typical Mode of Transportation (Work/School)

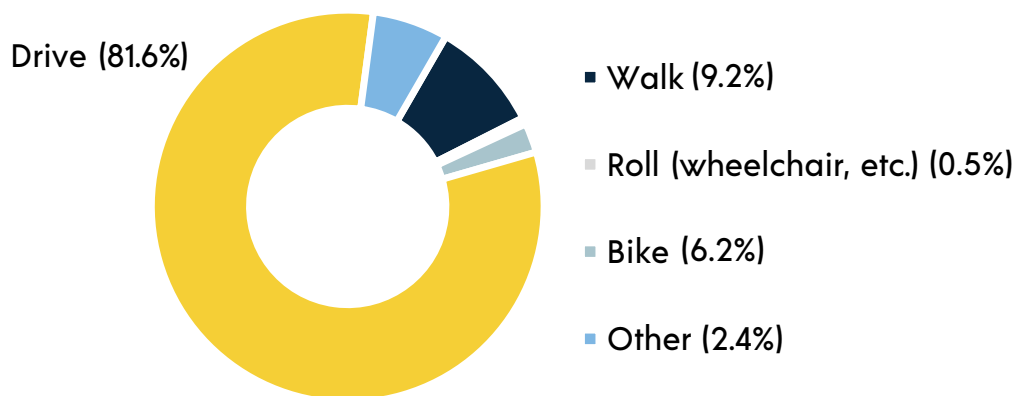
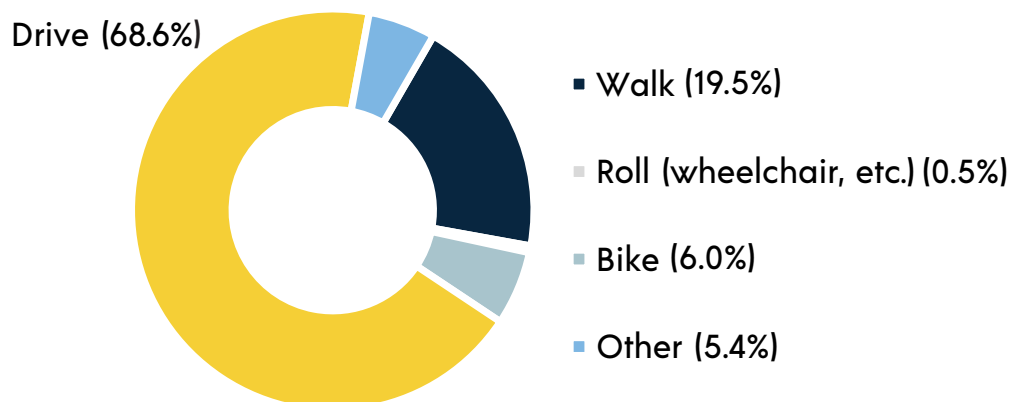


Figure 20: Typical Mode of Transportation (Non-Work/School)



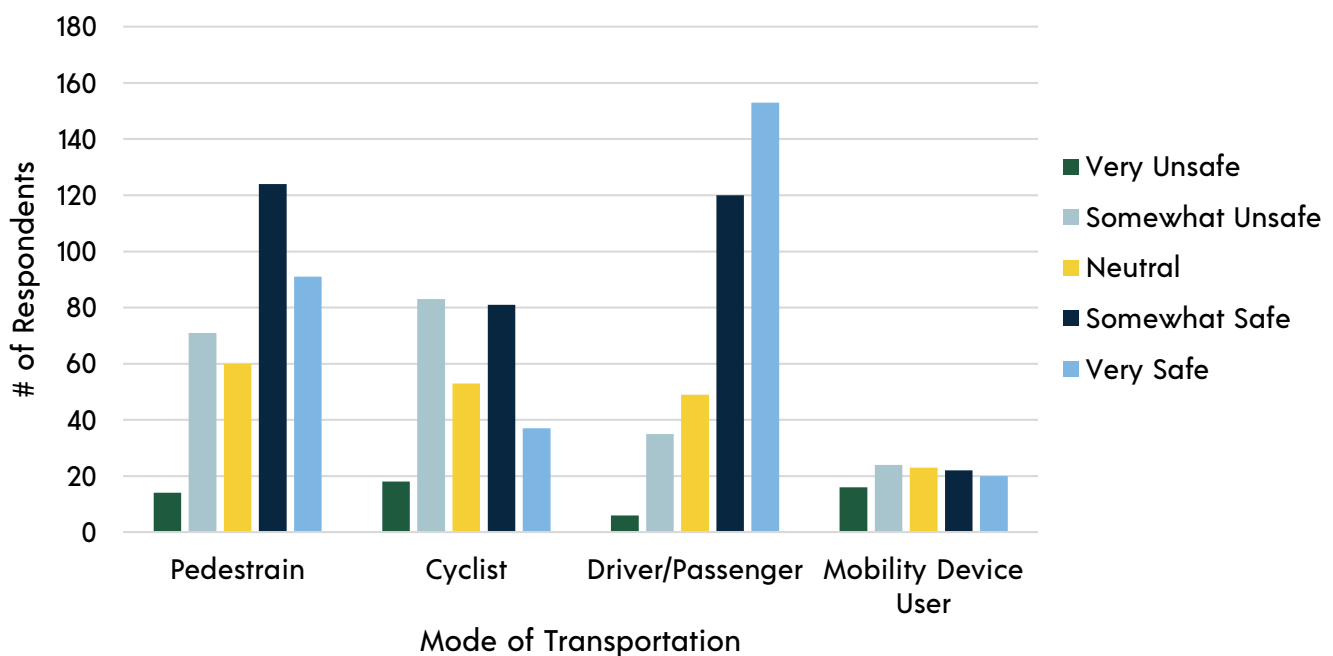
5.1.2 Perceived Safety by Mode of Transportation

Perceptions of safety vary by mode, with respondents generally reporting:

- » Higher levels of safety when traveling as drivers or passengers, with over 70 percent indicating they feel somewhat or very safe
- » Moderate safety as pedestrians, with approximately 58 percent reporting somewhat or very safe conditions, while nearly 23 percent reported feeling somewhat or very unsafe
- » Lower safety perceptions for cyclists, where only about 32 percent feel safe, and a significant share report unsafe or neutral conditions
- » Limited input for mobility device users due to high “not applicable” responses, though those who did respond indicate notable safety concerns

These findings, outlined in Graph X, suggest that the transportation network is perceived as most accommodating for motor vehicle use, while pedestrian and bicycle safety is less consistent and more dependent on location and conditions. This difference highlights a gap between vehicle-oriented system performance and the safety needs of non-motorized users.

Figure 21: Perceived Safety by Mode of Transportation



5.1.3 Seasonal & Environmental Influences

A key finding across the survey is the strong influence of seasonal conditions and visibility on perceived safety. Approximately 79 percent of respondents indicated that their sense of safety varies by time of year or time of day.

Qualitative responses consistently identify the following contributing factors:

- » Snow and ice creating slippery travel conditions for all users
- » Reduced daylight hours and limited roadway lighting impacting visibility
- » Snow storage and berms limiting sight distance at intersections and reducing available walking space
- » Unplowed or uncleared sidewalks and shoulders, forcing pedestrians into travel lanes

Many respondents also noted that summer conditions introduce a different set of risks, including:

- » Increased traffic volumes associated with tourism
- » Higher pedestrian activity in the roadway
- » Confusion or unpredictable behavior from visitors unfamiliar with local travel patterns

These responses highlight that safety in Haines Borough is highly context-dependent, with different seasonal factors influencing risk throughout the year. These findings indicate that safety strategies in Haines must address both winter operations and seasonal traffic patterns.



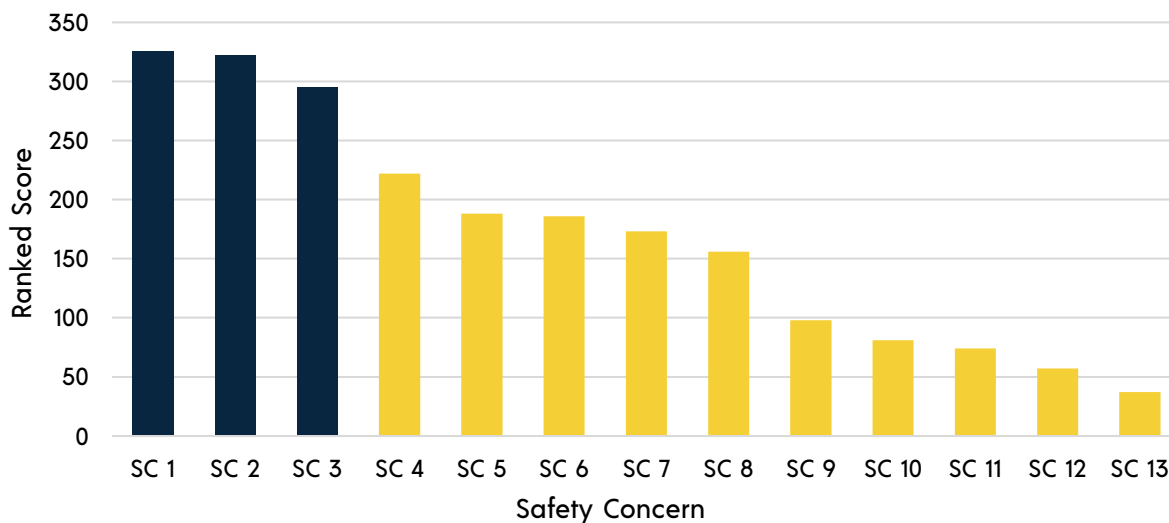
5.1.4 Transportation Safety Concerns

When asked to identify key transportation safety concerns, respondents most frequently cited issues related to infrastructure, visibility, and maintenance. The most commonly identified concerns included:

- 1 **Inadequate maintenance of roads, sidewalks, and multi-use pathways**
- 2 **Lack of sight line visibility (inadequate sight distance to view oncoming traffic)**
- 3 **Limited or lack of separated places to walk or bike (away from vehicles)**

These results shown in Graph X indicate that many perceived safety issues are systemic rather than isolated, reflecting broader network design, maintenance practices, and operating conditions.

Figure 22: Transportation Safety Concerns



- SC 1** Inadequate maintenance of roads, sidewalks, and multi-use pathways
- SC 2** Lack of sight line visibility (inadequate sight distance to view oncoming traffic)
- SC 3** Limited or lack of separated places to walk or bike (away from vehicles)
- SC 4** Unsafe driving behaviors (speeding, distracted driving, driving under the influence, etc.)
- SC 5** Unsafe pedestrian/cyclist behaviors (crossing outside crosswalks, not using reflective gear at night, etc.)
- SC 6** Lack of bicycle lanes and other improvements to help bicyclists safely travel streets
- SC 7** Inadequate lighting
- SC 8** Lack of crosswalks, sidewalks, or other improvements to help pedestrians safely walk
- SC 9** Inadequate funding for safety improvements
- SC 10** Lack of accessibility improvements for people with disabilities
- SC 11** Long emergency response times
- SC 12** Access to safe evacuation routes in the event of an emergency
- SC 13** Unreasonable speed limits



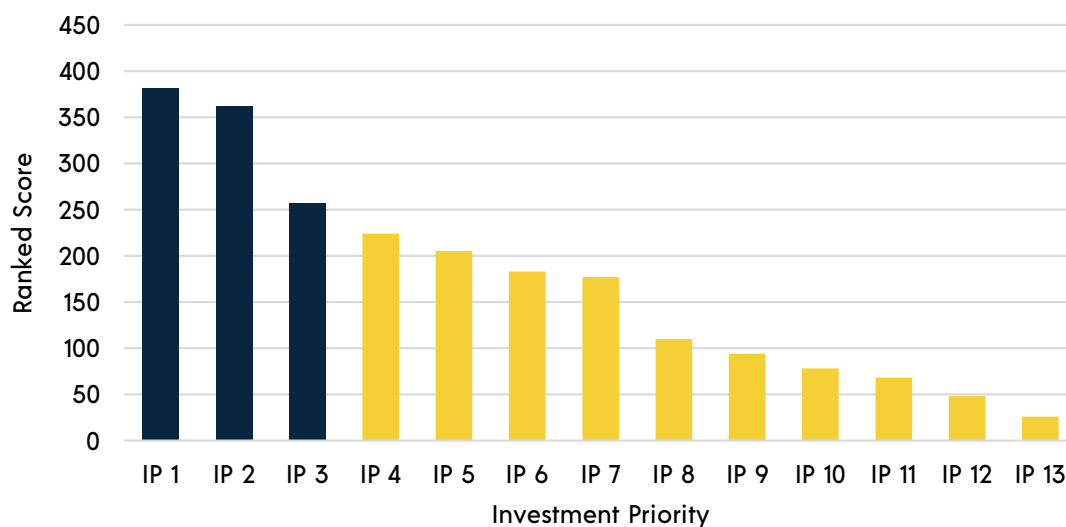
5.1.5 Transportation Safety Priorities

Survey respondents identified clear priorities for improving transportation safety. The highest-ranked investment areas include:

- 1 Better winter maintenance of roads and sidewalks
- 2 Enhancing sight line visibility at intersections
- 3 Adding and maintaining sidewalks

The priorities shown in Graph X closely align with the primary concerns identified in the survey and reinforce the importance of addressing both infrastructure gaps and operational maintenance practices.

Figure 23: Transportation Safety Priorities



- IP 1 Better winter maintenance of roads and sidewalks
- IP 2 Enhancing sight lines at intersections/driveways (trim vegetation, remove signs/fences/obstructions, etc.)
- IP 3 Adding and maintaining sidewalks
- IP 4 Adding and maintaining bicycle lanes
- IP 5 Safer intersections for all users
- IP 6 Installing more street lighting
- IP 7 Inadequate lighting
- IP 8 Redesigning and reconstructing roads to increase safety for everyone
- IP 9 Enforcing the rules of the road
- IP 10 Addressing impaired driving
- IP 11 Educating more people on transportation safety
- IP 12 Planning for and improving safe school zones
- IP 13 Addressing speed related crashes



5.1.6 Locations of Concern & Reported Experiences

Approximately 75 percent of survey respondents identified specific locations of concern, indicating widespread awareness of site-specific safety issues across the Borough. Frequently cited locations include:

- » The Main Street corridor and downtown intersections, particularly 2nd Ave., 3rd Ave., and Union St.
- » The “Y” intersections at Main Street and Haines Highway
- » Segments of Lutak Road, especially during periods of high traffic or areas with limited shoulder width
- » Portions of the Haines Highway corridor, particularly where speed transitions and limited visibility occur

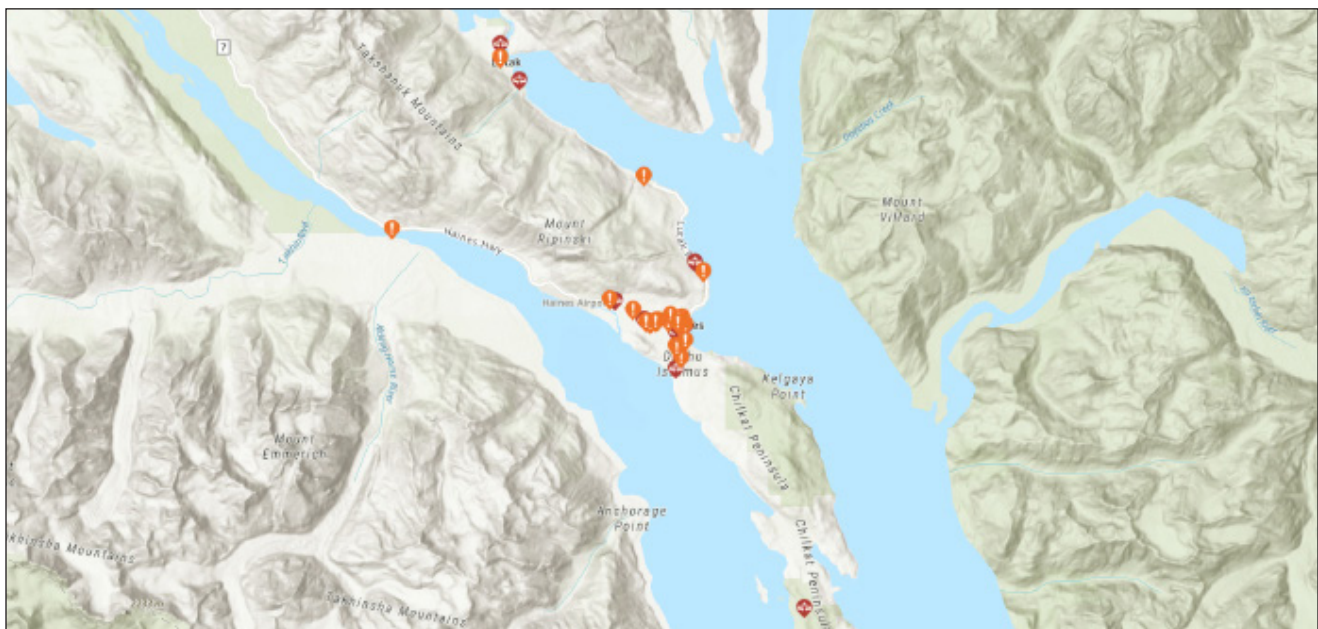
More than half of respondents reported experiencing a crash or near miss within the past ten years. These experiences often involved:

- » Limited sight distance at intersections
- » Drivers failing to stop or yield appropriately
- » Conflicts between vehicles and pedestrians or cyclists
- » Loss of vehicle control under winter conditions

An interactive crash map is available at www.safestreetsforhaines.com/crash-map (screenshot below).

ORANGE exclamation markers identify locations where respondents reported transportation safety concerns, while **RED** crash markers indicate reported crashes, near-misses, or other safety-related incidents. Selecting a marker displays additional information provided by the respondent about the reported concern or incident.

Map 5: Interactive Crash Map Snapshot



5.2 Public Comment

Public comment was collected through public meetings, the Transportation Safety Survey, and written comments. Input consistently identified concerns that complement the quantitative analysis, particularly regarding issues and near-miss events that are not reflected in crash or EMS data.

The most common theme was pedestrian and bicyclist safety. Respondents cited a lack of sidewalks, shoulders, and separated facilities, particularly outside the Haines Townsite and along Haines Highway, Lutak Road, and Mud Bay Road. Winter snow berms were frequently noted as further reducing available space for non-motorized users.

Winter maintenance was another major concern. Respondents identified inconsistent snow removal, sanding, ice control, and sidewalk clearing as contributing to unsafe conditions for both motorists and pedestrians, with icy roads and snow berms often forcing pedestrians into travel lanes.

Visibility issues were also frequently reported, including limited sight distance at intersections due to vegetation, snow accumulation, roadway geometry, and inadequate lighting. Some respondents, however, expressed concern about excessive lighting and its effect on community character, suggesting a need for context-sensitive improvements.

Public comments also identified concerns related to driver behavior, including speeding, distracted and impaired driving, failure to obey traffic laws, and limited enforcement. Maintenance issues such as potholes, pavement deterioration, drainage problems, and deferred roadway maintenance were also common.

Recurring locations of concern included portions of Haines Highway, Lutak Road, and several Townsite intersections, particularly near schools, the harbor, and other destinations with high pedestrian activity. Respondents also emphasized the need for improved accessibility, better connectivity between destinations, and expanded transportation options.

Overall, public comment reinforces the findings of the quantitative analysis, highlighting multimodal safety, winter maintenance, visibility, driver behavior, and roadway condition as the Borough's most significant transportation safety concerns. Key themes identified through public comment are summarized in the chart on Page 40.



Table 1: Public Comment Summary

Theme	Description of Comments	Representative Issues Identified
Pedestrian + Bicycle Safety	Strong and consistent concern regarding lack of safe facilities for non-motorized users across the Borough.	Lack of sidewalks and bike lanes; narrow shoulders; unsafe conditions on Haines Highway, Lutak Road, and Mud Bay Road; limited separation from traffic; unsafe routes for children, strollers, and mobility devices.
Winter Maintenance + Seasonal Conditions	Winter weather and maintenance practices were identified as major contributors to unsafe conditions.	Insufficient plowing and sanding; icy roads and sidewalks; snow berms blocking visibility; pedestrians forced into roadway; inconsistent maintenance across corridors.
Visibility + Lighting	Visibility challenges were frequently cited, though opinions on solutions varied.	Poor sight distance at intersections; brush and snow blocking views; inconsistent lighting; debate between more lighting vs. dark sky preservation; lack of reflective gear use by pedestrians and cyclists.
Driver Behavior + Enforcement	Residents identified unsafe driving behavior as a major concern affecting overall safety.	Speeding; distracted and impaired driving; failure to stop at stop signs; lack of enforcement; need for education on rules of the road for drivers and cyclists.
Road Maintenance + Condition	Ongoing concerns regarding roadway condition and long-term maintenance practices.	Potholes; deteriorated pavement; drainage issues; uneven or damaged surfaces; lack of consistent maintenance on local and rural roads.
Intersection Safety + Geometry	Numerous location-specific concerns focused on intersections with poor design or visibility.	Blind corners; non-standard intersection geometry; confusing layouts (e.g., “Y” intersections); need for traffic control improvements such as stop signs, striping, or mirrors.
Multimodal Connectivity + Access	Desire for a more connected transportation system that supports all users.	Lack of connected walking/biking routes; limited access between neighborhoods and destinations; unsafe routes to schools, trails, airport, and harbor.
Accessibility (ADA & Mobility)	Comments emphasized the need for improved accessibility for users with mobility limitations.	Inadequate facilities for wheelchairs and strollers; uneven sidewalks; lack of accessible routes; barriers to participation for older adults and individuals with disabilities.
Tourism + Seasonal Traffic	Seasonal visitors were identified as both an opportunity and a safety challenge.	Increased congestion; unfamiliar drivers; conflicts between vehicles, pedestrians, and cyclists; safety concerns at destinations like Lutak and Chilkoot Lake.
System Management + Coordination	Broader concerns about coordination, communication, and system oversight.	Need for better coordination with state agencies (DOT); unclear responsibility for roadway maintenance; interest in improved communication on road conditions and plowing schedules.



5.3 Data Analysis and Community Input Summary

The combined analysis of crash data, EMS records, roadway closures, wildlife interactions, and community input reveals several consistent and interconnected transportation safety challenges within the Haines Borough. Safety risks are strongly influenced by environmental conditions, particularly during winter months and periods of reduced visibility, which contribute to both crash occurrence and broader system disruptions.

Although fatal and serious injury crashes are relatively infrequent, they occur at a disproportionately high rate compared to statewide averages, indicating elevated risk in a rural, higher-speed travel environment. Limitations in available crash data, particularly related to contributing factors and the underreporting of certain incident types, further reinforce the importance of incorporating multiple data sources to fully understand safety conditions.

Crash data indicates that a large share of incidents involve vehicles striking fixed objects or parked vehicles, as well as crashes occurring during low-speed maneuvering conditions, suggesting that roadside hazards, limited visibility, and constrained operating environments are key contributors to crash occurrence. Emergency Medical Services (EMS) data reinforces these findings by capturing a broader range of transportation-related outcomes not fully reflected in crash records, including incidents affecting pedestrians and other vulnerable users under seasonal and environmental conditions. Roadway closures and environmental hazards introduce additional safety and system reliability challenges, particularly on critical corridors like Haines Highway and Lutak Road where routing alternatives are limited, while wildlife–vehicle interactions further contribute to localized safety risks under low-light conditions and in areas with consistent animal movement patterns. Community input aligns with these findings by highlighting ongoing concerns related to visibility, winter maintenance, and the lack of safe facilities for pedestrians and bicyclists, with several corridors and intersections consistently identified as areas of concern across all data sources.

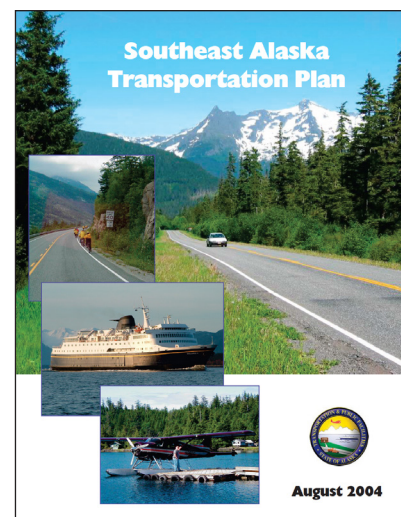
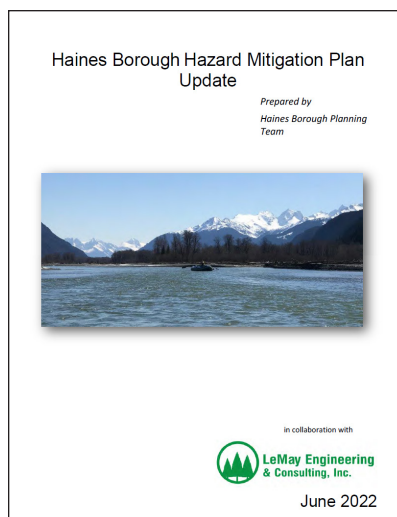
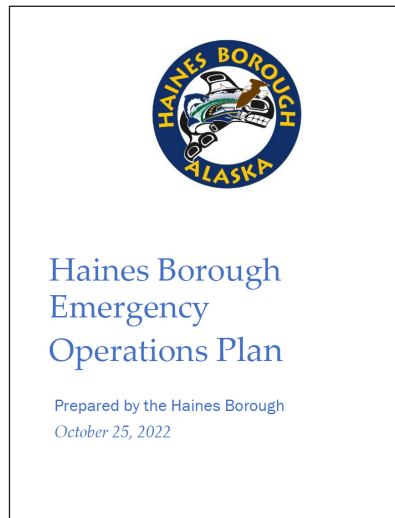
Taken together, these findings indicate that transportation safety in Haines Borough is shaped by a combination of environmental conditions, infrastructure limitations, and user experience. Addressing these challenges will require a comprehensive approach that improves system resilience, enhances visibility and maintenance practices, and expands safe travel options for all roadway users.



6. Plan & Code Review

Improving transportation safety requires more than identifying hazardous locations and recommending infrastructure projects. Lasting safety improvements also depend on the plans, policies, and regulations that guide how transportation decisions are made over time. These documents influence where investments are made, how projects are prioritized and designed, and how transportation, land use, emergency management, and other community goals are coordinated.

As part of the Comprehensive Safety Action Plan, seven local and regional planning documents and relevant sections of Haines Borough Code were reviewed to evaluate how transportation safety is currently addressed and identify opportunities to better prioritize safety throughout the Borough's planning and decision-making processes. The findings of this review informed recommendations for policy and code changes that will help institutionalize a safer, more coordinated approach to transportation planning and implementation.



6.1 Plan Review

The following plans were reviewed to understand existing policy direction, transportation needs, infrastructure priorities, and hazard considerations within the Haines Borough. Collectively, these documents provide the foundation for how the Borough plans, prioritizes, and invests in its transportation system. This review examines how each plan addresses transportation safety and identifies opportunities to better align local planning efforts with the goals of the SS4A program, which emphasizes reducing roadway fatalities and serious injuries through coordinated, data-driven decision-making.

Table 2: Reviewed Plans

Plan Name	Year	Type	Primary Focus
Haines Borough Comprehensive Plan (2035)	2024 (Adopted)	Land Use/Policy Plan	Long-range vision, land use, growth, housing, economic development
Haines Borough Hazard Mitigation Plan	2022	Hazard/Resilience Plan	Risk reduction for natural hazards (flooding, earthquakes, weather, etc.)
Haines Borough Emergency Operations Plan (EOP)	2022	Emergency Response Plan	Incident response, emergency coordination, roles and procedures
Capital Improvement Projects (CIP) Six-Year Plan FY27–FY32	2026	Capital Planning	Infrastructure investments, facilities, utilities, capital priorities
Haines Area Coordinated Public Transit–Human Services Transportation Plan	2023	Transportation (Local/Human Services)	Transit access, mobility for vulnerable populations, coordination of services
Southeast Alaska Transportation Plan	2004	Transportation (Regional)	Regional transportation systems (marine highway, roads, aviation, freight)
Statewide Transportation Improvement Program (STIP)	2024 – 2027	Transportation	State of Alaska transportation plan for all federally funded transportation projects



6.1.1 Haines Borough Comprehensive Plan

The Haines Borough Comprehensive Plan serves as the central policy document guiding future growth, land use, and infrastructure investment within the Borough. Its importance to safety lies in the way it shapes the overall development pattern of the community and establishes long-term priorities for mobility, access, and quality of life.

The plan emphasizes livability, connectivity, and the provision of reliable infrastructure—all of which are closely tied to transportation safety outcomes. Decisions about where and how development occurs influence travel demand, roadway use, and the feasibility of different transportation modes. In this way, the Comprehensive Plan provides the underlying structure that influences exposure to risk within the transportation system. The plan's explicit reference to the SS4A program [ER2.1] is particularly important. It indicates that the Borough has already identified transportation safety as a priority area and recognizes the value of aligning local planning efforts with federal programs. This connection provides a clear policy basis for advancing more detailed safety planning and investment strategies.

At the same time, the Comprehensive Plan does not establish specific safety performance measures or targets. Its goals are broad and policy-oriented, leaving a gap between high-level vision and measurable outcomes. Strengthening that connection is an important step in ensuring that the plan's priorities translate into tangible safety improvements.

6.1.2 Haines Borough Hazard Mitigation Plan

The Hazard Mitigation Plan provides a comprehensive assessment of risks affecting the Borough, focusing on natural hazards such as flooding, severe weather, and geophysical events. The plan evaluates vulnerabilities in infrastructure and populations and identifies strategies for reducing long-term impacts.

Although the plan does not specifically address traffic safety, its approach to risk identification and prioritization is highly relevant. It emphasizes understanding where hazards are most likely to occur, which assets and populations are most vulnerable, and how targeted actions can reduce potential consequences. This framework contributes to a broader understanding of system risk, including conditions that may affect roadway safety, such as flooding, erosion, or extreme weather.

The Hazard Mitigation Plan reinforces the importance of proactive investment in reducing harm and protecting critical infrastructure. It also highlights geographic areas where vulnerabilities are concentrated, information that can inform transportation planning and investment decisions.

Currently, these insights are not consistently integrated into transportation or capital planning processes. Strengthening coordination between hazard mitigation and infrastructure investment would improve the Borough's ability to address overlapping risks and ensure that improvements are resilient under a range of conditions.



6.1.3 Haines Borough Emergency Operations Plan

The Emergency Operations Plan focuses on preparedness and response during emergency events. It defines roles, responsibilities, and procedures for coordinating response efforts and managing incidents, including those affecting the transportation system.

This plan contributes to an understanding of how the Borough responds to incidents when they occur. Factors such as response time, access to emergency services, and coordination among agencies can influence the severity of outcomes. In geographically constrained and rural settings, these considerations are especially important.

The Emergency Operations Plan identifies critical facilities and outlines the processes used to manage emergencies, providing insight into the Borough's current capabilities and constraints. This information complements infrastructure planning by highlighting the importance of maintaining reliable access routes and ensuring that the transportation system can support effective response.

However, the plan operates largely independently of transportation planning and capital investment decisions. Greater coordination between these areas would help ensure that system design and infrastructure improvements support not only daily operations but also emergency response needs.

6.1.4 Haines Area Coordinated Public Transit-Human Services Transportation Plan

The Coordinated Public Transit–Human Services Transportation Plan provides an important perspective on access and equity within the transportation system. It focuses on the mobility needs of populations that may be underserved, including older adults, individuals with disabilities, and those with limited access to private vehicles.

This plan broadens the understanding of transportation conditions by highlighting gaps in service and access that may not be captured through infrastructure-focused analysis alone. Limited transportation options can increase exposure to risk, particularly for individuals who must rely on walking or other modes in areas without adequate facilities.

By identifying these gaps, the plan helps reveal where transportation challenges are concentrated and which populations may be disproportionately affected. This information is essential for ensuring that improvements address the needs of all users, not just those traveling by personal vehicle.

While the plan provides valuable insight into mobility needs and service gaps, its recommendations are primarily programmatic rather than capital-focused. As a result, its connection to physical infrastructure improvements is less direct. Integrating these perspectives into broader planning and investment decisions would help ensure that infrastructure and services work together to improve safety and accessibility.



6.1.5 Southeast Alaska Transportation Plan

The Southeast Alaska Transportation Plan provides a broader view of the transportation system beyond the Borough, including regional connections, freight movement, and multimodal travel. This context helps frame how Haines fits within larger travel patterns and economic networks.

Understanding regional connectivity is important for identifying where higher traffic volumes or more complex travel movements may occur. These factors can influence local conditions and contribute to areas of increased risk.

However, the plan's age limits its usefulness for current planning efforts. Developed in 2004, it does not reflect recent changes in transportation conditions, infrastructure, or planning practices. While it remains helpful for general context, additional data and analysis are needed to accurately represent current conditions and inform decision-making. A plan update is currently scheduled for Fall 2026.

6.1.6 Haines Borough Capital Improvement Projects List

The Capital Improvement Projects (CIP) list represents the Borough's primary mechanism for implementing infrastructure improvements. It identifies capital projects across multiple sectors and establishes a framework for funding and prioritizing those investments over a six-year period.

From a safety standpoint, the CIP offers valuable insight into existing system conditions and needs. Projects related to roadway maintenance, facility upgrades, and utility improvements highlight areas where infrastructure is aging, deficient, or in need of replacement. These conditions often have direct or indirect implications for transportation safety.

The CIP also provides a clear pathway for advancing safety-related improvements. Investments in roads, docks, public facilities, and utilities all contribute to the overall reliability and functionality of the system. However, the connection between these investments and specific safety outcomes is not always clearly defined. Projects are generally prioritized based on condition, service delivery, or operational considerations, rather than on an explicit assessment of safety risk.

This creates an opportunity to better align capital planning with safety priorities. By incorporating safety considerations more directly into project selection and ranking, the Borough can ensure that investments are targeted toward areas where they will have the greatest impact on reducing risk.

6.1.7 Alaska Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the State's official planning document for all federally funded transportation projects over a four-year period, ensuring alignment with federal funding requirements and priorities. Safety performance measures in this plan, including the number of fatalities and serious injuries, are similar to CSAP measures and ensure alignment with local, state, and federal transportation safety goals.



The State plan identifies safety as a strategic investment area moving forward and applies special consideration to safety plans during project selection and funding allocation. Various projects along the Haines Highway Corridor are identified in the 2024 to 2027 plan. This CSAP identifies safety concerns along other State corridors in the Haines Borough and may be used to advocate for future projects and funding.

The STIP, including the State Highway Safety Improvement Plan (HSIP) by reference, and the Haines Borough CSAP both provide data driven recommendations to move forward with transportation safety improvement projects that reduce the risk of death and serious injuries on our roadways. Goals, measures, and objectives identified in the CSAP are aligned with state and federal priorities laid out in this plan.

6.1.8 Plan Review Takeaway

Collectively, these plans provide a strong foundation for understanding and improving transportation conditions within the Haines Borough. Each document contributes a different perspective: the Comprehensive Plan establishes long-term policy direction and explicitly recognizes federal safety initiatives such as SS4A; the Hazard Mitigation Plan offers a structured approach to identifying and understanding risk; the Emergency Operations Plan addresses response capabilities; the CIP defines how infrastructure investments are prioritized and delivered; the Transit Plan highlights equity and access considerations; the regional transportation plan adds broader context, despite its limitations; and the state plan provides similar support for data-driven recommendations to improve transportation safety, showing strong correlation between local, state, and federal priorities.

At present, these elements are not fully integrated. Connections between identified risks, planning priorities, and capital investments are often indirect, and measurable safety outcomes are not consistently defined across documents. This limits the Borough's ability to systematically prioritize improvements and evaluate progress.

Bringing these elements together into a more coordinated framework will strengthen decision-making and better align planning efforts with identified safety priorities establishing a clear path toward improving transportation safety across the system.



6.2 Code Review

Haines Borough Code plays an important role in how transportation facilities are planned, designed, operated, and maintained. As part of the Comprehensive Safety Action Plan, relevant sections of Borough Code were reviewed to evaluate how existing regulations support—or may limit—the implementation of roadway safety improvements. The review focused on provisions most directly related to transportation, including Title 10 (Vehicles and Traffic), Title 12 (Streets, Sidewalks, and Public Places), and applicable sections of Title 18 (Land Use and Development).

Rather than serving as a comprehensive legal analysis, this review identifies opportunities to strengthen the Borough’s regulatory framework in support of a safer transportation system. The recommendations that follow are intended to better align Borough Code with SS4A principles by encouraging data-driven decision-making, supporting all roadway users, and improving the Borough’s ability to implement long-term safety improvements.

6.2.1 Vehicle Operations and Traffic Regulations (Title 10)

Title 10 of the Haines Borough Code establishes regulations governing vehicle operations, including traffic control, parking, and enforcement. These provisions support baseline roadway safety by defining legal behavior and enabling enforcement of traffic laws.

However, Title 10 primarily addresses operational compliance rather than system design. While it contributes to safety through regulation of driver behavior, it does not provide mechanisms for proactively reducing crash risk through infrastructure or policy changes. There are no provisions linking traffic regulation to roadway design, crash trends, or safety performance monitoring. As a result, Title 10 functions as an enforcement tool rather than a planning tool. For purposes of the CSAP, its role is supportive but limited. Greater alignment between operational regulations and infrastructure planning; such as tying speed limits, signage, and enforcement priorities to identified high-risk locations, would strengthen its contribution to overall system safety.

6.2.2 Roadway Design & Maintenance (Title 12)

The Borough Code establishes a clear technical framework for roadway construction and maintenance through HBC Chapter 12.08 (Road and Sidewalk Construction, Maintenance, and Repair). This chapter defines roadway design standards, including alignment, drainage, structural design, and materials, and requires compliance with Borough-approved plans and inspection procedures during construction (HBC 12.08.050; 12.08.070). The code also establishes design speeds and explicitly allows posted speeds to be adjusted based on surrounding conditions such as the presence of schools, driveways, and crosswalks (HBC 12.08.070).

However, the overall structure of Title 12 reflects a traditional emphasis on vehicular travel. For example, HBC 12.08.010 defines the Borough’s maintenance obligation as maintaining streets “in a condition suitable for vehicular traffic,” which frames system performance primarily in terms of vehicle operations rather than overall user safety. While the technical standards are robust, they do not explicitly prioritize safety outcomes or provide direction for addressing high-risk conditions identified through data analysis. As a result, the code functions well as an engineering standard, but less effectively as a safety-oriented policy tool.



Significant public comment was received regarding winter road maintenance. This section of code is silent on winter maintenance responsibilities, including sidewalks, bike lanes, pedestrian corridors, driveways, and private roads. Winter maintenance priorities and Public Works Department processes are mandated through the 2022-2023 Snow and Ice Control Manual, and public information and clarifications are available on the borough's website. If the maintenance framework listed above is implemented, winter maintenance responsibilities should be codified and the Snow and Ice Manual should be updated to provide clarification and direction to the community. It could also identify gaps in service and help advocate for additional resources if safety concerns are identified.

6.2.3 Pedestrian Infrastructure & Accessibility (Title 12)

Pedestrian infrastructure is addressed in code, but primarily through limited and somewhat discretionary provisions. HBC 12.08.150 (Sidewalks, Curbs, Gutters, and Accessibility) establishes minimum sidewalk widths in certain corridors, including a six-foot minimum in designated streets, and requires curb ramps and access features "as directed by the manager". The code also reserves a 10-foot area adjacent to roadways for potential sidewalk placement and requires alignment with existing or planned facilities.

These provisions provide a basic framework for pedestrian infrastructure, particularly in the townsite. However, the reliance on administrative discretion, such as the requirement for manager approval of sidewalk placement and design, limits consistency and predictability. In addition, sidewalk requirements are not universally applied across all developments or roadway projects, and the code does not establish a Borough-wide expectation for pedestrian accommodation. The lack of defined criteria for when sidewalks, pathways, or crossings must be provided creates gaps in the network, particularly in areas transitioning from rural to developed conditions.

6.2.4 Street Use & Operations (Title 12)

Title 12 also includes provisions related to the use of public rights-of-way. HBC Chapter 12.16 (Street and Sidewalk Use Restrictions) prohibits obstructions within streets and sidewalks and allows temporary use through a permitting process, with conditions imposed by the Borough to protect public safety. These provisions support basic operational safety by ensuring that rights-of-way remain clear and usable.

In addition, HBC 12.08.070 incorporates context into roadway design by requiring consideration of adjacent land uses and features when establishing speed limits, including schools and pedestrian activity. While this reflects an awareness of safety concerns, the code does not provide a comprehensive framework for managing speed or implementing traffic calming measures. There are no explicit provisions authorizing or guiding the use of design features such as speed humps, curb extensions, or narrowing, nor are there requirements for crosswalks, lighting, or other safety treatments in locations with higher pedestrian activity.

6.2.5 Land Use Development (Title 18)

Transportation safety is also influenced by the Borough's land use framework under Title 18 (Land Use and Development). The code authorizes regulation of land use to implement the Comprehensive Plan and includes



provisions intended to promote safe vehicle access, including parking and setback standards that support visibility and intersection safety (HBC 18.80.030; 18.80.40).

However, these provisions focus primarily on vehicle access and do not explicitly address multimodal connectivity or internal circulation. Subdivision and development standards do not require pedestrian or bicycle connections between parcels, nor do they ensure that new development integrates with existing transportation networks. As a result, land use decisions may inadvertently contribute to fragmented infrastructure, increased conflict points, or reliance on vehicle travel for short trips. The absence of requirements linking development review to transportation safety outcomes represents a key gap in the current code framework.

6.2.6 Code Review Takeaway

Overall, the Haines Borough Code provides a strong technical foundation for roadway construction and basic operations, but it does not yet reflect a comprehensive, safety-oriented approach to transportation. The code relies heavily on engineering standards and administrative discretion, with limited policy direction tying infrastructure decisions to safety outcomes. Pedestrian and multimodal considerations are present but not consistently required, and connections between land use, transportation design, and safety are largely indirect. However, relatively modest updates—focused on multimodal design, clearer standards, and stronger integration between land use and safety—would significantly improve its effectiveness as a tool for advancing transportation safety.



6.3 Code Recommendations

The following recommendations identify amendments to the Haines Borough Code that would strengthen alignment with the CSAP.

R1

Adopt A Multimodal/Complete Streets Requirement

	Relevant Code Section	HBC 12.08.070 (Road Construction Standards – Introduction)
	Recommended Action	Modify/Expand
	Why It Is Needed	While HBC 12.08.070 already requires consideration of context when setting design speeds, including nearby development and pedestrian activity, it does not require roadway designs to explicitly accommodate all users. This results in inconsistent inclusion of pedestrian and bicycle facilities and limits the Borough’s ability to proactively design for safety.
	Benefit	Adding a Complete Streets requirement would ensure that safety for all users is considered in every project, improving consistency, reducing conflicts, and aligning local practice with SS4A expectations.
	Draft Language	Add the following paragraph to HBC 12.08.070: <i>C. Complete Streets. All transportation projects, including new construction, reconstruction, and major maintenance, shall consider the safety and accommodation of all users, including pedestrians, bicyclists, motorists, transit users, emergency responders, and persons of all ages and abilities.</i> <i>Design elements may include sidewalks, shared-use paths, bicycle facilities, safe crossings, traffic calming features, and accessibility improvements.</i> <i>Exceptions may be approved by the Borough Manager upon written findings demonstrating that accommodation is not feasible due to cost, environmental constraints, or lack of demonstrated need.</i>



R2

Establish Clear Sidewalk and Pedestrian Facility Requirements

	Relevant Code Section	HBC 12.08.150 (Sidewalks, Curbs, Gutters, and Accessibility)
	Recommended Action	Revise
	Why It Is Needed	HBC 12.08.150 establishes minimum sidewalk widths and allows the Borough Manager to direct sidewalk construction, but it does not clearly require sidewalks in most situations. This results in gaps in the pedestrian network and inconsistent application across projects.
	Benefit	Clarifying when sidewalks (or equivalent facilities) are required would improve connectivity, reduce pedestrian exposure to traffic, and support safer travel in developed and developing areas.
	Draft Language	Revise the following paragraph HBC 12.08.150(B): <i>B. Sidewalks shall be required on at least one side of all new or reconstructed roadways within the Townsite Service Area and in areas of expected pedestrian activity, including schools, parks, commercial districts, and higher-density residential areas.</i> <i>Where sidewalks are not feasible, alternative pedestrian accommodations such as shared-use paths shall be provided.</i> <i>Waivers may only be granted by the Borough Manager upon written findings that pedestrian demand is low and safety will not be adversely affected.</i>



R3

Require Multimodal Connectivity in Development

	Relevant Code Section	Title 18 (Land Use and Development)
	Recommended Action	Modify/Expand
	Why It Is Needed	Current land use provisions, including HBC 18.80.050 and 18.100.070, address vehicle access and safety at intersections, but do not require pedestrian or network connectivity between developments. This can lead to disconnected street systems and increased reliance on vehicle travel.
	Benefit	Requiring connectivity improves network efficiency, reduces travel distances, and enhances safety by minimizing conflict points and encouraging predictable travel patterns.
	Draft Language	Add the following paragraph to HBC 18.100.070 <i>I. Multimodal Connectivity. All new subdivisions and development projects shall provide safe and direct connections to adjacent properties, public rights-of-way, and existing transportation facilities.</i> <i>Pedestrian access shall be required, and bicycle access shall be provided where appropriate.</i> <i>Cul-de-sacs and dead-end streets shall be minimized. Where used, pedestrian connections shall be provided to maintain network continuity.</i>



R4

Formalize Traffic Calming and Speed Management Authority

	Relevant Code Section	HBC 12.08.070; HBC 12.16 (Street and Sidewalk Use Restrictions)
	Recommended Action	Modify/Expand
	Why It Is Needed	The code allows speed limits to reflect roadway context and prohibits obstructions in rights-of-way, but it does not explicitly authorize traffic calming or provide tools for proactively managing speed.
	Benefit	Providing clear authority for traffic calming enables the Borough to address speeding and high-risk locations using proven safety countermeasures.
	Draft Language	Add the following paragraph to HBC 12.18.070: <i>C. Traffic Calming and Speed Management. The Borough may install traffic calming measures on Borough-maintained roads where safety concerns are identified, including speeding, crash history, or pedestrian conflicts.</i> <i>Measures may include speed humps, curb extensions, lane narrowing, signage, and pavement markings.</i>



R5

Strengthen Crosswalk and Intersection Standards

 Relevant Code Section	Title 12 (New Section)
 Recommended Action	Add New Section
 Why It Is Needed	Crosswalks and pedestrian crossings are not consistently addressed in the code, despite references to pedestrian context in roadway design.
 Benefit	Formalizing crossing requirements improves visibility, reduces pedestrian risk, and provides predictable crossing locations.
 Draft Language	Add the following chapter to HBC Title 12 Streets, Sidewalks, and Public Places: <i>12.14 Crosswalks. Marked crosswalks shall be provided at intersections and other locations where pedestrian demand exists, including near schools, parks, and commercial areas.</i> <i>Crosswalk design shall incorporate visibility, signage, accessibility, and, where appropriate, lighting and traffic control.</i> <i>Enhanced treatments may be required at high-risk locations.</i>



R6

Clarify ADA and Accessibility Requirements

	Relevant Code Section	HBC 12.08.150.F (Sidewalks, Curbs, Gutters, and Accessibility)
	Recommended Action	Revise
	Why It Is Needed	Current language requires accessibility features “as directed by the manager”, which introduces inconsistency.
	Benefit	Clear standards ensure compliance, reduce liability, and improve access for all users.
	Draft Language	Revise the following paragraph HBC 12.08.150.F: <i>F. All pedestrian facilities shall comply with the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG).</i> <i>Accessibility improvements shall be included in all roadway construction and reconstruction projects.</i>



R7

Update Maintenance Language to Reflect All Users

 Relevant Code Section	HBC 12.08.010 (Borough to Maintain Dedicated Thoroughfares)
 Recommended Action	Revise
 Why It Is Needed	HBC 12.08.010 defines maintenance in terms of providing conditions suitable for vehicular traffic, which limits the Borough's stated responsibility for other users.
 Benefit	Updating this language establishes a policy foundation for prioritizing safety and equity across all users.
 Draft Language	Revise the following paragraph HBC 12.08.010 <i>The Borough shall assume and discharge the obligation of maintaining streets and public rights-of-way in a condition suitable for safe use by all users, including motorists, pedestrians, bicyclists, and persons with disabilities, within budget constraints.</i>



7. Project Selection & Prioritization

The purpose of a CSAP is not simply to identify transportation safety issues, but to establish a clear, data-driven strategy for addressing them. Because available funding and staff resources are limited, not every identified need can be implemented at once. A structured process for selecting and prioritizing projects helps ensure that investments are focused on improvements with the greatest potential to reduce fatal and serious injury crashes while reflecting local priorities and implementation opportunities. The following sections describe the process used to identify recommended safety projects and evaluate them to establish implementation priorities.

The project recommendations and prioritization framework presented in this section are intended to guide implementation of the CSAP over time. The Haines Borough, AK DOT&PF, Chilkoot Indian Association, and other transportation partners can use this section to identify near-term priorities, support funding applications, inform capital improvement programming, and coordinate future transportation investments. Because transportation needs, funding opportunities, and roadway conditions will continue to evolve, the framework is intended to be revisited periodically to ensure project priorities remain aligned with the Borough's most pressing safety needs.

To facilitate implementation, two-page project summary sheets were developed for the ten highest-priority projects identified through the prioritization process. Each summary sheet consolidates key information needed to advance a project, including the project location, description, supporting crash and community input data, proposed improvements, anticipated safety benefits, planning-level cost estimates, implementation considerations, potential funding sources, and other relevant information. These summaries are intended to serve as practical, stand-alone reference documents that can support capital improvement planning, coordination among project partners, and preparation of funding applications, including future SS4A Implementation Grant applications.



7.1 Project Selection

The project selection process for the CSAP was designed to identify a practical set of improvements that address the primary factors contributing to roadway safety concerns. Consistent with SS4A guidance, the approach integrates data analysis, stakeholder input, and implementation considerations to ensure that recommended projects are effective and achievable in reducing fatal and serious injury crashes.

Project selection draws on multiple sources, including quantitative findings from the safety analysis and qualitative input from the community and stakeholders. Field observations and engineering judgment were also used to confirm existing conditions and refine potential improvements, providing a comprehensive understanding of safety needs across the Borough.

Building on these inputs, the project list was developed through an iterative process beginning with identification of key trends and risk factors from the safety analysis, including intersection-related incidents, gaps in pedestrian infrastructure, and contributing factors such as limited sight distance, weather conditions, and speed. These findings were used to define preliminary focus areas across specific intersections, corridors, and system-wide conditions.

The Steering Committee played an important role in refining and validating these focus areas by contributing local knowledge not fully captured in the data, including seasonal traffic patterns, maintenance challenges, and recurring problem locations. Public and stakeholder input further supported this effort, consistently highlighting concerns related to pedestrian access, speeding, visibility, lighting, and bicycle accommodation. In many cases, these concerns aligned with the data analysis, reinforcing priority areas for improvement while also identifying emerging issues not reflected in historical records.

7.1.1 Project Types

The recommended projects reflect a range of strategies intended to improve safety across the Haines Borough's transportation system. Projects were grouped into three general categories to provide a clear and consistent framework for organizing the recommendations:

- » Site-specific projects, which focus on individual intersections where safety concerns have been identified
- » Corridor or area-specific improvements, particularly along Haines Highway, Lutak Road, and other key routes, address issues such as lane definition, roadway departures, access conflicts, and pedestrian connectivity through targeted striping, shoulder, and infrastructure improvements
- » Systemic or area-wide strategies, which address recurring risk factors such as pedestrian facility gaps, lighting, maintenance practices, and user behavior

This mix of project types reflects the need to address both location-specific issues and broader, system-wide safety conditions across the network.



7.1.2 Project List

The following recommended project list consists of **30 transportation safety projects** identified through the CSAP planning process. The projects are organized into three categories — 10 site-specific projects, 10 corridor or area-wide projects, and 10 systemic projects — to reflect the range of improvements needed to improve safety throughout the Haines Borough.

Projects are presented by category only and are not listed in priority order. They were identified based on the Transportation Engineer's recommendations, safety survey results, public comments, or a combination of these factors. Together, they address localized concerns, such as high-risk intersections, as well as broader system-wide issues including maintenance, visibility, and multimodal access.

Together, these projects provide a data-driven framework for improving transportation safety while supporting implementation through capital projects and funding opportunities. The list represents the primary needs identified during the planning process but may be refined as conditions evolve and new opportunities arise.



Site-Specific Projects (Table 3)

#	Site	Project
1	Haines Highway, Main Street, & West Fair Drive "Y" Intersection	Sight Distance Assessments and Enhanced Striping, Lighting, and Signage
2	Union Street & Main Street "Merge" Intersection	Enhanced Signage and Intersection Visibility
3	Third Avenue & Main Street Intersection	Intersection Safety Improvements and Pedestrian Enhancements
4	Third Avenue & Haines Highway Intersection	Sight Distance Assessments and Pedestrian Improvements
5	Fifth Avenue ROW Path (Main Street to School)	Complete Pedestrian Connection to School
6	Second Avenue & Haines Highway Intersection	Intersection Safety Improvements including Winter Maintenance & Pedestrian Enhancements
7	Second Avenue & Dalton Street Intersection	Sight Distance Assessments and Pedestrian Enhancements
8	Second Avenue & Union Street Intersection	Sight Distance Assessments and Pedestrian Enhancements
9	Lutak Road & Front Street Intersection	Sight Distance Assessments
10	Klukwan Access Roads & Haines Highway Intersections	Intersection Safety Enhancements





Corridor/Area Projects (Table 4)

#	Corridor/Area	Project
1	Haines Highway	Wider Edge Line Striping for Lane Definition
2	Haines Highway	Spot Shoulder Widening for Bicycle Accommodation
3	Haines Highway	Rumble Strip Installation for Roadway Departure Reduction
4	Haines Highway	Enhanced Delineation; Chevrons, Curve Warning Signs, Speed Radar Feedback Signs
5	Haines Highway & Lutak Road	Guardrail Need Assessment and Installation at Priority Locations
6	Haines Highway & Lutak Road	Pedestrian Path Development
7	Haines Highway & Lutak Road	Pullouts and Passing Opportunity Improvements
8	School Zone Roads (Haines & Klukwan)	School Zone Safety Enhancements
9	Main Street	Enhanced Pedestrian Facilities for Seasonal Tourist Traffic
10	Townsite & Key Corridors	Pavement Marking & Lane Delineation Improvements



Systemic/Areawide Projects (Table 5)

#	Systemic/Areawide Project
1	Bicycle Facility Improvements (Bike Lanes, Shoulders, or Sharrows on Key Routes)
2	Roadway Maintenance Program and Pavement Condition Improvements
3	Enhanced Snow Removal and Winter Maintenance Practices
4	Vegetation and Tree Fall Management Program
5	Wildlife Warning Signage and Delineation Enhancements
6	Speed Feedback Signs (Permanent and Temporary)
7	Speed Management and Enforcement Program Expansion
8	ADA Facility Upgrades and Accessibility Improvements
9	Street Lighting Improvements
10	Public Education and Outreach (Speeding and Traffic Law Compliance)



7.2 Project Prioritization

Following development of the recommended project list, a prioritization process was developed to identify projects that most effectively address the Borough's highest safety needs while also considering feasibility and implementation readiness. Given the range of identified improvements and the limitations of available funding, prioritization provides a structured approach to focusing near-term efforts on projects that are most likely to reduce fatal and serious injury crashes while supporting long-term safety goals.

In addition to guiding decision-making, the prioritization process supports funding applications and implementation planning by identifying feasible, high-impact, projects that can be advanced in a coordinated manner.

7.2.1 Matrix Development

Projects were evaluated using a consistent set of criteria designed to reflect the key safety goals of the Comprehensive Safety Action Plan and practical considerations affecting implementation. The evaluation framework emphasizes projects that address documented safety risks, improve conditions for all roadway users, and can be reasonably advanced within the Borough's capacity.

Each project was evaluated across the following five categories:

- » Safety Impact
- » Alignment with Identified Needs
- » Benefits for All Road Users
- » Ease of Implementation
- » Broader Community Benefits

These categories reflect both the technical findings of the safety analysis and the priorities identified through stakeholder and community engagement.



7.2.2 Project Prioritization Matrix (Table 6)

Evaluation Category	Weight	Description	Example Criteria/Measures
Safety Impact 	35%	How much the project improves safety and reduces crash risk	✓ Reduces potential for fatal/serious injury crashes ✓ Improves visibility and sight distance ✓ Reduces conflict points ✓ Supports speed management or roadway departure reduction
Alignment with Identified Needs 	20%	How well the project addresses known safety issues identified in the CSAP	✓ Located at high-risk intersection/corridor ✓ Consistent with crash patterns/EMS data ✓ Addresses seasonal risks (winter, tourism traffic, etc.) ✓ Supported by public input
Benefits for All Road Users 	20%	How well the project improves safety and access for pedestrians, bicyclists, and other users	✓ Improves pedestrian or bicycle facilities ✓ Enhances ADA accessibility ✓ Improves access to schools, services, or key destinations ✓ Benefits vulnerable users
Ease of Implementation 	15%	How feasible the project is to deliver	✓ Cost and funding potential ✓ Required coordination (e.g. DOT&PF) ✓ Permitting or environmental constraints ✓ Timeline and constructibility
Broader Community Benefits 	10%	Added benefits beyond safety improvements	✓ Improves connectivity ✓ Supports emergency response and system reliability ✓ Supports tourism or local economy ✓ Encourages walking and biking



7.2.3 Evaluation Process

Each project was evaluated based on the matrix criteria using available data, project characteristics, and local context. Where quantitative data was limited, engineering judgment and stakeholder input were used to ensure that known safety concerns were adequately reflected in the evaluation.

Projects were scored on a scale of 1 to 5 for each evaluation category, with 1 representing a minimal benefit or alignment and 5 representing a strong benefit or alignment. Each score was then multiplied by the assigned weight for that criterion to reflect its relative importance within the overall prioritization framework.

This weighted scoring approach places greater emphasis on criteria such as safety impact and alignment with identified needs, while still accounting for project feasibility, benefits for all roadway users, and broader community benefits. Projects that achieve higher total scores generally provide greater safety benefits, address clearly identified risks, and are more feasible to implement within the Borough's capacity.

7.3 Priority Project Recommendations

Based on the evaluation framework and results of the project scoring process, 10 high priority projects were identified for more detailed consideration. These projects represent a mix of site-specific, corridor-level, and systemic improvements that address the Borough's most significant safety risks and are well-positioned for near-term implementation or advancement through funding opportunities.

The prioritization process recognizes that projects vary in complexity, cost, and delivery timeline. Some projects — such as pavement marking improvements, signage, vegetation management, and speed feedback devices — can be implemented relatively quickly and provide immediate safety benefits. Other projects — such as corridor improvements or intersection upgrades — may require additional design, coordination with Alaska DOT&PF, or inclusion in the Borough's Capital Improvement Program (CIP).

This framework supports a phased approach to implementation, allowing the Borough to advance near-term improvements while continuing to plan for larger capital projects. It also provides flexibility to align projects with available funding sources, including state and federal safety programs.

Project prioritization is intended to be a dynamic process. As new information becomes available, conditions change, or additional funding opportunities are identified, project priorities and implementation strategies may be refined. This ensures that the CSAP remains responsive to evolving safety needs and continues to reflect current conditions within the Borough's transportation system.





Top 10 Priority Projects (Table 7)

Projects are organized by type and ranked based on their overall matrix score (out of 5 total). The complete prioritization matrix is provided in Appendix A2.

Score	Site-Specific Projects
4.8	Intersection Safety Improvements and Pedestrian Enhancements <i>Intersection of 3rd Avenue and Main Street</i>
4.6	Intersection Safety Improvements including Winter Maintenance & Pedestrian Enhancements <i>Intersection of 2nd Avenue and Main Street</i>
4.6	Sight Distance Assessments and Enhanced Striping, Lighting, and Signage <i>Intersection of Haines Highway, Main Street, and West Fair Drive "Y"</i>
4.5	Complete 5th Avenue ROW Pedestrian Path Connection to School
Score	Corridor/Area Projects
4.8	School Zone Safety Enhancements <i>School Zone Roads in Haines and Klukwan</i>
4.6	Pedestrian Path Development <i>Lutak Road Corridor and Haines Highway Corridor</i>
4.4	Enhanced Pedestrian Facilities for Seasonal Tourist Traffic <i>Main Street Corridor</i>
Score	Systemic/Areawide Projects
4.9	Roadway Maintenance Program and Pavement Condition Improvements
4.9	Enhanced Snow Removal and Winter Maintenance Practices
4.6	ADA Facility Upgrades and Accessibility Improvements

7.3.1 Summary Project Sheets

To support implementation, summary project sheets were developed for the top priority projects. These sheets provide key information, including project purpose, supporting data, potential benefits, and implementation considerations, and are intended to be used by the Borough to support grant applications, coordinate with partner agencies, and advance project development.



8. Progress & Transparency

The CSAP is intended to serve as a living document that guides transportation safety investments, policy decisions, and project implementation over time. Responsibility for implementing the CSAP rests primarily with the Haines Borough, working in partnership with the Chilkoot Indian Association (CIA), Chilkat Indian Village (CIV), Alaska Department of Transportation & Public Facilities (DOT&PF), Federal Highway Administration (FHWA), and other local, Tribal, regional, and state partners as individual projects are advanced.

As transportation safety conditions, funding opportunities, and community priorities evolve, the Borough will routinely monitor implementation progress and update the CSAP as needed to ensure it continues to support the Borough's long-term goal of eliminating fatal and serious injury crashes.



8.1 Roles & Responsibilities

Responsible Party	Primary Responsibilities
Haines Borough Planning Department	Serve as the lead for CSAP implementation and administration; coordinate annual implementation review meetings; maintain performance measures and implementation tracking; prepare and present the Annual CSAP Progress Report; integrate CSAP recommendations into Borough planning efforts, capital improvement planning, and grant applications; coordinate updates to the CSAP.
CSAP Steering Committee	Continue serving as an advisory body during implementation by reviewing annual progress, identifying emerging transportation safety issues, providing stakeholder perspectives, and recommending implementation priorities and future plan updates. Membership should continue to reflect a broad cross-section of Borough departments, Tribal entities, schools, emergency services, transportation agencies, businesses, and community organizations.
Haines Borough Planning Commission	Review the Annual CSAP Progress Report during a public meeting; consider recommendations from the Steering Committee and the public; provide recommendations regarding implementation priorities and future plan updates.
Haines Borough Public Works & Public Facilities	Lead implementation of Borough-owned transportation projects; track project status and construction progress; identify maintenance needs and future capital improvements; provide annual implementation updates.
Haines Borough Public Safety (EMS, Police, Fire)	Provide information regarding crash trends, EMS responses, roadway incidents, and emerging transportation safety concerns observed during emergency response activities.
Chilkoot Indian Association & Chilkat Indian Village	Coordinate implementation of Tribal transportation priorities; participate in annual implementation reviews; assist with public outreach and future plan updates.
Alaska DOT&PF	Provide updated crash data and other available transportation safety information; coordinate implementation of projects involving the state highway system; collaborate on data analysis and project development where appropriate.



8.2 Annual Progress Review

The Haines Borough Planning Department will perform an annual CSAP implementation review involving Borough departments, the CSAP Steering Committee, Tribal partners, DOT&PF, and other participating agencies. The purpose of the annual review is to evaluate implementation progress, identify emerging transportation safety issues, and establish priorities for the coming year.

The annual review will include, at a minimum:

- » Review of updated crash and transportation safety data.
- » Evaluation of progress toward reducing fatal and serious injury crashes.
- » Identification of completed, funded, underway, delayed, or unfunded projects.
- » Discussion of new transportation safety concerns identified by Borough staff, Tribal partners, the Steering Committee, or the public.
- » Review of available funding opportunities and priorities for future grant applications.
- » Evaluation of whether revisions to project priorities or implementation strategies are warranted.

Following review, the Planning Department will prepare an Annual CSAP Progress Report. The Steering Committee will review the report and provide recommendations regarding implementation priorities, emerging safety issues, and future actions. The report will then be presented to the Haines Borough Planning Commission during a public meeting to provide an opportunity for public review, discussion, and recommendations before being finalized.

8.3 Performance Measures

Progress will be evaluated using a combination of Safety Outcome Measures and Implementation Measures.

Safety Outcome Measures

- » Annual number of fatal crashes
- » Annual number of serious injury crashes
- » Total reported crashes
- » EMS responses associated with transportation incidents
- » Trends in roadway closures or recurring transportation hazards (landslides, snow, wildlife, etc.)

Implementation Measures

- » Number of recommended CSAP projects completed, in design, or under construction
- » Number of projects that have secured funding and/or total grant funding awarded for CSAP projects
- » Number of safety countermeasures installed (crosswalks, signage, pavement markings, lighting improvements, traffic calming measures, etc.)
- » Number of planning, policy, or code recommendations enacted



8.4 Transparency

The finalized report will be published on the Haines Borough website and at www.safestreetsforhaines.com, where the public will also have access to the adopted CSAP, interactive crash mapping, project implementation status, public outreach summaries, and other transportation safety resources. Maintaining these publicly available resources promotes transparency, encourages continued community participation, and provides accountability throughout implementation.

8.5 Plan Updates & Maintenance

The Haines Borough Planning Department will serve as the lead agency responsible for maintaining the CSAP.

A comprehensive update to the CSAP should be undertaken approximately every five years, or sooner if warranted by significant changes in transportation safety conditions, completion of a substantial portion of the recommended projects, adoption of new transportation plans, availability of new safety datasets, or major changes in federal or state funding programs.

By routinely monitoring implementation progress, evaluating measurable performance indicators, engaging the Steering Committee and Planning Commission, maintaining transparency through annual public reporting, and updating the plan as conditions evolve, the Haines Borough will ensure that the CSAP remains a relevant, data-driven framework for improving transportation safety and advancing the Borough's long-term vision of a transportation system that is safe for all users.



Appendix 1

Haines Borough Assembly CSAP Adoption Resolution

Chilkoot Indian Association Tribal Council CSAP Adoption Resolution

Chilkat Indian Village Tribal Council CSAP Adoption Resolution

Appendix 2

Full Project Scoring Matrix

RANK	Project	Evaluation Category					Total Score
		Safety Impact 35%	Alignment with Identified Needs 20%	Benefits for All Road Users 20%	Ease of Implementation 15%	Broader Community Benefits 10%	
	Site-Specific Projects						
3	Intersection Safety Improvements and Pedestrian Enhancements (Intersection of 3rd Avenue and Main Street)	5	5	5	4	4	4.8
5	Sight Distance Assessments and Enhanced Striping, Lighting, and Signage (Intersection of Haines Highway, Main Street and West Fair Drive “Y”)	5	5	4	4	4	4.6
6	Intersection Safety Improvements Including Winter Maintenance and Pedestrian Enhancements (Intersection of 2nd Avenue and Main Street)	5	5	5	3	4	4.6
9	Complete 5th Avenue Pedestrian Connection to School (5th Avenue)	4	5	5	4	5	4.5
	Sight Distance Assessments and Pedestrian Improvements (Intersection of 3rd Avenue and Haines Highway)	4	5	5	4	3	4.3
	Klukwan Access Improvements and Highway Intersection Safety Enhancements (Haines Highway at Klukwan Access Points)	5	5	3	3	4	4.2
	Enhanced Signage and Intersection Visibility (Intersection of Union Street and Main Street “merge”)	4	5	3	5	3	4.1
	Sight Distance Assessments and Pedestrian Enhancements (Intersection of 2nd Avenue and Dalton Street)	4	4	4	4	3	3.9
	Sight Distance Assessments and Pedestrian Enhancements (Intersection of 2nd Avenue and Union Street)	4	4	4	4	3	3.9
	Sight Distance Assessments (Intersection of Lutak Road and Front Street)	4	4	3	4	3	3.7
	Corridor/Area Projects						
4	School Zone Safety Enhancements (School Zone Roads, Haines and Klukwan)	5	5	5	4	4	4.8
7	Pedestrian Path Development (Lutak Road Corridor, Haines Highway Corridor)	5	5	5	3	4	4.6
10	Enhanced Pedestrian Facilities – Particularly for Seasonal Tourist Traffic (Main Street Corridor)	5	5	4	3	4	4.4
	Pavement Marking and Lane Delineation Improvements (Townsite and Key Corridors)	4	4	3	5	2	3.8
	Spot Shoulder Widening for Bicycle Accommodation (Haines Highway)	4	4	4	3	3	3.8
	Roadway Pullout and Passing Opportunity Improvements (Haines Highway and Lutak Road Corridors)	4	4	3	3	4	3.7
	Enhanced Delineation; chevrons, curve warning signs, speed radar feedback signs (Haines Highway)	4	3	3	5	1	3.5
	Guardrail Need Assessment and Installation at Priority Locations (Haines Highway, Lutak Road)	4	4	2	4	1	3.3
	Wider Edge Line Striping for Lane Definition (Haines Highway)	3	4	3	5	1	3.3
	Rumble Strip Installation for Roadway Departure Reduction (Haines Highway)	3	3	2	4	1	2.8
	Systemic/Area-Wide Projects						
1	Roadway Maintenance Program and Pavement Condition Improvements	5	5	5	4	5	4.9
2	Enhanced Snow Removal and Winter Maintenance Practices	5	5	5	4	5	4.9
8	ADA Facility Upgrades and Accessibility Improvements	5	5	5	3	4	4.6
	Bicycle Facility Improvements (bike lanes, shoulders, or sharrows on key routes)	5	5	4	3	3	4.3
	Wildlife Warning Signage and Delineation Enhancements	4	4	4	5	3	4.1
	Vegetation and Tree Fall Management Program	4	4	3	4	3	3.7
	Speed Feedback Sign (permanent and temporary)	4	3	3	5	2	3.6
	Speed Management and Enforcement Program Expansion	4	3	3	3	2	3.3
	Assessment of Street Lighting Improvements	3	4	3	3	3	3.2
	Public Education and Outreach (speeding and traffic law compliance)	3	3	3	5	2	3.2

Appendix 3

Priority Project Cut Sheets



Intersection Safety Improvements and Pedestrian Enhancements

Intersection of 3rd Avenue and Main Street



Project Snapshot

Type: Site-Specific Project

Road Classification:

Main Street - Major Collector

3rd Avenue (South) - Major Collector

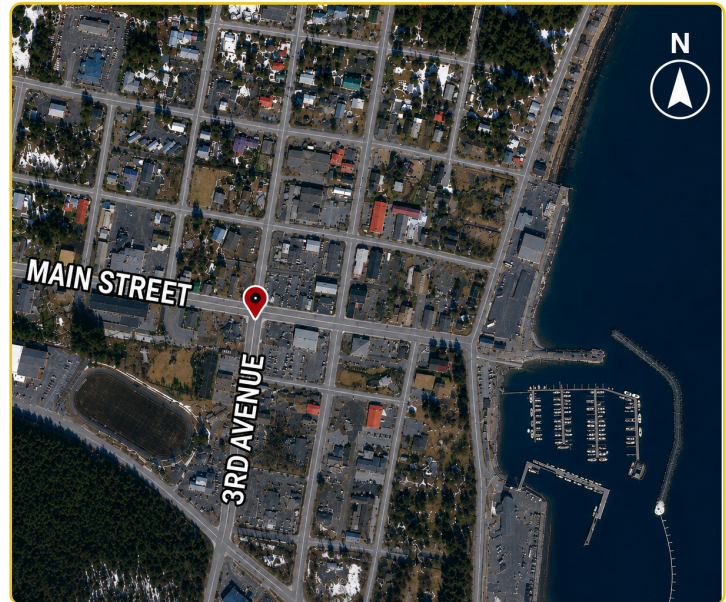
3rd Avenue (North) - Minor Collector

Management Responsibility:

Main Street - AK DOT&PF

3rd Avenue - Haines Borough

Location: Haines Townsite



Background & Objective

The intersection of 3rd Avenue and Main Street is a four-leg, two-way stop-controlled intersection located within the Haines downtown core. The intersection serves both local and through traffic and experiences regular use by motorists, pedestrians, and cyclists.

Existing conditions present several safety concerns. Sight distance is constrained by the proximity of adjacent buildings, on-street parking, and other roadside features. These limitations can reduce visibility between approaching vehicles, pedestrians, and cyclists. Historical crash data indicates a recurring pattern of collisions at and near the intersection, demonstrating the need for targeted safety improvements.

This project is intended to improve intersection operations, enhance pedestrian safety, increase visibility, and reduce the potential for future crashes.

Supporting Data

7 crashes reported between 2013-2024

11 call-outs in Public Comment Log

5 pinned “Safety Concerns” on Crash Map

2 pinned “Crashes/Near-Misses” on Crash Map

“

“Sightline around the corners is poor. I have almost been struck on multiple occasions by drivers running the stop sign on 3rd Ave.”

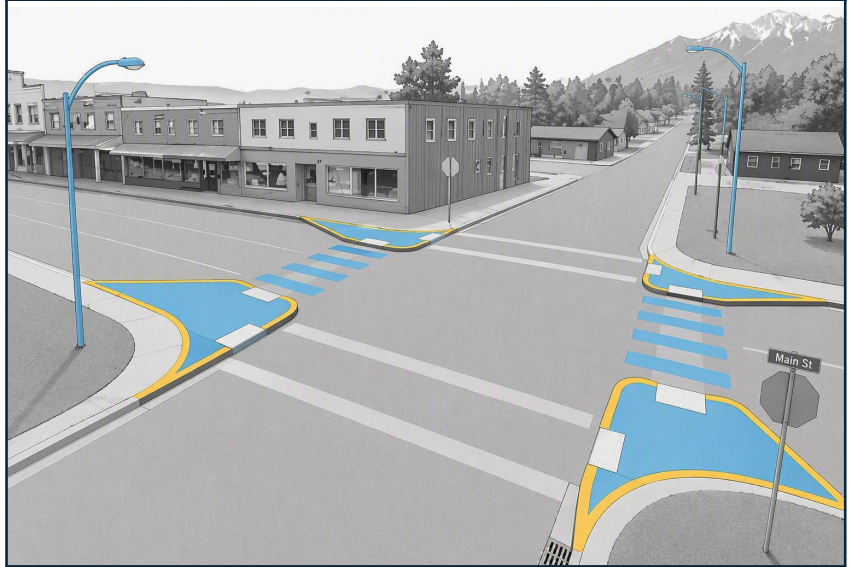
– Safety Survey Respondent

”

Expected Benefits

- ✓ Improved intersection visibility
- ✓ Reduced vehicle-pedestrian conflict potential
- ✓ Enhanced pedestrian accessibility and safety
- ✓ Improved nighttime illumination
- ✓ Reduced vehicle turning speeds
- ✓ Increased driver awareness and compliance
- ✓ Improved overall downtown walkability

Conceptual Project Rendering



Proposed Improvements



Evaluate the conversion to all-way-stop control by adding stop signs on the Main Street approaches



Evaluate and upgrade existing crosswalk striping (stop controlled=standard, non-stop controlled=continental)



Evaluate and upgrade existing roadway illumination



Evaluate construction of curb bulb-outs at corners to shorten pedestrian crossings and improve sight lines

Cost & Level of Effort

Low Level of Effort



Scope: Striping, signage, and lighting (using existing utility poles) enhancements

Cost Range for Design, Permitting and Construction:
\$20,000 - \$50,000

High Level of Effort



Scope: Full reconstruction with curb bulb-outs and improved lighting (new light poles)

Cost Range for Design, Permitting and Construction:
\$180,000 - \$250,000

Appendix 4

Potential Funding Sources

Transportation Funding Sources & Resources

The funding appendix is organized into four sections to help the Haines Borough efficiently identify and evaluate potential funding opportunities.

The first section provides a collection of online funding resources, including grant dashboards and clearinghouses that compile transportation and transit funding opportunities from multiple agencies.

The second and third sections summarize competitive federal and state grant programs, respectively, while the fourth highlights additional funding opportunities offered through nonprofit organizations, foundations, and other private entities. Together, these resources provide a starting point for identifying funding opportunities that may support implementation of the recommendations contained in this Comprehensive Safety Action Plan.

Note: *Funding programs and requirements are subject to change over time. Many of the discretionary grant programs included in this section were authorized or expanded under the Infrastructure Investment and Jobs Act (IIJA), which covered fiscal years 2022–2026. As federal transportation legislation evolves, some programs may be reauthorized, modified, consolidated, replaced, or discontinued, and new funding opportunities may emerge. Likewise, funding amounts, set-asides, eligibility requirements, cost-share requirements, evaluation criteria, and application schedules may vary with each Notice of Funding Opportunity (NOFO).*

Accordingly, the information provided in this section is intended as a general reference to potential funding opportunities and should not be relied upon as the sole source of current program information. Applicants should review the most recent program guidance and NOFO, verify current eligibility and funding requirements through the sponsoring agency's website, and contact the administering agency with any questions regarding program applicability or application requirements.

Resources for Identifying Funding Opportunities

1. AK Federal Funding Dashboard

Description: Maintained and updated by Alaska Municipal League. Listing of current Grant Opportunities. Filter buttons can be used to narrow the options based on grant categories, including Transportation, Energy, Public Safety, etc.

Website: <https://akfederalfunding.org/grant-opportunities/>

2. AK DOT&PF Transportation Funding Opportunity Hub

Description: The Hub provides Alaskan communities with an opportunity to submit project ideas for consideration by AK DOT&PF and its partners, work with AK DOT&PF planners to improve project ideas and project readiness, and apply for funding.

Website: <https://transportation-funding-opportunity-hub-akdot.hub.arcgis.com/>

3. Federal Transit Administration (FTA) Grant Programs Dashboard

Description: The FTA dashboard can be searched by grant type (Competitive vs. Formula) and provides a title and description of various federal transit and transportation grants.

Website: <https://www.transit.dot.gov/grants>

4. USDOT Competitive Grants Dashboard

Description: The DOT Competitive Grants Dashboard provides communities with an overview of competitive grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. The Dashboard is updated weekly.

Website: <https://www.transportation.gov/grants/dashboard>

5. Federal Highway Administration (FHWA) Competitive Grant Funding Matrix

Description: USDOT and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type.

Website: <https://highways.dot.gov/iija/competitive-grant-funding-matrix>

Competitive Federal Funding Sources/Programs

1. USDOT Safe Streets for All (SS4A) Implementation Grants

Description: Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities. Implementation Grants may also include supplemental safety planning and safety demonstration activities to inform an existing Action Plan, and project-level planning, design, and development activities. Applicants must have an eligible Action Plan to apply for an Implementation Grant. Potential applicants may submit their Action Plan(s) for pre-application review so that USDOT may affirm their eligibility to apply for an Implementation Grant.

Website: <https://www.transportation.gov/grants/SS4A>

2. USDOT Better Utilizing Investments to Leverage Development (BUILD)

Description: Previously known as TIGER and RAISE, this program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Website: <https://www.transportation.gov/BUILDgrants>

3. USDOT Multimodal Project Discretionary Grant (INFRA, MEGA, Rural)

Description: The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.

Website: <https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

<https://www.transportation.gov/grants/mega-grant-program>

<https://www.transportation.gov/grants/mpdg-program>

4. USDOT Active Transportation Infrastructure Investment Program (ATIIP)

Description: ATIIP is a competitive grant program created to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public

transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

Website: <https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip>

5. USDOT Advanced Transportation Technology and Innovation (ATTAIN)

Description: The ATTAIN program provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Website: <https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technology-and-innovation-attain>

6. FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Description: The PROTECT competitive grant program helps make surface transportation more resilient to natural hazards, including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Website: <https://highways.dot.gov/iija/fact-sheets/protect-formula-program>

7. FHWA Wildlife Crossings Pilot Program (WCPP)

Description: The WCPP is a competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species.

Website: <https://highways.dot.gov/federal-lands/wildlife-crossings/pilot-program>

Competitive State Funding Sources/Programs

1. AK DOT&PF Highway Safety Grant Program

Description: AK DOT&PF, through its Highway Safety Office (HSO), funds grants which address specific traffic safety priority areas that include: Impaired Driving, Police Traffic Services, Speed, Distracted and Aggressive Driving, Older and Younger drivers, Roadway Safety, Occupant Protection, Child Passenger Safety, Pedestrian and Bicycle Safety, Motorcycle Safety, Traffic Records, Preventing Roadside Deaths, Driver and Officer Safety Training and Community Traffic Safety. Highway safety grants are intended to provide the seed money to begin new programs, much like start-up capital is to a new business. All grant funded projects are intended to become self-sufficient when grant funding terminates and continue to operate with local or state funds.

Website: <https://dot.alaska.gov/dmio/hwysafety/forms.shtml>

2. AK DOT&PF Community Transportation Program (CTP)

Description: Open every three years, CTP is a program that funds surface transportation projects benefiting Alaskan communities. It supports: new or improved roads, trails, and other surface facilities; projects that enhance travel, tourism, and connectivity; reduction of wildlife–vehicle collisions; improved air quality; and integration of different transportation modes.

Website: <https://dot.alaska.gov/stwdplng/cip/stip/projects/CTP.shtml>

3. AK DOT&PF Transportation Alternatives Program (TAP)

Description: The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Website: <https://dot.alaska.gov/stwdplng/cip/stip/projects/TAP.shtml>

4. AK DOT&PF Multi-Use Trails Program

Description: Multi-Use Trails funding may be used for trail maintenance and restoration, trailhead and facility improvements, equipment purchases, environmental protection, safety and education programs, and other eligible trail-related activities. Projects are typically carried out by local governments, tribal organizations, state agencies, and nonprofit entities working to improve community access, outdoor recreation opportunities, and safe trail networks.

Website: <https://dot.alaska.gov/atlas/multi-use-trails/>

5. AK DOT&PF Snow Trail Program

Description: Provides reimbursable funding for the development and maintenance of trails used for snow travel. The program supports grooming, marking, and signing of snow trail systems across Alaska, helping ensure safe and reliable winter access. program funding does not currently support construction activities.

Website: <https://dot.alaska.gov/atlas/snow-trails/>

Other Competitive Sources/Programs

1. Denali Commission Surface Transportation Grants

Description: The Denali Commission Surface Transportation program targets the planning, design and construction of basic gravel roads, “board” roads, ATV and multi-use trails and rural transit improvement projects.

Website: <https://denali.gov/transportation/>

2. National Safety Council (NSC) Community Traffic Safety Grants

Description: Funded by the National Highway Traffic Safety Administration (NHTSA) to eliminate preventable roadway deaths. Funds projects, programs and research that advance the Road to Zero Coalition’s mission of achieving zero traffic fatalities by 2050.

Website: <https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants#/>

Appendix 5

SS4A Self-Certification Eligibility Worksheet

Note: The Borough should use the SS4A Self-Certification Eligibility Worksheet provided with the most recent SS4A NOFO. The worksheet included here is from the FY26 round of funding.



All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: Haines Borough

UEI: E9E5AVP1J6RI

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Haines Borough Comprehensive Safety Action Plan		



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☒ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	Appendix A

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	iii-iv, 1-2, 67



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ YES

☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	12-30

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☒ YES

☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	3-7, 31-41



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	42-57

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	58-65



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☒ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
HB CSAP	66-69

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

☐ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)



Appendix 6

Copy of Transportation Safety Survey



Safe Streets for All (SS4A)

Transportation Safety Survey



Your feedback will help identify safety concerns and priorities for the Haines Comprehensive Safety Action Plan.

Return completed surveys to the Haines Borough or CIA offices by Dec. 31, 2025. Envelopes for drop-off are also available where surveys were distributed. If you've already taken the online survey at safestreetsforhaines.com, please skip this version.

1. Where in the Haines Borough do you live? (Pick the option that best applies)

- | | | |
|--|----------------------------------|--|
| ☐ Haines Townsite | ☐ Mud Bay | ☐ Chilkat Lake |
| ☐ Haines Highway | ☐ Lutak | ☐ Excursion Inlet |
| ☐ Mosquito Lake | ☐ Klukwan | ☐ Other: _____ |

2. What is your relationship to transportation safety in the Haines Borough? (Select all that apply)

- | | | |
|---|--|--|
| ☐ Interested Resident | ☐ Interested Visitor | ☐ Transportation Professional |
| ☐ Interested Non-Resident Worker | ☐ Safety Professional | |

3. What is your typical mode of transportation for work or school? (Pick the option that best applies)

- | | | |
|---|-------------------------------|---------------------------------------|
| ☐ Drive | ☐ Walk | ☐ Other: _____ |
| ☐ Roll (wheelchair, scooter, etc.) | ☐ Bike | |

4. What is your typical mode of transportation outside of work or school? (Pick the option that best applies)

- | | | |
|---|-------------------------------|---------------------------------------|
| ☐ Drive | ☐ Walk | ☐ Other: _____ |
| ☐ Roll (wheelchair, scooter, etc.) | ☐ Bike | |

5. How safe do you feel traveling as a Pedestrian? (Circle the option that best applies)

Very Unsafe ----- Somewhat Unsafe ----- Neutral ----- Somewhat Safe ----- Very Safe ----- N/A

6. How safe do you feel traveling as a Mobility Device User? (Circle the option that best applies)

Very Unsafe ----- Somewhat Unsafe ----- Neutral ----- Somewhat Safe ----- Very Safe ----- N/A

7. How safe do you feel traveling as a Cyclist? (Circle the option that best applies)

Very Unsafe ----- Somewhat Unsafe ----- Neutral ----- Somewhat Safe ----- Very Safe ----- N/A

8. How safe do you feel traveling as a Driver/Passenger? (Circle the option that best applies)

Very Unsafe ----- Somewhat Unsafe ----- Neutral ----- Somewhat Safe ----- Very Safe ----- N/A

9. Does your perceived safety vary depending on time of year/time of day?

- ☐ Yes ☐ No

**10. Where do you have the most concerns regarding transportation safety? Indicate your top three.
(Write "1" for most important, "2" for second most important, and "3" for third most important)**

- ____ Limited or lack of separated places to walk or bike (away from vehicles)
- ____ Lack of accessibility improvements for people with disabilities
- ____ Long emergency response times
- ____ Unsafe pedestrian/cyclist behaviors (crossing outside of marked crosswalks, walking/biking at night without reflective clothing, distracted behavior phone/headphones)
- ____ Inadequate funding for safety improvements
- ____ Unreasonable speed limits
- ____ Lack of sight line visibility (inadequate sight distance to view oncoming traffic)
- ____ Lack of crosswalks, sidewalks, or other improvements to help pedestrians safely walk
- ____ Access to safe evacuation routes in the event of an emergency
- ____ Unsafe driving behaviors (such as speeding, distracted driving, or driving under the influence)
- ____ Inadequate lighting
- ____ Lack of bicycle lanes and other improvements to help bicyclists safely travel streets
- ____ Inadequate maintenance of roads, sidewalks, and multiuse pathways

**11. Where do feel that investment in transportation safety should be prioritized? Indicate your top three.
(Write "1" for most important, "2" for second most important, and "3" for third most important)**

- ____ Install more street lighting
- ____ Educating more people on transportation safety
- ____ Adding and maintaining sidewalks
- ____ Enhancing sight line visibility at intersections (remove or trim vegetation, signs, fences, or other obstructions at intersections and driveways)
- ____ Accessibility improvements for people with disabilities
- ____ Adding and maintaining bicycle lanes
- ____ Addressing impaired driving
- ____ Enforcing the rules of the road
- ____ Better winter maintenance of roads and sidewalks
- ____ Planning for and improving safe school zones
- ____ Addressing speed related crashes
- ____ Redesigning and reconstructing roads to increase safety for everyone
- ____ Safer intersections for all users

12. Are there any specific areas in Haines where you have concerns in regard to transportation safety?

☐ Yes ☐ No

If you selected "Yes," please describe the approximate location(s) using street names, landmarks, addresses, or other identifying details, and include a brief description of each concern. You may list as many locations as you wish.

13. Have you (or someone in your household) experienced a traffic crash or a "near miss" (almost hit) in the last 10 years while traveling in Haines?

☐ Yes ☐ No

If you selected "Yes," please describe the approximate location(s) using street names, landmarks, addresses, or other identifying details, and include a brief description of each experience. You may list as many locations as you wish.

14. Are there any additional comments, concerns, or suggestions regarding transportation safety in Haines that are important to you but were not covered in this survey?

If you would like to be included in future updates on the Haines Borough Transportation Safety Action Plan project, please provide your email below.

Email: _____

If you have any questions or would like to serve on the project Steering Committee, please contact ss4a@proHNS.com.

Appendix 7

Raw Transportation Safety Survey Responses

Raw Data (Crash, EMS, Road Closure, Wildlife Interaction)

Note: Due to the size and complexity of these datasets, which include multiple spreadsheets containing numerous worksheets, the full files are not reproduced in this document. The Haines Borough maintains the complete datasets, which are available upon request from the Borough Clerk at clerk@haines.ak.us. They are also publicly available under the Documents tab at www.safestreetsforhaines.com.

Appendix 8

Public Comment Log

Note: Due to its length, the complete public comment log is not reproduced in this document. The Haines Borough maintains the full log, which is available upon request from the Borough Clerk at clerk@haines.ak.us. It is also publicly available under the Documents tab at www.safestreetsforhaines.com.