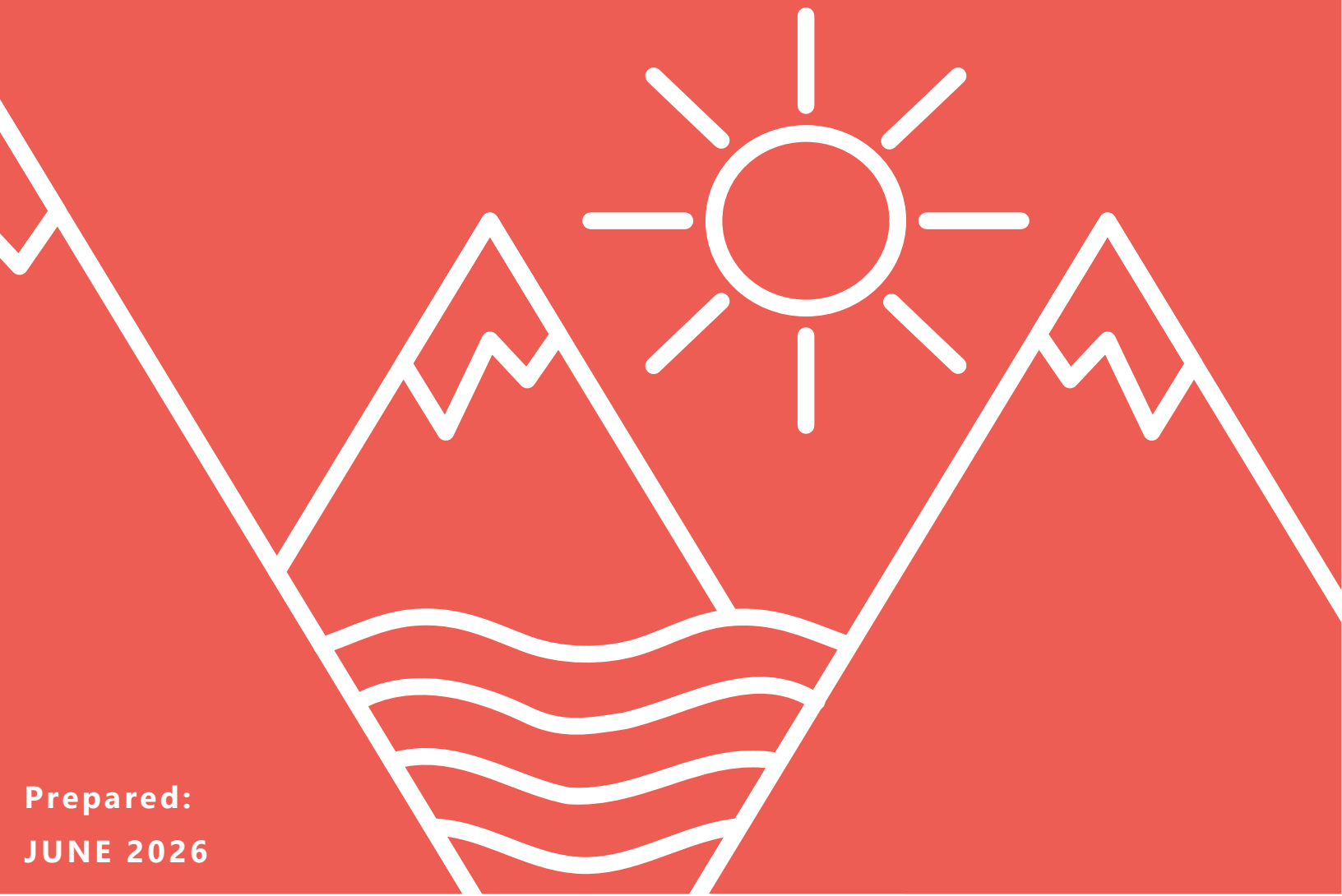


Whittier Safety Action Plan

City of Whittier Safe Streets for All Comprehensive Safety Action Plan



Prepared:
JUNE 2026

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ACRONYMS & ABBREVIATIONS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AMHS	Alaska Marine Highway System
ARRC	Alaska Railroad Corporation
CARE	Alaska CARE Crash Analysis and Reporting System
CIP	Capital Improvements Plan
DOT&PF	Alaska Department of Transportation and Public Facilities
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
FIRST	Fatality and Injury Reporting System Tool
HIN	High-Injury Network
NOFO	Notice of Funding Opportunity
PS	Pedestrian Safety
SAP	Safety Action Plan
SP	Safety and Preparedness
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
TAC	Technical Advisory Committee
TCC	Tourism and Community Connections
The City	City of Whittier
The Tunnel	Anton Anderson Memorial Tunnel
TS	Traffic Safety
USDOT	United States Department of Transportation
VRU	Vulnerable Road User
Whittier Moves	Whittier Moves Transportation Master Plan



EXECUTIVE SUMMARY

The City of Whittier has accepted a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation (USDOT) to develop a Safety Action Plan. The SS4A program is a federal initiative aimed at significantly reducing roadway fatalities and serious injuries through comprehensive planning and implementation of safety strategies. The Safety Action Plan will describe the strategies the City of Whittier will take to reduce fatal and serious-injury crashes and to position the City of Whittier to pursue future SS4A implementation funding for priority safety projects.

This document is organized around the USDOT’s seven components for a successful Safety Action Plan:

- Leadership Commitment and Goal Setting
- Planning Structure
- Engagement and Collaboration
- Safety Analysis
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

The development of this Safety Action Plan has been aligned with and guided by the SS4A program’s Safe Systems Approach. The SS4A program establishes recommended strategies for developing Safety Action Plans. The Whittier Safety Action Plan has incorporated the SS4A’s principles for promoting greater safety in Whittier: Death and Serious Injuries are Unacceptable; Humans Make Mistakes; Humans Are Vulnerable; Responsibility is Shared; Safety is Proactive; Redundancy is Crucial. These principles roll into the Safe Systems Approach elements, which are detailed in Figure 1.



ES-Figure 1: Safe Systems Approach Elements

Leadership Commitment and Goal Setting

In alignment with the SS4A program, the City of Whittier has formally committed to the following goal:

The City of Whittier commits to adopting a Vision Zero approach, guided by the Safe System Approach, with the goal of eliminating fatalities and serious-injury crashes on City streets by 2029. This policy prioritizes human life and health in all transportation decisions and requires that safety considerations guide City planning, design, operations, and maintenance.



On October 21, 2025, the City of Whittier passed Resolution 2025-036, affirming support for the development of a Safety Action Plan. This resolution established the contents of this plan, including a safety analysis, public and stakeholder engagement, a policy and process review, recommendations for strategies, countermeasures, and projects focused on the Safe Systems Approach, and methods for measuring progress over time.

The following guiding principles have been adopted for the development of this Plan: Safety First; Safety for All; Data-Driven Decision; Context-Sensitive Improvements; Collaborative Approach; Proactive Planning.

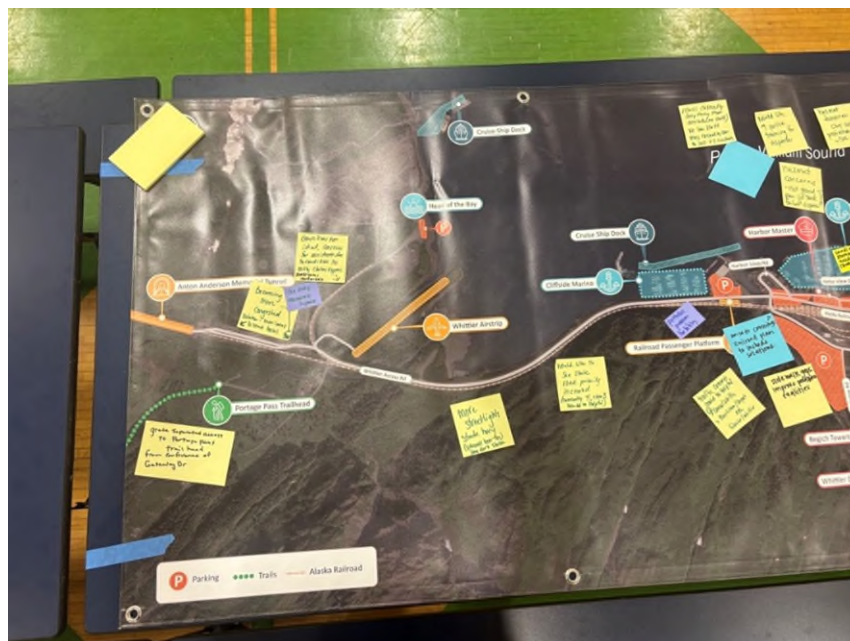
Planning Structure

To guide the development, implementation, and monitoring of this Safety Action Plan, in partnership with the Whittier Moves Transportation Master Plan, the City of Whittier formed a Technical Advisory Committee. The Technical Advisory Committee enlisted key agency partners to help recommend strategies and priority projects aligned with the priorities of the community to promote better road safety. The Technical Advisory Committee met three times during the development of this Safety Action Plan, providing active guidance and feedback on analysis, plan reviews, and final project prioritization. Feedback received from the Technical Advisory Committee significantly guided the identification of safety needs in the community.

A subset of the Technical Advisory Committee has been invited to serve on an Implementation Committee to help advance the safety projects identified in the plan through implementation and evaluation. The Implementation Committee will support ongoing transparency on project progress and strategy effectiveness.

Engagement and Collaboration

Public and stakeholder engagement and collaboration have been key components for informing development of the Safety Action Plan. The Technical Advisory Committee allowed stakeholders in the community to provide input and feedback on community needs and project selection. Outreach efforts also included three distinct opportunities for the public to provide input on transportation needs. These efforts consisted of open houses, a community safety survey, and a Safety Summit. Valuable input was received from each of these methods, and community feedback was incorporated throughout this Safety Action Plan.



ES-Figure 2: Safety Summit Roll Plot Map



Safety Analysis

The safety analysis uses a qualitative and quantitative approach to data analysis, examining existing conditions and historical crash trends to establish baselines for fatal and serious-injury crashes, as well as incorporating feedback on the community’s lived experience and safety concerns. These data were evaluated using six distinct segments of Whittier, which are described further in Section 5.2. A summary of the general safety concerns and suggestions for improvements from stakeholders is included in Table 1.

ES-Table 1: Summary of Safety Concerns and Suggestions for Improvement Around Whittier

SEGMENT	SAFETY CONCERNS	SUGGESTIONS FOR IMPROVEMENT
Segment 1: Portage Glacier Road/Gateway Drive	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance 	<ul style="list-style-type: none"> • Pave road to the Head of the Bay • Creation of new parking • Shuttle connections to harbor core area • Additional lanes at entrance to Tunnel from Whittier
Segment 2: West Camp Road	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance • Railroad Conflicts • Signage 	<ul style="list-style-type: none"> • Working with the Department of Transportation and Public Facilities to improve winter maintenance • Install additional streetlights along West Camp Road • Improved signage
Segment 3: Harbor Roads	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance • Railroad Conflicts • Signage and Roadway Safety 	<ul style="list-style-type: none"> • Assigned harbor staff to manage traffic at boat ramp • Establishing and enforcing a no-parking zone to support emergency response • Clear wayfinding signage to better identify routes and destinations • Provision of covered sand and gravel storage
Segment 4: Whittier Street	<ul style="list-style-type: none"> • Signage and Roadway Safety • Emergency Response 	<ul style="list-style-type: none"> • Provision of traffic calming measures on Whittier Street, such as a mobile speed feedback station
Segment 5: City Streets	<ul style="list-style-type: none"> • Roadway Conditions/Maintenance • Roadway Safety 	<ul style="list-style-type: none"> • Traffic calming measures • Increased lighting • Increased enforcement
Segment 6: Depot, Blackstone, and Shotgun Cove Roads	<ul style="list-style-type: none"> • Roadway Conditions/Maintenance • Pedestrian Facilities 	<ul style="list-style-type: none"> • Paving Shotgun Cove Road • Provision of pedestrian facilities to Smitty’s Cove • Better signage to clarify locations where people are allowed to walk.



Policy and Process Changes

In alignment with SS4A program requirements, an assessment of current City of Whittier policies, plans, guidelines, and standards has been performed to identify opportunities to improve how processes prioritize transportation safety. Based on the comprehensive review of these documents, Whittier currently lacks:

- A formal Vision Zero or Toward Zero Deaths policy
- A High-Injury Network map
- A citywide speed management policy
- A Pedestrian Safety Ordinance
- A near-miss reporting system
- A formal multimodal design standard

A list of 11 policy recommendations has been identified through the policy and process assessment, as well as through feedback received from community engagement efforts. These recommendations are:

1. Safety Review for All Capital Projects
2. Standardized Near-Miss Reporting
3. Safer Speeds Policy
4. Pedestrian Priority Zones
5. Winter Safety Protocol Enhancements
6. Interagency Coordination
7. Community Engagement
8. Emergency Response Training
9. Safety Education
10. Traffic Enforcement
11. Visitor Education and Wayfinding

Strategy and Project Selections

A comprehensive set of projects and strategies were identified, in alignment with the SS4A program, to address the safety problems described in the Safety Action Plan. The projects and strategies identified and recommended to carry forward into implementation of the plan have been built on the safety analysis data and public input gathered during the development of the Safety Action Plan.

The following four planning efforts have been recommended to support transportation safety within the City of Whittier:

- **Helipad Feasibility Study:** Evaluate feasibility of a helipad to support emergency response.
- **Emergency Evacuation Plan:** Establish clear plans and evacuation routes, additional tsunami signage and provide a public safety education campaign.
- **Tunnel Traffic and Glacier Creek Terminal Intersection Impact Study:** Conduct a traffic circulation study to evaluate the movement of vehicles exiting the tunnel and/or using the intersection at Gateway Drive



and Portage Glacier Road to understand the impacts from the development at the Head of the Bay, particularly considering any planned future growth.

- **Traffic Management Plan:** Develop and maintain a Traffic Management Plan addressing tunnel hours, routes, signage, parking, pedestrian paths, and enforcement.

Capital project improvements have been identified through the safety analysis, public engagement, and Technical Advisory Committee feedback efforts and recommended to improve the safety of roads in Whittier for all users. The full list of recommendations in Section 7 is organized by anticipated timeframes, as either near-term or mid-to-long term. Some projects have been identified as Top Five or a Quick Win projects. All project recommendations are listed in ES-Table 3: Project Recommendations.

ES-Table 2: Project Recommendations

TOP FIVE	QUICK WINS	OTHER
Right Turn Lane at Whittier Street	Speed Feedback	Traffic Calming
Wayfinding and Directional Signage	Intersection Sight Distance Improvements	Pedestrian Crossing and Safety Improvements
Alaska Railroad Passenger Platform Crossing Improvements	Intersection Safety Improvements	Harbor Area Pedestrian Access
Enhance Multi-Use Pathway Network	Shuttle Connections	Tunnel Staging Area Congestion Management
ADA Sidewalk Compliance	Covered Sand and Gravel Storage	West Camp/Whittier Access Rd Lighting
		Pedestrian Tunnel Upgrades

Progress and Transparency

To maintain trust and transparency with the community of Whittier through project implementation, measurements to track the progress of project implementation and strategy effectiveness have been identified. These measurements focus on outcome data and progress made toward the City’s Vision Zero goal.

The Implementation Committee has been tasked with providing ongoing feedback and input on project development and plan implementation. This tracking will be made available to the public through an annual progress report which will track status updates, project progress, and measurable outcome data on strategy effectiveness using project tracking tools.

The Implementation Committee and annual reporting requirements demonstrate the City’s commitment to ongoing transparency and alignment with SS4A program guidelines.



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1. INTRODUCTION

The City of Whittier (the City) is located at the head of the Passage Canal, encompassing approximately 12.3 square miles of land, with the city limits extending to Shotgun Cove and a small portion of Blackstone Bay. It sits 58 miles southeast of Anchorage, serving as a central transportation hub for tourism, freight and passenger rail, and the Alaska Marine Highway System (AMHS). The city was originally established as a military base but now hosts a unique community, providing access to wildlife viewing and recreational opportunities, including two cruise ship terminals and extensive access to day cruises and other tourism activities, bringing in people from across the world to boat, fish, cruise, and learn about the history of the city. While the population of Whittier year-round is just 240-270 residents, peak tourism season can bring in over 700,000 annual visitors, creating unique transportation safety challenges for the city.

Beyond tourism, Whittier also experiences a combination of challenges uncommon in most communities across the United States (U.S.) and Alaska due to its location and infrastructure. One of these challenges includes the Anton Anderson Memorial Tunnel (the Tunnel), which serves as the only surface transportation access to the community. The Tunnel is the longest highway tunnel in North America, at 2.5 miles long, featuring just one lane that must be shared by cars and trains traveling in both directions. The tunnel is operated with a toll for use, posing an additional access constraint.

Other challenges include a limited roadway network with constrained right-of-way, frequent interactions between pedestrians, vehicles, freight vehicles, and port operations, harsh weather conditions, and a high proportion of residents who walk between various key locations throughout the City, including residential areas, harbor facilities, and other essential services. High seasonal tourism volumes exacerbate these conditions, increasing interactions between residents, tourists, vehicles, and transportation infrastructure.

These challenges make a transportation safety framework important for improving mobility, supporting economic activity, and protecting vulnerable road users.¹

1.1 Plan Purpose

The City of Whittier accepted a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation (USDOT) to develop a Safety Action Plan (SAP). The SS4A program is a federal initiative aimed at significantly reducing roadway fatalities and serious injuries through comprehensive planning and implementation of safety strategies, with safety action plans serving as the basic building blocks for improving roadway safety. The development of this SAP will enable the City to carry forward implementation strategies and projects identified in the SAP and move the City closer to its goal of eliminating all fatal and serious injury crashes on its roadways.

The SAP has been developed through a series of technical memoranda providing a comprehensive planning approach. These technical memoranda and their specific plan development purpose are provided in Table 1.

¹ A vulnerable road user includes people walking, bicycling, using mobility aids (such as wheelchairs), or using most micromobility devices (whether motorized or not), but does not include motorcyclists. Federal Highway Administration Vulnerable Road User Research Plan



Table 1: Summary of Technical Memoranda

MEMORANDUM	PLAN DEVELOPMENT PURPOSE
Policy and Process Review	Assesses current policies, plans, guidelines, and standards to identify opportunities to improve processes related to transportation safety within Whittier. Proposes revised or new policies, guidelines, and/or standards as appropriate to carry forward into the final SAP.
Safety Improvement Opportunities and Potential Projects	Includes a safety analysis that assessed existing conditions and historical trends to provide a baseline level of crashes that involve fatalities or serious injuries, locations of the crashes, severity of crashes, contributing factors, and crash types by relevant road users (e.g. motorists, pedestrians, transit users), and includes all roadways within the jurisdiction regardless of ownership. Identifies several potential projects and strategy recommendations to address transportation-related safety within Whittier.
Strategy and Project Selection	Synthesizes the data collected and analyzed, feedback received from stakeholder groups, and methodologies used for project selection. Identifies the final projects and strategies recommended to carry forward into the final SAP.
Engagement	Documents all public engagement efforts informing this SAP, including the safety summit, Transportation Advisory Committee (TAC) meetings, and community survey. Provides summary of the efforts, feedback received, and community suggestions for improving transportation safety in Whittier.

This SAP has been developed in partnership with the Whittier Moves Transportation Master Plan (Whittier Moves), which is a collaborative planning effort between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the City. Coordinated activities include existing conditions assessment, traffic assessment, advisory committee engagement, and public engagement.

These efforts have supported this final SAP, providing a safety framework including policy and project recommendations to improve safety within Whittier and meets the requirements established by USDOT for the SS4A grant.

1.2 Study Area Overview

Whittier’s transportation system serves multiple core functions including local, tourism, and freight movement, as well as the AMHS. The City of Whittier, along with key transportation landmarks, are noted in Figure 1.



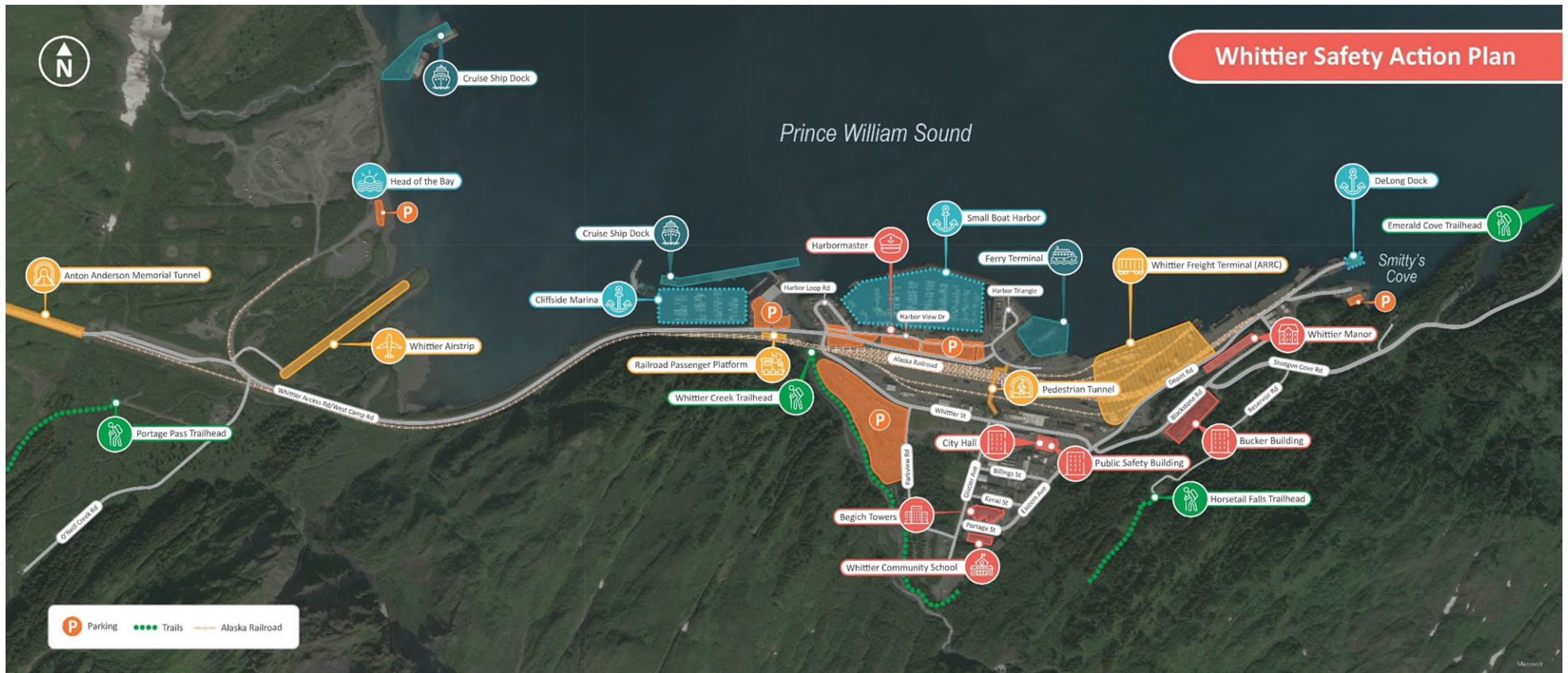


Figure 1: City of Whittier Study Area



1.3 Safety Action Plan Framework

The City's strategy for developing the SAP is aligned with and guided by the SS4A program. The components, guiding principles, and elements informing the approach for developing this SAP are detailed in the sections below.

1.3.1 Action Plan Components

The USDOT describes a successful SAP as including the seven components listed and described below. This plan is organized by these seven components to provide alignment with the SS4A Notice of Funding Opportunity (NOFO) requirements.

- **Leadership Commitment and Goal Setting:** Official public commitment to an eventual goal of zero roadway fatalities and serious injuries, including a goal and timeline, achieved through one, or both, of the following: 1) the target data for achieving zero roadway fatalities and serious injuries; 2) a percentage reduction of roadway fatalities and serious injuries by a specific date with eventual goal of eliminating roadway fatalities and serious injuries.
- **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of SAP development, implementation, and monitoring.
- **Engagement and Collaboration:** Involves robust engagement with public stakeholders that allows for community representation and feedback, with information received incorporated into the SAP.
- **Safety Analysis:** Analysis of existing conditions and historical trends, locations where crashes occur and severity, systemic and specific safety needs, and all roadways within jurisdiction to the extent practical.
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety and discussion on implementation through the adoption of revised or new policies.
- **Strategy and Project Selections:** Identification of a comprehensive set of projects and strategies that will address the safety problems described in the SAP. Projects and strategies are prioritized in a list, providing time ranges for deployment and explanation of prioritization criteria used.
- **Progress and Transparency:** Method to measure progress over time after SAP is developed or updated, including outcome data. Approach must include annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of Action Plan online.



1.3.2 Safe System Approach

The Safe System Approach (SSA) is adopted by USDOT as a guiding framework to make places safer for people. The USDOT encourages communities to integrate this approach into their SAP efforts.

Safe System Principles

The SSA differs from a more conventional safety approach by focusing on human mistakes and vulnerability to design a system that incorporates redundancies to protect all users of the system. The USDOT incorporates the following principles, further described in Figure 2:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



Figure 2: Safe System Principles



Safe System Approach Elements

Implementation of the SSA revolves around five complementary elements. The USDOT has identified elements of the SSA as safer people, safer roads, safer vehicles, safer speeds, and post-crash care. Figure 3 displays the SSA elements for the Whittier Safety Action Plan as informed by the USDOT SSA elements.



Figure 3: Safe System Approach Elements

Safer People

USDOT’s stated objective for safer people is, “Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.”

The focus of this objective is to encourage safer human behaviors among the driving public, including commercial drivers and all road users. Through education, outreach, engineering solutions, and enforcement, risky behavioral driving issues can be addressed, encouraging safer road use for all travelers.

Safer Roads

USDOT’s stated objective for safer roads is, “Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.”

How roadways and the environment around roadway systems are designed significantly shapes and influences the safety risks the traveling public must face. This objective focuses on how measures can be taken to reduce the number of fatalities and serious injuries that occur on public roadways. The USDOT has developed a growing collection of 28 Proven Safety Measures that transportation agencies are encouraged to consider implementing when designing safer roads for all road users and types of roads. The full list of Proven Safety Countermeasures can be found on the USDOT website.²

² U.S. Department of Transportation. (2026, March 12). Proven Safety Countermeasures. <https://highways.dot.gov/safety/proven-safety-countermeasures>



Safer Vehicles

USDOT’s stated objective for safer vehicles is, “Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.”

Vehicle safety performance plays a critical role in avoiding or mitigating the harm of crashes. Newer generations of vehicles incorporate technologies to prevent certain crashes from occurring in the first place and to mitigate harm to those outside of the vehicle when crashes happen. This objective focuses on enforcing strategies that include deploying advanced vehicle safety technologies and employing strategies to improve the safety of commercial motor vehicles that transport goods and passengers.

During this study, the SAP did not identify any direct recommendations for Safer Vehicles within the study area.

Safer Speeds

USDOT’s stated objective for safer speeds is, “Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.”

Speeding is a significant contributor to deaths on the road and is especially hazardous for pedestrians, as it increases the frequency and severity of crashes. Since speeding continues to be a persistent and common behavior amongst the traveling public, this objective focuses on managing and addressing issues of speeding to improve safety on roadways. Achieving safe speeds requires a multifaceted approach which leverages road design, speed limit setting, education, enforcement, and other infrastructure interventions.

Post-Crash Care

USDOT’s stated objective for post-crash care is, “Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.”

This objective focuses on the timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) if, and when, a crash occurs. It is essential to provide medical care for people injured in the crash to prevent injuries from becoming fatal. In rural and Tribal communities in Alaska, including Whittier, timely EMS resources are even more critical, as EMS may not be located within the community and people may need to be taken to facilities in other communities, resulting in longer response times.



2. LEADERSHIP COMMITMENT AND GOAL SETTING

This Safety Action Plan incorporates leadership commitment, goal setting, and guiding principles as described in the following sections.

2.1 Local Commitment Resolution

On October 21, 2025, the City of Whittier passed Resolution 2025-036, affirming support for the development of a Safety Action Plan (Appendix C). The resolution outlines the criteria for creating and implementing the SAP for the City to be eligible for SS4A implementation grants for priority safety projects. This includes an official commitment to an eventual goal of zero roadway fatalities, creation of a group in charge of oversight of plan development and implementation, and annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries. The resolution describes that the plan will include a safety analysis, public and stakeholder engagement, policy and process review and recommendations, identification and prioritization of strategies, countermeasures, and projects focused on an SSA, and methods to measure progress over time to meet required elements.

Through approval of this resolution the Whittier City Council:

- Affirmed support for the development of an SAP including a goal and timeline for eliminating roadway fatalities and serious injuries.
- Authorized, empowered, and directed the City Manager to contribute to plan development and keep the Council informed of progress through regular reporting.
- Authorized and directed the City Manager to provide annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the SAP online.

2.2 Goal Setting

Through adoption of this plan, and in alignment with Resolution 2025-036 and SS4A requirements, the City Council will affirm their commitment to the following goal and timeline for eliminating roadway fatalities and serious injuries.

The City of Whittier commits to adopting a Vision Zero approach, guided by the Safe System Approach, with the goal of eliminating fatalities and serious-injury crashes on City streets by 2029. This policy prioritizes human life and health in all transportation decisions and requires that safety considerations guide City planning, design, operations, and maintenance.



2.3 Guiding Principles

The following guiding principles were developed to assist the City in implementing an SSA in Whittier. These guiding principles closely align with the SSA Principles identified in Section 1.3.2.

City of Whittier's Guiding Principles for the SAP:

- **Safety First:** Human life takes precedence over vehicle speed and convenience.
- **Safety for All:** Improvements should benefit residents, seasonal workers, freight operators, and visitors, including those who may not have access to a vehicle.
- **Data-Driven Decisions:** Improvements and investments are guided by crash data, near-miss reporting, community feedback, and operational observations.
- **Context-Sensitive Improvements:** Solutions will consider Whittier's climate, geography, multi-modal environment, as well as the existing right-of-way.
- **Collaborative Approach:** The City will coordinate efforts with the DOT&PF, ARRC, private operators, and other organizations identified through planning efforts.
- **Proactive Planning:** The City will address risks before crashes occur, especially in high-conflict areas.

These guiding principles have influenced and been incorporated into the development of this Safety Action Plan.



3. PLANNING STRUCTURE

For the Whittier SAP, a formal planning structure has been formed to guide the development, implementation, and monitoring of the plan. A planning structure can be a committee, task force, implementation group, or similar body made up of different community members and stakeholders charged with oversight of planning efforts. To guide these efforts and fulfill the role for the planning structure per SS4A guidance, a Planning Team and a Technical Advisory Committee (TAC) were formed, described in detail in this section.

3.1 Planning Team

For the Whittier SAP, and in coordination with Whittier Moves, a formal Planning Team was formed to lead these efforts for developing the SAP. The Planning Team helped identify members for the TAC, coordinate outreach events for community feedback and input, collect and analyze data, and compile the SAP. The team members consist of staff from the DOT&PF, the consulting company DOWL, and the City of Whittier.

3.2 Technical Advisory Committee

A Technical Advisory Committee was established in partnership with Whittier Moves, enlisting key agency partners to help make sure recommended strategies and concepts align with community priorities for safety initiatives and to continue engaging with the SAP post implementation. The TAC is multi-jurisdictional, with membership including residents of the City of Whittier and the surrounding communities, DOT&PF staff, the City of Whittier Mayor, federal government employees, and representatives from local organizations and businesses. Beyond providing feedback and suggestions to the Planning Team, their role includes promoting roadway safety and selecting safety focused projects for inclusion in the SAP.

Table 2 displays the meeting dates and topics for each TAC meeting.

Table 2: Technical Advisory Committee Meetings

	WORKSHOP 1*	WORKSHOP 2	WORKSHOP 3
Date	September 12, 2025	January 21, 2026	Forthcoming – June 16, 2026
TAC Meeting Topics	Review of existing conditions and issues, assessment approach, and initial project concepts.	Identification of goals and objectives, project screening and evaluation, and selection of priority Transportation Master Plan and safety projects.	Draft Plan review and concurrence on Plan.

*TAC Workshop 1 occurred prior to the initiation of the Whittier SAP and focused on Whittier Moves, with relevant input carried forward into the SAP. The upcoming SAP effort was introduced at that meeting and it was noted that contributions would support the development of the SAP.

The TAC meetings allow stakeholders to take an active role in providing guidance and feedback on analysis, reviewing plan documents, and final project prioritization. Feedback from the TAC significantly guided the identification of safety needs in the community and project prioritization.



3.3 Implementation Committee

A subset of the TAC was invited to serve on an Implementation Committee to help advance recommended strategies and projects beyond the planning process and monitor progress of plan implementation. Their role includes promoting roadway safety and collaborating with the City of Whittier to identify and recommend funding opportunities, whether that be from local, state, or federal funding sources and programs, including SS4A.

The Implementation Committee was invited to review the Draft SAP ahead of public review and provide feedback back to the planning team to ensure the SAP captures the strategies and projects prioritized by the community. Following approval of the SAP, the role and responsibilities of Implementation Committee members includes the following:

- Serve in an advisory role to the City of Whittier.
- Participate in twice-yearly committee meetings.
- Collaborate with the City of Whittier to identify and recommend funding and partnership opportunities to advance plan strategies and project recommendations.
- Review and track progress on implementation of the Safety Action Plan, including annual, publicly-accessible reporting on progress made toward reducing roadway fatalities and serious injuries.



4. ENGAGEMENT AND COLLABORATION

Engagement and collaboration involves robust engagement with the public and relevant stakeholders, including the private sector and community groups, allowing for both community representation and feedback. Information received from engagement and collaboration efforts with the community of Whittier was analyzed and incorporated into the SAP, detailed below.

Efforts for public engagement were coordinated and conducted for both Whittier Moves and this SAP. Plans and processes are also coordinated and aligned with other governmental plans and planning processes to the extent practicable.

Public Involvement Methods

In addition to the collaboration efforts through the TAC meetings, the Whittier SAP outreach efforts included three distinct opportunities for the public to provide input on transportation needs and safety priorities within Whittier:

- Open Houses
- Community Safety Survey
- Safety Summit

These input and engagement opportunities were promoted through the City of Whittier’s website, social media platforms (e.g. Facebook), Constant Contact email notifications, and flyers (Figure 4). Throughout the planning process, technical memorandums have been posted on the City of Whittier’s website, available for the public to view.³



Figure 4: Whittier SAP Safety Summit Flyer

³ Technical memos posted online can be found at <https://www.whittieralaska.gov/projects/page/whittier-safety-action-plan>.



4.1 Open House

The City, in coordination with DOT&PF, hosted two public open houses designed to kick-off plan development by providing an interactive setting for community input. The public open houses took place on September 10, 2025, in Anchorage and September 12, 2025, in Whittier. This was in partnership with Whittier Moves.

During the public open houses, information boards displaying details about Whittier Moves were arranged around the room for attendees to review at their own pace. A central roll plot map of Whittier invited participants to mark locations with their ideas, concerns, and suggestions. A dedicated comment table was also available for written feedback. Throughout the meeting, members of the planning team were available to answer questions, gather input on transportation issues and needs in Whittier, and discuss potential solutions. Some of their feedback included improving signage, implementing shuttle services to improve mobility, parking limits, and additional infrastructure to support active transportation. A full summary of the open houses and feedback received is included in Appendices 1 and 2.

A student engagement workshop was also hosted on September 12, before the open house event. Students were introduced to the transportation planning process, and they were able to provide their input on their transportation experiences and perspectives within their community. Maps were handed out to participants to mark their typical routes, the routes they avoid, and to offer suggestions for improvements, shown in Figure 5. Some of their feedback included putting in speed bumps near City Hall and the school for safety, concerns around weather conditions and maintenance, and clearer signage around Whittier. A full summary of the student engagement workshop and feedback received is included in Appendix A.

The feedback and input received from these open houses contributed to the development of this SAP and is incorporated throughout.

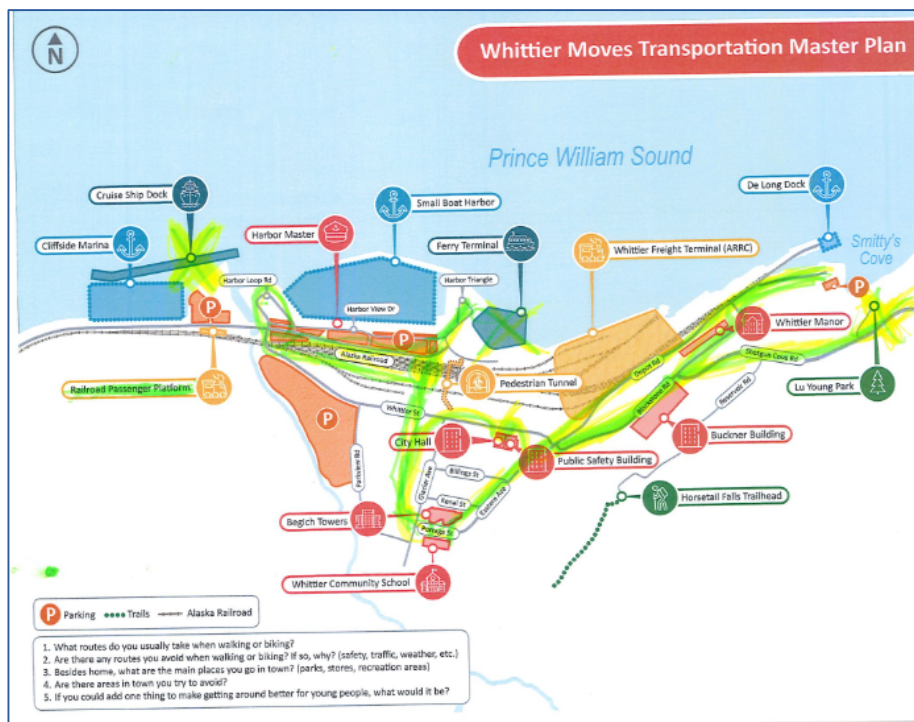


Figure 5: Whittier Student Workshop, Student Map



4.2 Community Safety Survey

A survey was developed to gain public input regarding the community’s top transportation safety concerns in Whittier. The survey was made available on December 30, 2025, both online and in a written format, and received 23 responses. A copy of the written survey is included in Appendix D along with the documented responses.

The survey found that the modes of transportation most common for respondents were personal vehicles and walking. When asked about Whittier’s transportation system and the safety challenges respondents experience when using their main mode of transportation in Whittier, many respondents identified seasonal/weather related challenges, a lack of pedestrian infrastructure, speeding vehicles, poor road conditions, and poor signage, identified in Figure 6. When asked what solutions they suggest for improving Whittier’s overall transportation system, most respondents suggested the addition of pedestrian infrastructure, improved signage, traffic calming measures, and enhanced lighting.

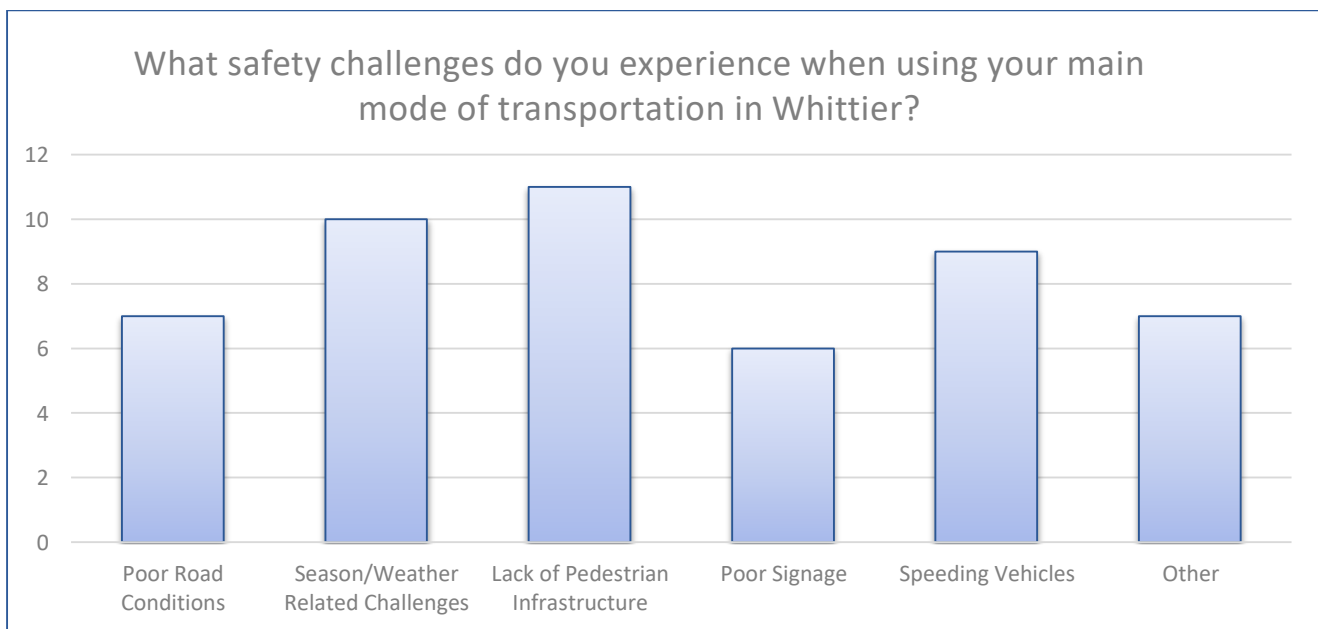


Figure 6: Whittier Safety Survey, Safety Challenges



4.3 Safety Summit

The City of Whittier hosted a Safety Summit on January 21, 2026. A roll plot map was available during the Summit for attendees and local emergency responders to provide insight into specific safety concerns within Whittier, seen in Figure 7. The Planning Team was able to gather feedback regarding their concerns throughout the community, with many of the concerns aligning with those gathered from the open houses and community survey. Data and feedback from the Safety Summit were incorporated into the safety study.

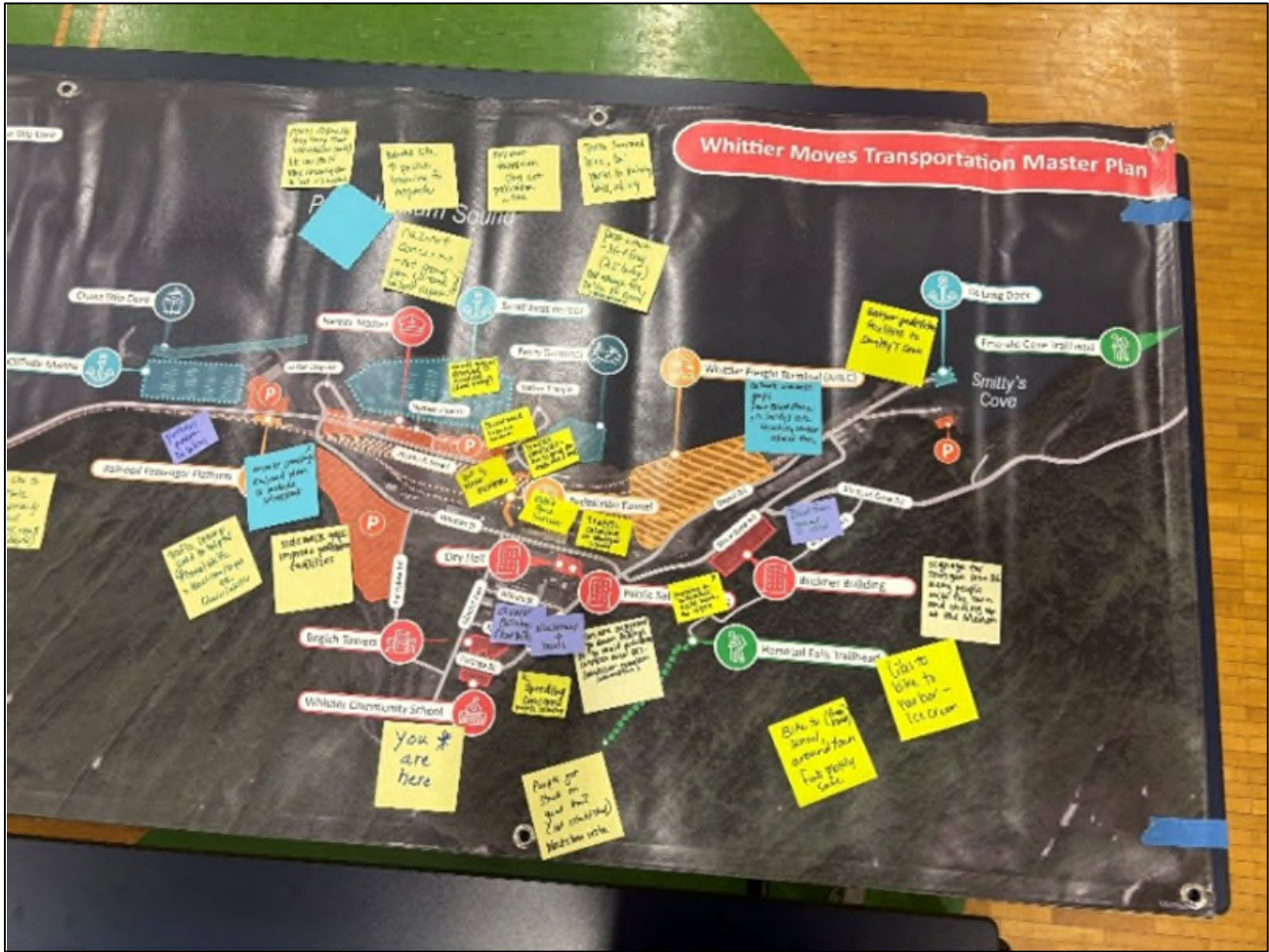


Figure 7: Whittier Safety Summit, Roll Plot Map



5. SAFETY ANALYSIS

The safety analysis in the SAP examines existing conditions and historical crash trends to establish a baseline of fatal and serious injury crashes that can inform safety priorities. The analysis reviews crash locations, severity, contributing factors, and crash types by road user across all roadways within the jurisdiction, regardless of ownership. The full analysis is included in Appendix D.

To organize and analyze the data and feedback for this study, the City of Whittier has been divided into six distinct segments. Table 3 below displays the six segments, the general safety concerns reported by the community relating to each, and suggestions for improvements from stakeholders.

Table 3: Whittier Segments, Safety Concerns, and Suggestions

SEGMENT	SAFETY CONCERNS	SUGGESTIONS FOR IMPROVEMENT
Segment 1: Portage Glacier Road/Gateway Drive	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance 	<ul style="list-style-type: none"> • Pave road to the Head of the Bay • Creation of new parking • Shuttle connections to harbor core area • Additional lanes at entrance to Tunnel from Whittier
Segment 2: West Camp Road	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance • Railroad Conflicts • Signage 	<ul style="list-style-type: none"> • Working with DOT&PF to improve winter maintenance • Install additional streetlights along West Camp Road • Improved signage
Segment 3: Harbor Roads	<ul style="list-style-type: none"> • Tourism/Pedestrian Conflicts • Roadway Conditions/Maintenance • Railroad Conflicts • Signage and Roadway Safety 	<ul style="list-style-type: none"> • Assigned harbor staff to manage traffic at boat ramp • Establishing and enforcing a no-parking zone to support emergency response • Clear wayfinding signage to better identify routes and destinations • Provision of covered sand and gravel storage
Segment 4: Whittier Street	<ul style="list-style-type: none"> • Signage and Roadway Safety • Emergency Response 	<ul style="list-style-type: none"> • Provision of traffic calming measures on Whittier Street, such as a mobile speed feedback station
Segment 5: City Streets	<ul style="list-style-type: none"> • Roadway Conditions/Maintenance • Roadway Safety 	<ul style="list-style-type: none"> • Traffic calming measures • Increased lighting • Increased enforcement
Segment 6: Depot, Blackstone, and Shotgun Cove Roads	<ul style="list-style-type: none"> • Roadway Conditions/Maintenance • Pedestrian Facilities 	<ul style="list-style-type: none"> • Paving Shotgun Cove Road • Provision of pedestrian facilities to Smitty's Cove • Better signage to clarify locations where people are allowed to walk.



5.1 Methodology

This safety analysis focuses on a combination of traffic data, safety and crash data, and qualitative data (lived experience) collected through the safety survey and Safety Summit.

5.1.1 Traffic

Traffic data were collected using two methods:

1. the placement of traffic cameras, and
2. use of DOT&PF's Traffic Analysis and Data Application website.

Traffic data pertaining to pedestrian and vehicle movements, locations, and near-misses were collected via cameras placed at high-activity areas throughout the city. Data from DOT&PF's Traffic Analysis and Data Application website provided the average daily traffic (ADT) near the Anton Anderson Memorial tunnel, providing insight into the traffic patterns within the City.

5.1.2 Safety

Crash data were received via the Alaska CARE data analysis and reporting system⁴ and later cross referenced using the Fatality and Injury Reporting System Tool (FIRST). The time frame used for the safety analysis ranges from 2020 to 2024.

5.1.3 Lived Experience

To capture the lived experience and feedback of community members regarding transportation safety in Whittier, qualitative data was collected via the safety survey and the Safety Summit. These data provide insight into the safety priorities of the community and their suggestions for improvements. A full summary of the safety survey and Safety Summit results and feedback are in Appendix D.

5.2 Study Areas

For this analysis, Whittier's transportation system has been divided into six distinct segments, with each segment describing the location, existing conditions, historical trends, crash history, and specific safety needs and concerns of the community.

⁴ Alaska CARE is a private database available to the Alaska DOT&PF staff.



5.2.1 Segment 1: Portage Glacier Road/Gateway Road

Segment 1, identified in Figure 8, begins at the eastern portal of the Anton Anderson Memorial Tunnel on Portage Glacier Road. From the tunnel portal, the segment proceeds along the primary access road into Whittier. Approximately 0.1 miles from the portal, the road comes to a three-leg intersection with Portage Glacier Road, Gateway Road, and Airstrip Access Trail and proceeds in a north-east bound movement crossing an at-grade unprotected railroad crossing leaving Whittier Airstrip located on the southeast side of the segment. The road continues for another 0.3 to 0.4 miles passing east of the Whittier Bay Campground and continuing to the waterfront. Another section of the segment extends north onto Prince William Sound Drive where it terminates at the Glacier Creek Cruise Terminal.

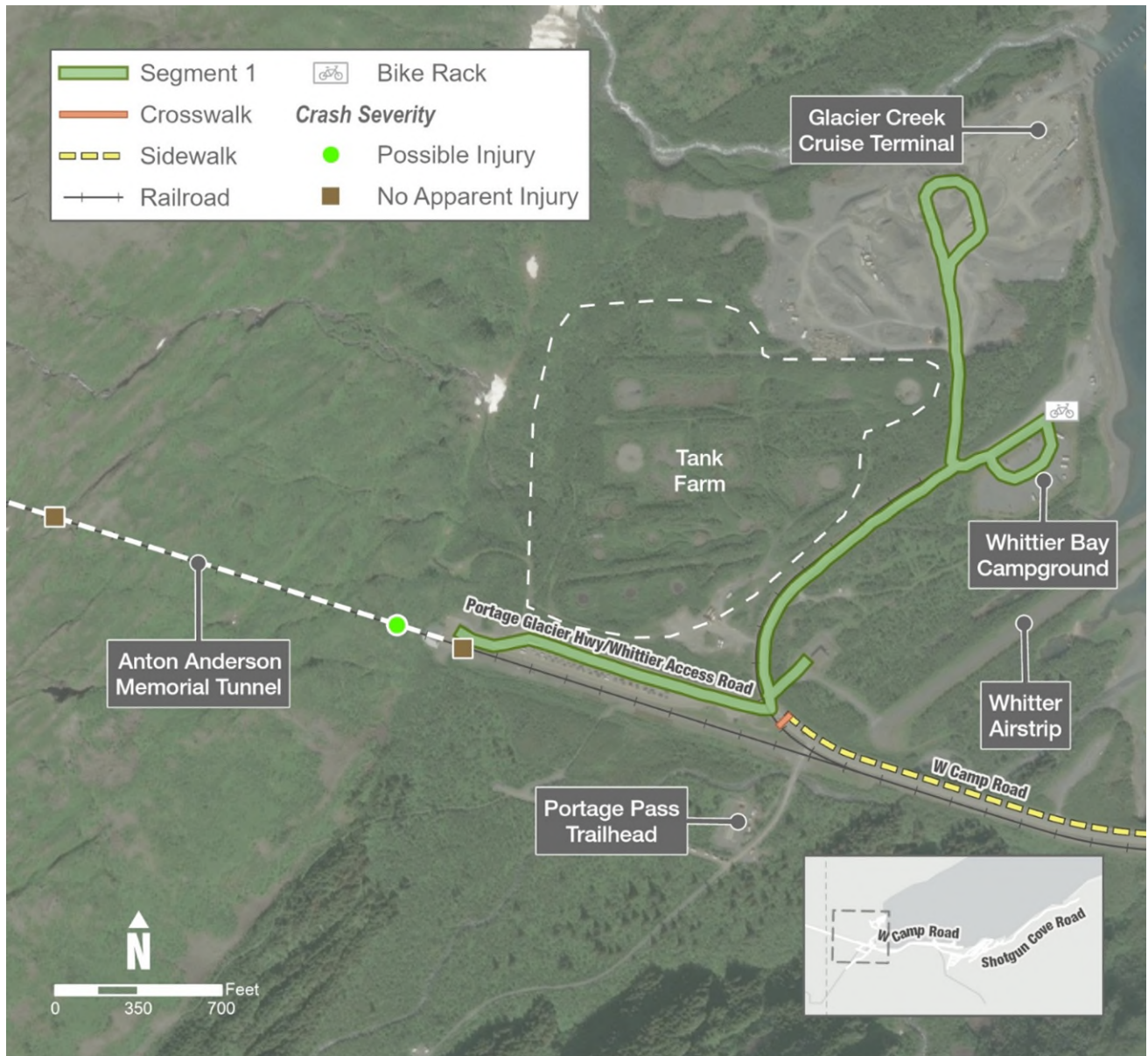


Figure 8: Segment 1 with Facilities



Table 4 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 1.

Table 4: Whittier Segment 1, Existing Conditions, Safety, and Lived Experience

SEGMENT 1	
Existing Conditions	<p>Main roadways include the Airstrip Access, Gateway Road, Portage Glacier Road/Camp Road, and Prince William Sound Drive. Segment 1 has one major intersection which is yield controlled at Gateway Road.</p> <p>Points of interest include the Anton Anderson Memorial Tunnel, Whittier Airstrip, Whittier Bay Campground, Glacier Creek Cruise Terminal, and Tank Farm.</p> <p>Non-motorized facilities include one bike rack located at the Head of the Bay during summer months.</p>
Safety	<p>Between the years 2020 and 2024, three crashes occurred along Segment 1. Two of the crashes that occurred in Segment 1 were reported with no apparent injury and one with a possible injury.</p>
Lived Experience	<p>Feedback received from the survey and the Safety Summit showed concerns primarily related to tourism/pedestrian conflicts and roadway conditions and maintenance. They mentioned frequent confusion with taxi drop-offs at the new Glacier Creek Cruise Terminal and poor conditions on Gateway Road as primary concerns.</p>

5.2.2 Segment 2: West Camp Road

Segment 2, identified in Figure 9, begins at the three-legged intersection of Portage Glacier Road, Airstrip Access Trail, and Gateway Road where Portage Glacier Road turns into West Camp Road. The segment extends east and terminates at the intersection of West Camp Road, Whittier Street, and Harbor Loop Road. An intersection at O’Neill Creek Road, which provides access to Portage Pass, exists on the southern side of the segment approximately 250 feet from the three-legged intersection.



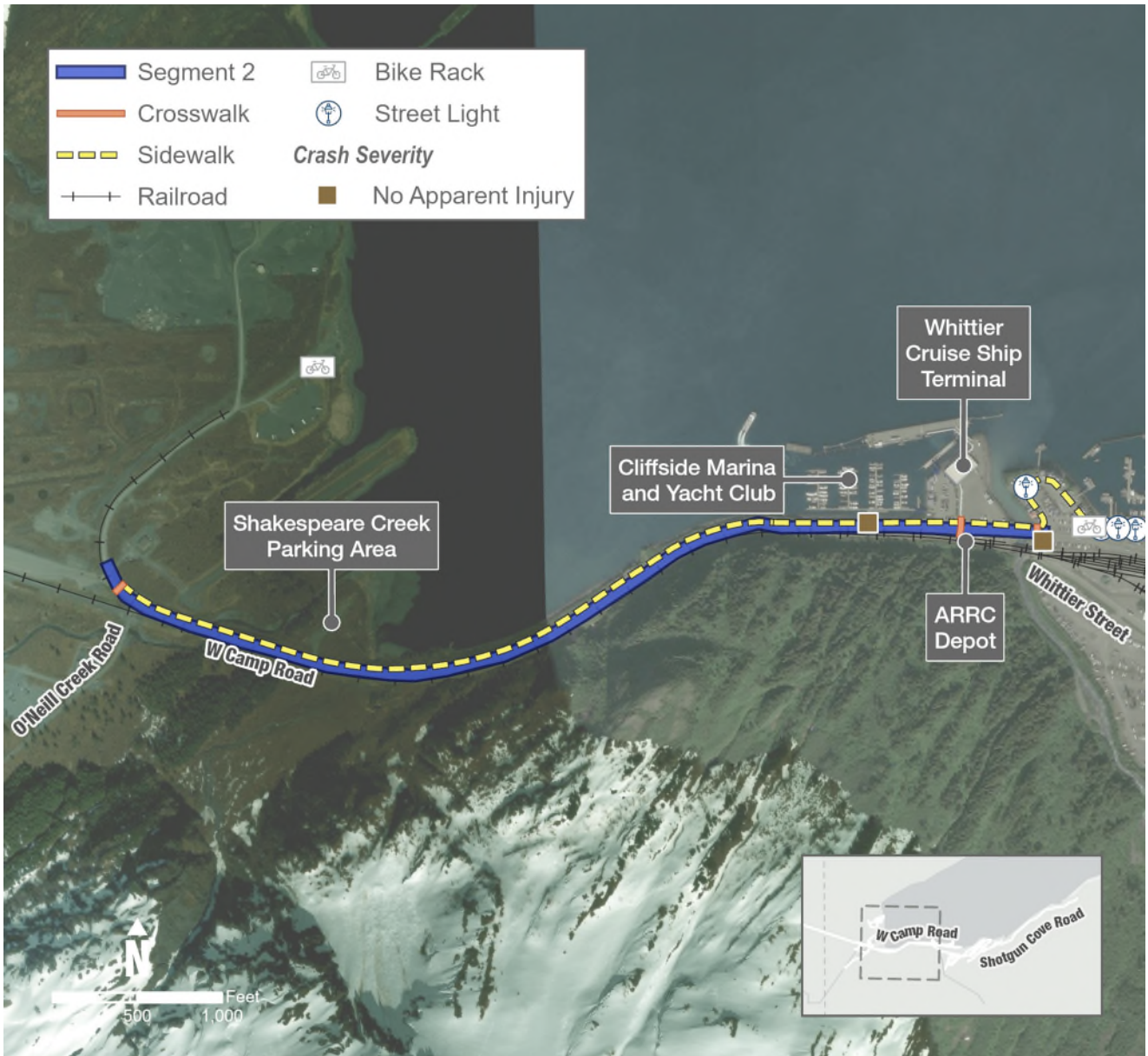


Figure 9: Segment 2 with Facilities



Table 5 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 2.

Table 5: Whittier Segment 2, Existing Conditions, Safety, and Lived Experience

SEGMENT 2	
Existing Conditions	<p>Roadways include West Camp Road and O’Neill Creek Road, with one three-way intersection with the two roads within this segment.</p> <p>Points of interest include the Alaska Railroad – Whittier Depot, Cliffside Marina and Yacht Club, Whittier Cruise Ship Terminal/Port of Whittier Deep Water Dock, and the Shakespeare Creek Parking Area.</p> <p>Pedestrian facilities include a sidewalk which turns into a multi-use pathway and two crosswalks, one providing access from the Whittier Depot to the Whittier Cruise Ship Terminal and the other providing access to the Portage Pass Trailhead.</p>
Safety	<p>One crash has been inventoried along Segment 2, occurring in daylight hours and resulting in no apparent injury. It was the result of a vehicle encounter with a live animal. A near miss study was conducted using traffic cameras on the crosswalk providing access between Whittier Depot and Whittier Cruise Ship Terminal after stakeholders brought to the Planning Team’s attention that the location was subject to frequent near miss incidents involving pedestrians. After analysis, the near misses are attributed in part to a lack of signage and visible crosswalk markings.</p>
Lived Experience	<p>Community feedback included concerns primarily related to tourism/pedestrian conflicts, roadway conditions and maintenance, railroad conflicts, and confusing signage. Pedestrians standing near roads, in roadways, or on train tracks create safety concerns. Additional concerns include bottlenecks at the Camp Road/Whittier Street intersection created by trains crossing and fast-moving traffic without traffic calming features. Several comments expressed concern generated by the rail crossing isolating the town from the harbor, which could impact the ability for persons on the harbor side of the train to evacuate in the event of a tsunami.</p>



5.2.3 Segment 3: Harbor Roads

Segment 3, identified in Figure 10, includes the primary vehicle circulation network serving the Whittier Harbor Waterfront. The segment forms a continuous loop consisting primarily of Harbor Road, Harbor View Drive, and Harbor Loop Road. This segment begins at the intersection of West Camp Road, Harbor Loop Road, and Harbor Road and terminates at the Whittier Ferry Terminal. This segment also includes the pedestrian tunnel which connects this waterfront area with Whittier Street (Segment 4).



Figure 10: Segment 3 with Facilities



Table 6 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 3.

Table 6: Whittier Segment 3, Existing Conditions, Safety, and Lived Experience

SEGMENT 3	
Existing Conditions	<p>Roadways include Harbor Loop Road, Harbor Triangle Road, Harbor View Drive, and Whittier Ferry Terminal Road. There are several intersections within Segment 3 including the ingress and egress to Harbor Loop Road, which is a one-way road. The other intersections are along West Camp Road.</p> <p>Points of interest include Whittier Small Boat Harbor, Boat Launch, Whittier Ferry Terminal, Harbor Area Parking, Barge Slip, and Pedestrian Tunnel.</p> <p>Non-motorized facilities include sidewalks which were installed in 2004 to improve walkability within Whittier’s waterfront business area from Harbor View Drive to Cliffside Marina. There is a long crosswalk that connects the sidewalk segments across the small harbor boat launch where vehicles are commonly maneuvering boat trailers in reverse. The crosswalk markings are often faded and there is no warning signage for pedestrians or drivers. Additionally, the sidewalks do not connect to the pedestrian tunnel. There is also a narrow boardwalk for foot traffic from the boat launch to the far end of the Small Boat Harbor and several seasonal bicycle racks.</p>
Safety	<p>There were no crashes within the vicinity of Segment 3 during the time period analyzed.</p>
Lived Experience	<p>Community feedback primarily highlighted tourism/pedestrian and vehicle conflicts, roadway conditions and maintenance, and signage. Some comments noted that snow and ice management is a concern on the boat launch ramp and parking lot and it was also expressed that there is a lack of winter maintenance near the pedestrian tunnel entrance and exit. Signage and roadway safety were the primary focus of comments, with general concern around poor signage throughout the boat launch, AMHS ferry terminal, and Harbor Triangle area.</p>



5.2.4 Segment 4: Whittier Street

Segment 4, shown in Figure 11, includes Whittier Street and extends from the intersection of West Camp Road, Harbor Loop Road, and Harbor Road and terminates at the intersection of Whittier Street, Depot Road, and Blackstone Road. Approximately 110 feet from the intersection with West Camp Road, Harbor Loop Road, and Harbor Road, Whittier Street approaches an at-grade unprotected railroad crossing.



Figure 11: Segment 4 with Facilities



Table 7 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 4.

Table 7: Whittier Segment 4, Existing Conditions, Safety, and Lived Experience

SEGMENT 4	
Existing Conditions	<p>The only roadway in Segment 4 is Whittier Street. There is one main intersection, a three-legged intersection at Whittier Street, Depot Road/Eastern Avenue, and Blackstone Road.</p> <p>Points of interest include the City Park, Pedestrian Tunnel, Fish Processing Facility, Whittier Public Safety Building, and the Prince William Sound Museum.</p> <p>Pedestrian facilities include a small segment of sidewalk near the Whittier Public Safety Building as well as crosswalks and a seasonal bike rack at City Park. There is also an unprotected shared pedestrian and bicycle lane on Whittier Street spanning from West Camp Road to Glacier Avenue.</p>
Safety	<p>There has been one crash inventoried along Segment 4 which occurred in daylight hours on Whittier Street. The crash resulted in no apparent injury and was associated with excessive speeds.</p> <p>Additionally, a survey response cited at least one past incident where a vehicle went into the river by the road crossing used by the railroad and another recent near-misses, making this a high-risk roadway safety issue.</p>
Lived Experience	<p>Community feedback primarily concerned signage, roadway safety, and emergency response. Comments cited high use of this street by the fish processing plant with their operations crossing over the street at various locations, with no designated locations for use. Speeding traffic was cited as a concern for this segment. There was also concern around a lack of signage for the tsunami evacuation route.</p> <p>Regarding the intersection with the railroad and Camp Road, a survey response cited concern regarding the at-grade road crossing used by the railroad, noting a significant gap on the left side of the roadway large enough for a passenger vehicle to pass through. They described this as a serious safety hazard with the potential for a vehicle to leave the roadway and enter the river below.</p>



5.2.5 Segment 5: City Streets

Segment 5, shown in Figure 12, includes Glacier Avenue, Billings Street, Kenai Street, Eastern Avenue, Portage Street, and Parkview Road, forming a grid-like system that connects parcels with community services and recreational opportunities.



Figure 12: Segment 5 with Facilities



Table 8 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 5.

Table 8: Whittier Segment 5, Existing Conditions, Safety, and Lived Experience

SEGMENT 5	
Existing Conditions	<p>Roadways include Billings Street, Eastern Avenue, Glacier Avenue, Kenai Street, Parkview Road, and Portage Street. Segment 5 has a grid-like layout, resulting in multiple intersections where smaller streets are intersecting with the main roadways of Glacier and Eastern Avenue.</p> <p>Points of interest include Begich Towers, the Whittier Community School and playground, and Creekside Campground.</p> <p>Pedestrian facilities include sidewalks with rolled curbs in the Core Area of Whittier, as well as streetlights.</p>
Safety	<p>Two crashes have been inventoried for Segment 5. One crash was on Kenai Street involving one motor moving vehicle and one parked and unoccupied motor vehicle, resulting in no apparent injury. A more recent crash occurred near the Whittier Community School between a minibike driven by a minor and a pedestrian, resulting in suspected serious injury.</p>
Lived Experience	<p>Community feedback primarily concerned roadway conditions and maintenance, and roadway safety. Comments noted unmaintained sidewalks, overgrown vegetation, and private property or equipment encroaching into the public right-of-way. Boats and machinery along the roadway or on sidewalks were described as creating safety hazards and limiting visibility. Some businesses have placed unofficial “No Parking” signs that resemble City signage. Comments also described conditions on the local streets that make it difficult for children and families to walk or bike safely, such as equipment and boats stored along Billings Street.</p>



5.2.6 Segment 6: Depot, Blackstone, and Shotgun Cove Roads

Segment 6, shown in Figure 13, includes Depot, Blackstone, and Shotgun Cove Roads beginning near Whittier’s downtown and terminating at Emerald Cove Trail. Segment 6 consists of a series of small local roads that provide access to private residences and recreational opportunities.

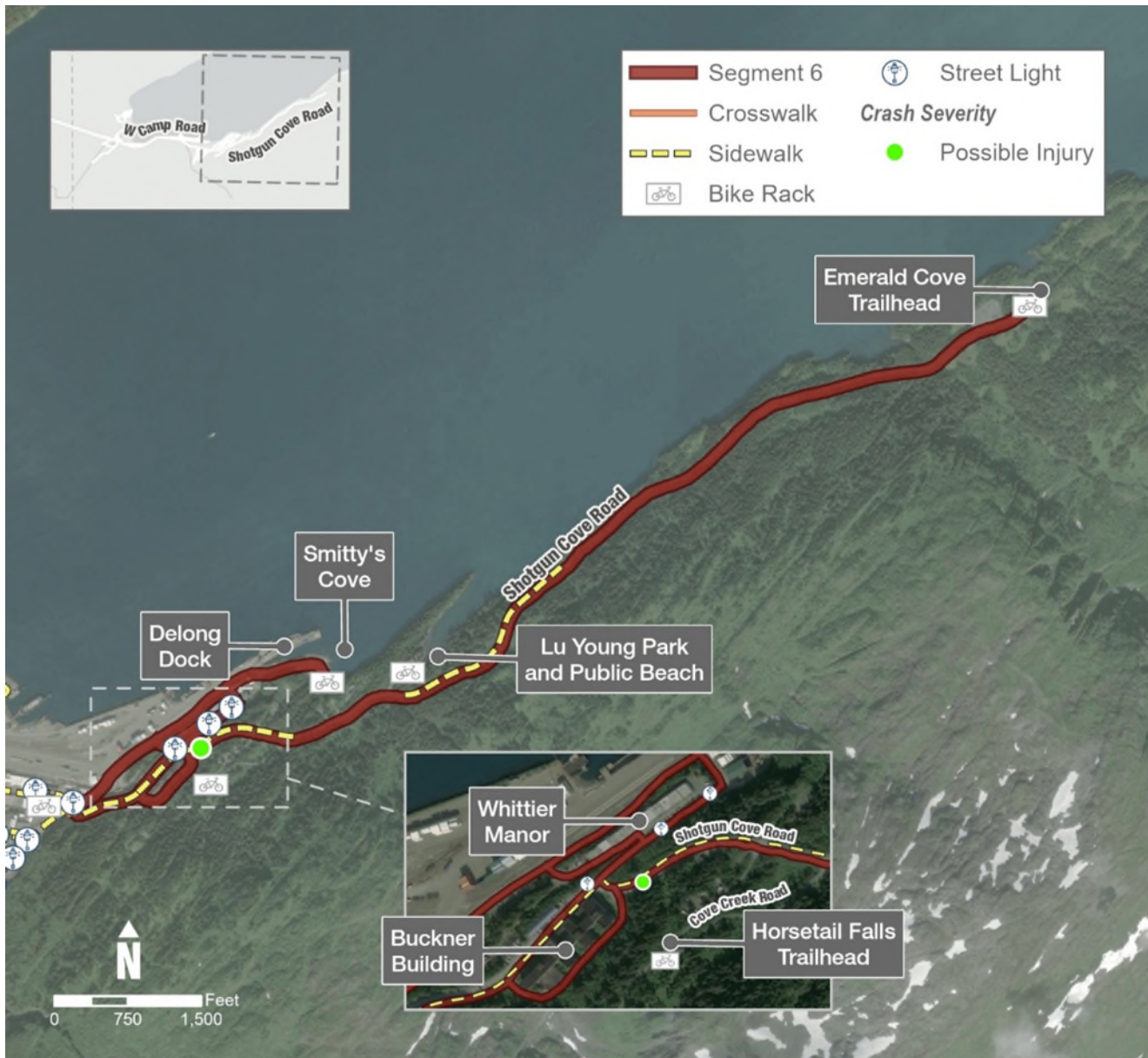


Figure 13: Segment 6 with Facilities



Table 9 identifies the existing infrastructure conditions, safety concerns and crash history, and lived experience of community members within Segment 6.

Table 9: Whittier Segment 6, Existing Conditions, Safety, and Lived Experience

SEGMENT 6	
Existing Conditions	<p>Roadways include Blackstone Road, Bunker Road, Cove Creek Road, Depot Road, Eshamey Loop, Kittiwake Court, Prince William Sound Court, Reservoir Road, and Shotgun Cove Road. Several of these roadways converge at six different intersections within Segment 6.</p> <p>As the main hub for recreation in Whittier, the various points of interest include Buckner Building, Whittier Manor, Smitty’s Cove, Lu Young Park and Public Beach, Emerald Cove Trail, DeLong Dock, and Horsetail Falls Trail.</p> <p>Pedestrian facilities include an unimproved gravel pathway spanning from the base of Shotgun Cove Road to the intersection of Cove Creek Road. This pathway is not continuous, with some areas that have barriers and others that do not. There are four seasonal bicycle racks located at Smitty’s Cove, Lu Young Park, Emerald Cove Trailhead, and Horsetail Falls Trailhead.</p>
Safety	<p>One crash has been inventoried for Segment 6 which occurred during dark snowy conditions and resulting in possible injury. The crash was categorized as a hit-and-run involving a motor vehicle and a backhoe.</p>
Lived Experience	<p>Community feedback noted the condition of roads as being hard on vehicles, dangerous for all users, and possibly impeding emergency access. Comments also identified a lack of pedestrian facilities at Smitty’s Cove and the Whittier Manor housing complex.</p>



6. POLICY AND PROCESS CHANGES

To implement a successful SS4A program, an assessment of current policies, plans, guidelines, and/or standards is performed to identify opportunities to improve how transportation safety through policy and process changes.

6.1 Policy and Process Assessment

A comprehensive review of City of Whittier policies and plans has been completed to inform gaps and potential strategies to support transportation safety in Whittier (Appendix E). Table 10 lists the documents reviewed to identify the existing policies and processes outlined at the State and local levels for the City of Whittier.

Table 10: City of Whittier Safety Action Plan Document Review

DOCUMENT	YEAR
City of Whittier Code of Ordinances	Current, reviewed October-December 2025
Whittier Comprehensive Plan	2020
Whittier Waterfront and Economic Development Plan	Public Review Plan, July 28, 2025
Whittier Terminal Master Plan	2025
Alaska Strategic Highway Safety Plan	2023-2027
Alaska Statewide Active Transportation Plan	2018

In addition, this SAP has been prepared concurrently with the Whittier Moves Transportation Master Plan, so recommendations in that plan have also been considered to align with this SAP.

Based on the comprehensive review of these documents, Whittier currently lacks:

- A formal Vision Zero or Toward Zero Deaths policy
- A High-Injury Network (HIN) map
- A citywide speed management policy
- A Pedestrian Safety Ordinance
- A near-miss reporting system
- A formal multimodal design standard



6.2 Policy Recommendations

In total, 11 policy related recommendations were identified through the policy and process assessment to encourage all departments to integrate safety into their daily operations and long-term planning. A summary of the policy recommendations is included in Table 11.

Table 11: Policy Recommendations Identified through Policy and Process Assessment

POLICY RECOMMENDATION	DESCRIPTION	SSA ELEMENT(S)
Safety Review for All Capital Projects	All transportation related capital projects are required to include a documented safety impact assessment. Projects identified as reducing crash risk or improving pedestrian access will receive priority in capital planning.	Safer Roads
Standardized Near-Miss Reporting	Establish a simple reporting system for residents, harbor staff, public safety staff, and workers to document near-miss incidents. Integrate near-miss data into traffic safety reports provided to the City Council for annual safety evaluations.	Safer People
Safer Speeds Policy	Conduct a city-wide speed audit, especially in pedestrian heavy areas such as Harbor Road, Whittier Street, and cruise ship passenger staging areas. Implement context-based speed limits and traffic calming where appropriate.	Safer Speeds
Pedestrian Priority Zones	Designate zones within Whittier where pedestrian movements are prioritized over vehicle movements, particularly during peak tourism months. Improve wayfinding, lighting, crosswalk visibility, and winter maintenance in these areas.	Safer Roads, Safer People
Winter Safety Protocol Enhancements	Update snow and ice removal procedures to provide that sidewalks, harbor pathways, and priority access points are cleared promptly.	Safer Roads, Safer People
Interagency Coordination	Formalize quarterly coordination meetings with DOT&PF, ARRC, Cruise Line Operators, and Port and Harbor tenants.	All
Community Engagement	Conduct annual listening sessions with residents and workers. Provide safety materials in multiple languages for visitors arriving by cruise ship or charter.	All



Table 12 includes additional policy recommendations identified through public and TAC engagement.

Table 12: Policy Recommendations Identified through Engagement Efforts

POLICY RECOMMENDATION	DESCRIPTION	SSA ELEMENT(S)
Emergency Response Training	Provide additional emergency, incident response, and hazmat training for emergency response staff.	Post-Crash Care
Safety Education	Develop and deliver safety education for local youth for walking and biking, including use of helmets when biking.	Safer People
Traffic Enforcement	Improve enforcement of parking, speeding, and other traffic violations, and establish fines.	Safer People, Safer Speeds
Visitor Education and Wayfinding	Use high-visibility locations such as the tunnel, cruise docks, ferry terminal, and train platform to conduct outreach to educate visitors and support wayfinding and pedestrian safety.	Safer People



7. STRATEGY AND PROJECT RECOMMENDATIONS

For the Safety Action Plan, and in alignment with the SS4A program, a comprehensive set of projects and strategies were identified to address the safety problems described in the plan. The projects and strategies identified build on the data and public input gathered to date and presented in the Safety Improvement Opportunities and Potential Projects Technical Memo (Appendix D) and the Policy and Process Technical Memo (Appendix E). This section identifies the final projects and strategies recommended to carry forward into the final plan, which are also included in Appendix F.

7.1 Methodology

The Strategy and Project Selection recommendations were developed using data and stakeholder input:

- A literature review of existing policies was completed, resulting in seven recommendations for the City to address existing policy gaps.
- A safety analysis was conducted including provision of a baseline level of crashes involving fatalities and serious injuries, analysis of crash locations and contributing factors, and an analysis of systemic and specific safety needs.
- Stakeholder input was gathered through a community survey and a safety summit event. This ‘lived experience’ input helped to shape the data and provide a more comprehensive understanding of transportation safety concerns in Whittier.
- The TAC assisted with identifying and prioritizing projects.

The TAC met virtually, in January 2026, for their second meeting to discuss project development and prioritization for both Whittier Moves and the SAP. Ahead of the meeting, the TAC received the full list of projects identified through the analysis of the existing conditions, relevant plans review, traffic and safety analyses, as well as potential projects identified by the TAC during TAC Workshop 1 in September 2025.

The list of potential projects included 50 projects that were divided into eight project themes. During this workshop, TAC members assisted in prioritizing these projects through discussion and by placing them on a matrix, featured in Figure 14, that captured each project impact (high/low) and effort (high/low). The matrices allowed TAC members to depict their priority projects and provided a visual representation of how the projects compared with each other regarding project impact and effort. This prioritization activity guided the planning and project recommendations, including implementation timeline and priority.



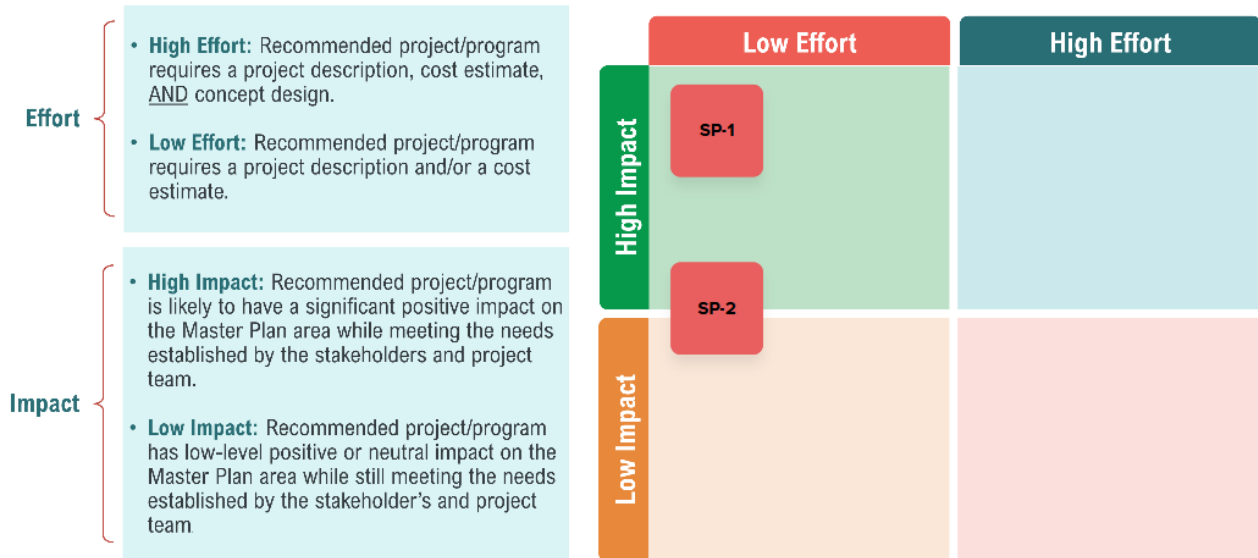


Figure 14: Whittier TAC Project Prioritization Matrix Example

7.2 Planning Recommendations

Through the development of this plan, four planning efforts have been recommended to support transportation safety within Whittier. Two studies focus directly on traffic movements, while two others focus on emergency response and post-crash care. The Emergency Evacuation Plan has a broader role for the community in support of tsunami response, and by providing clear plans, evacuation routes and important public safety education information can be shared with the travelling public to know where to go in the event of a tsunami and can help prevent further transportation related incidents.



Table 13 lists all recommended plans and studies, descriptions, and related SSA elements.

Table 13: Recommended Plans and Studies

RECOMMENDED PLAN / STUDY	DESCRIPTION	SSA ELEMENT(S)
Helipad Feasibility Study	Evaluate feasibility of a helipad to support emergency response.	Post-Crash Care
Emergency Evacuation Plan	Establish clear plans and evacuation routes, additional tsunami signage, and provide a public safety education campaign.	Safer Roads / Post-Crash Care
Tunnel Traffic and Glacier Creek Terminal Intersection Impact Study	Conduct a traffic circulation study to evaluate the movement of vehicles exiting the tunnel and/or using the intersection at Gateway Drive and Portage Glacier Road to understand the impacts from the development at the Head of the Bay, particularly considering any planned future growth. This study should also consider potential curve flattening.	Safer Roads
Traffic Management Plan	Develop and maintain a Traffic Management Plan addressing tunnel hours, routes, signage, parking, pedestrian paths, and enforcement.	Safer People, Safer Roads

7.3 Project Recommendations

Several capital project improvements have been recommended through crash analysis, public engagement, and TAC feedback. The TAC provided prioritization feedback indicating both the level of impact and effort these projects will require to implement. Recommendations are organized by the timeframe anticipated to fully implement each recommendation: near term and mid-to-long term. Projects within each list are roughly in order of priority per feedback from the TAC and the City.

Recommendations have a Project Category with an alpha code that corresponds to theme areas (corresponding with Whittier Moves) described below:

- SP: Safety and Preparedness
- TS: Traffic Safety
- PS: Pedestrian Safety
- TCC: Tourism and Community Connections
- M: Maintenance & Collaboration

Some recommendations have been identified as **Top Five** or **Quick Win** projects.



- Top Five



- Quick Win






The Top Five projects have been identified as priorities to identify and allocate resources to advance to design and construction. Cost estimates have been developed for these projects and are presented in the next section.



The Quick Win projects have been identified as priorities that do not require ground-disturbing construction and could be advanced relatively quickly to improve safety in the City of Whittier.

Table 14 identifies project improvement recommendations that could be accomplished in the near-term.

Table 14: Near Term Project Improvement Recommendations

IMPROVEMENT RECOMMENDATION	DESCRIPTION	SSA ELEMENT(S)
Right Turn Lane at Whittier Street 	Add a right turn lane to prevent traffic back-ups caused by boats and trailers. Category: TS, Segments: 2, 3, 4, 5, 6	Safer Roads
Wayfinding and Directional Signage 	Implement wayfinding similar to that developed by the Prince William Sound Economic Development District Wayfinding Plan to improve directional signage and support pedestrian safety for key destinations, parking areas and access points. Consider updates to ensure durable signage suitable for coastal conditions is used. Category: TCC, Segments: All, specifically 3	Safer Roads, Safer People
Traffic Calming	Add traffic calming measures near the following: <ul style="list-style-type: none"> • The harbor • Terminals • City Hall • School walking routes, including speed bumps Category: TS, Segments: 2, 3, 4, 5, 6	Safer Speeds, Safer People
Speed Feedback 	Incorporate mobile speed feedback system to collect data on vehicle speeds, provide immediate feedback to drivers encouraging them to slow down and adhere to speed limits. Category: TS, Segments: All, specifically 4	Safer Speeds, Safer People
Intersection Sight Distance Improvements 	Clear vegetation at the following intersections to improve intersection sight distance: <ul style="list-style-type: none"> • Gateway Drive/Portage Glacier Drive • Blackstone Road/Depot Road Category: TS, Segments: 1, 6	Safer Roads
Intersection Safety Improvements 	Replace the yield signs with stop signs at the following: <ul style="list-style-type: none"> • Gateway Drive/Portage Glacier Road • Blackstone Road/Depot Road Category: TS, Segments: 1	Safer Roads








IMPROVEMENT RECOMMENDATION	DESCRIPTION	SSA ELEMENT(S)
Pedestrian Crossing and Safety Improvements	Relocate the stop bar and add a marked crosswalk at the pedestrian tunnel pathway crossing. Add pedestrian warning signage at Blackstone Road/Depot Road. Category: PS, Segments: 2, 6	Safer Roads, Safer People
Harbor Area Pedestrian Access	Focus pedestrian, wayfinding, and signage improvements in Whittier's Harbor Area, including: <ul style="list-style-type: none"> • The conversion of angled parking on Harbor View Drive/West Camp Road to parallel parking to increase sidewalk width and space for furnishings and landscaping as well as restricting or removing parking at the Harbor Triangle to improve pedestrian access. • Consideration of converting the Harbor Triangle to a pedestrian only park or visitor space. Category: PS, Segments: 3	Safer Roads, Safer People
Shuttle Connections 	Create shuttle services to better connect cruise docks, harbor, train, trailheads, airport, and town. Category: TCC, Segments: All	Safer Roads, Safer People, Safer Vehicles
Tunnel Staging Area Congestion Management	Add more lanes to the Tunnel staging area (Whittier side) to reduce congestion at the Tunnel entrance and to support emergency response. Category: TCC, Segments: 1	Post-Crash Care
Covered Sand and Gravel Storage 	Provide covered sand and gravel storage at the boat ramp to make sure that sand and gravel are available for use on pedestrian walkways throughout the winter. Category: M, Segments: 3	Safer Roads, Safer People



Table 15 includes project improvement recommendations that are anticipated to require additional time to coordinate and implement.

Table 15: Mid-to-Long Term Project Improvement Recommendations

IMPROVEMENT RECOMMENDATION	DESCRIPTION	SSA ELEMENT(S)
Alaska Railroad Passenger Platform Crossing Improvements 	Improve railroad and pedestrian safety at the Alaska Railroad Passenger Platform through enhanced crosswalks, Americans with Disability Act (ADA) compliant ramps, advance stop bars, and improved warning signage. Category: TCC, Segments: 2	Safer Roads, Safer People
Enhance Multi-Use Pathway Network 	Provide a continuous multi-use pathway from the Glacier Bay Terminal area to Ferry Terminal Road and the Harbor Triangle, including the Whittier Creek Bridge and north side of Harbor Road and Whittier Street from Harbor Road to Glacier Street. Consider connection to Portage Pass Trailhead and covered walkways in town to improve year-round pedestrian comfort. Category: TCC, Segments: 1, 2, 3, 4	Safer Roads, Safer People
ADA Sidewalk Compliance 	Identify and reconstruct sidewalks that do not meet adopted ADA accessibility standards. Category: PS, Segments: All	Safer Roads, Safer People
West Camp/Whittier Access Rd Lighting	Add additional street lighting to provide increased visibility along this high-use corridor. Category: PS, Segments: 2	Safer Roads
Pedestrian Tunnel Upgrades	Improve lighting and drainage in the pedestrian tunnel beneath the train tracks. Category: PS, Segments: 4	Safer Roads, Safer People



7.3.1 Top Five Priority Projects

Of the five recommended priority projects, four were proposed by the TAC and one is identified in and pulled from the City of Whittier 2025 – 2034 Capital Improvements Plan (CIP). These projects, along with their cost estimates, are included in Table 16.

Table 16: Priority Projects Identification and Cost Estimates

PRIORITY PROJECT	COST ESTIMATE
Turning Movements at Whittier Street	\$4,000,000 to \$4,900,000
Wayfinding and Directional Signage	\$103,000 to \$123,000
Alaska Railroad Passenger Platform Crossing Improvements	\$136,000 to \$173,000
Enhance Multi-Use Pathway Network	\$1,900,000 to \$2,300,000
ADA Sidewalk Compliance	\$2,090,000

While cost estimates have not been calculated for all projects identified as Quick Wins, the following projects in Table 17 have costs identified within the CIP:

Table 17: Quick Win Projects and Cost Estimates

QUICK WIN PROJECT	COST ESTIMATE
Intersection Sight Distance Improvements	\$21,600
Shuttle Connections	\$180,000



8. PROGRESS AND TRANSPARENCY

Critical components for every Safety Action Plan include the identification of measurements to track the progress of project implementation over time, including outcome data, and the continued transparency of project progress. In alignment with these practices, the following subsections outline Whittier’s approach to measuring project progress and maintaining trust and transparency with the public through project implementation.

8.1 Measuring Strategy Effectiveness

For the Whittier SAP, a formal Implementation Committee has been formed to help continue progressing projects through the implementation phase into final development and to track metrics to measure strategy effectiveness. They have been tasked with providing ongoing feedback and input on project development and plan implementation. Their continued involvement will make sure the SAP remains aligned with community stakeholder priorities through project completion.

To help guide project evaluation and the measuring of strategy effectiveness, the Implementation Committee has been provided with a committee charter, meeting agenda template, project and strategy effectiveness tracking tool, and an ongoing community safety survey. These documents, included in Appendix A, will guide the Implementation Committee through ongoing strategy implementation and safety measurement efforts.

8.2 Ongoing Project Transparency

The Implementation Committee is responsible for producing an annual progress report for Whittier’s City Council to approve. This ongoing engagement with the City Council creates accountability and transparency with residents and relevant stakeholders on the progress made toward achieving the City’s goal of eliminating fatalities and serious-injury crashes on City streets by 2029. This report will include plan implementation status updates, project progress, and measurable outcome data on strategy effectiveness using the strategy effectiveness tracking tool and ongoing community safety survey.

The final SAP and future reports and project updates, including the Implementation Committee’s annual progress reports, will be made available and accessible online for the public to review on the City’s website.



