



APPENDIX F:

Surface Transportation System Technical Memorandum



SURFACE TRANSPORTATION

**Conditions, Forecasts, Issues, and
Recommendations Assessment**

May 2026



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APPENDICES

Appendix 1: Bridge Inventory

Appendix 2: Sidewalk Inventory

Appendix 3: Bicycle Lane Inventory

Appendix 4: STIP Projects, Community Needs List, 10-Year Plan

ACRONYMS & ABBREVIATIONS

AAC	Alaska Administrative Code
AADT	Annual Average Daily Traffic
AAPMS	Agile Assets Pavement Management System
ACS	American Community Survey
ACT	Alaska Community Transit
ADA	Americans with Disabilities Act
AHS	Alaska Highway System
AMHS	Alaska Marine Highway System
AMHS LRP	Alaska Marine Highway System 2045 Long-Range Plan
AMHT	Alaska Mental Health Trust
AML	Alaska Marine Lines
ArcGIS	Arc Geographic Information Systems
ARFF	Aircraft Rescue and Firefighting
ASATP	Alaska Statewide Active Transportation Plan
ASFP	Alaska Moves 2050 Statewide Freight Plan
Ave.	Avenue
BC	British Columbia
BIA	Bureau of Indian Affairs
CAGR	Compound Annual Growth Rate
CARE	Alaska Critical Analysis and Reporting Environment
CBJ	City and Borough of Juneau
CCS	Continuous Count Station
CFR	Code of Federal Regulations
CRFC	Critical Rural Freight Corridor
CSAP	Comprehensive Safety Action Plan
CUFC	Critical Urban Freight Corridors
DNR	Alaska Department of Natural Resources
DOT&PF	Alaska Department of Transportation and Public Facilities
DPOR	Division of Parks and Outdoor Recreation
Dr.	Drive
FAC	State Freight Advisory Committee
FHWA	Federal Highway Administration
FLM	First and Last Leg
FTA	Federal Transit Authority
GF	General Fund
HPMS	Highway Performance Monitoring System
HWY	Highway
HSIP	Highway Safety Improvement Program

IFA	Inter-Island ferry
IM	Intermodal
IRI	International Roughness Index
IRR	Indian Reservation Roads
ISP	Icy Straight Point
JEDC	Juneau Economic Development Council
LRP	Long Range Plan
LRTP	Long Range Transportation Plan
LRTP	Statewide Long Range Transportation Plan
M&O	Maintenance and Operations
mph	miles per hour
NBI	National Bridge Inventory
NBIS	National Bridge Inspection Standards
NHFN	National Highway Freight Network
NHPP	National Highway Performance Program
NHS	National Highway System
NHS IM	National Highway System Intermodal
PEL	Project and Environment Linkages
PFAS	Per- and Polyfluoroalkyl Substances
PHFS	Primary Highway Freight System
POW, POWI	Prince of Wales, Prince of Wales Island
Rd.	Road
ROW	Rights-of-Way
RRFB	Rapid Rectangular Flashing Beacons
RS	Revised Statute
RWIS	Road Weather Information System Network
SAP	Safety Action Plan
SEATP	Southeast Alaska Transportation Plan
SHSP	Alaska Strategic Highway Safety Plan
SMFN	Statewide Multimodal Freight Network
sq ft	square feet
SRTS	Safe Routes to School
SS4A	Safe Streets for All
STCS	Short-Term Count Station
STIP	Statewide Transportation Improvement Program
TAMP	The Alaska Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TRAAK	Trails and Recreational Access for Alaska
U.S. Census	United States Census Bureau
USDOT	United States Department of Transportation

USFS	United States Forest Service
VGO	Vision, Goals, and Objectives
WP&YR	White Pass and Yukon Route
YCTP	Yakutat Coordinated Transportation Plan
YSC	Yakutat Senior Center
YT	Yukon Territory
YTT	Yakutat Tlingit Tribe

1.0 INTRODUCTION

1.1 Purpose of the Technical Memorandum

The Southeast Alaska Transportation Plan (SEATP) Surface Transportation technical memorandum (technical memo or memo) documents existing conditions, develops forecasts, identifies issues and needs, and provides key recommendations for Southeast Alaska's (Southeast) regional surface transportation system.

The SEATP is primarily intended to provide recommendations and strategies for Alaska Department of Transportation and Public Facilities (DOT&PF) infrastructure, but it necessarily considers the broader transportation system. This memo reviews the regional surface transportation network, how its components function together, and the data available for different systems. It also considers connections between local infrastructure and DOT&PF facilities, as well as local and tribal transportation needs and priorities. For example, safety and bridge condition data are presented for the entire network regardless of asset ownership or responsibility, whereas maintenance section information focuses specifically on DOT&PF infrastructure and practices. This memo does not describe decisions or prescribe project actions related to local or Tribal infrastructure.

Information in this memo will ultimately inform the overall update to the SEATP, resulting in recommended funding and implementation strategies to address multi-modal transportation system needs from a regional perspective. Technical memos have also been prepared to examine other transportation modes, including aviation and waterways.

1.2 SEATP Region

DOT&PF organizes operations into three regions: Northern, Central, and Southcoast. Southeast falls within the Southcoast region. The SEATP planning area (hereafter Southeast) is comprised of the following:

- Eight (8) boroughs: Haines, Juneau, Ketchikan Gateway, Petersburg, Skagway Municipality, Sitka, Wrangell, and Yakutat
- Two (2) U.S. Census Bureau areas (census areas): Hoonah-Angoon and Prince of Wales-Hyder

The SEATP planning boundaries are depicted in Figure 1.

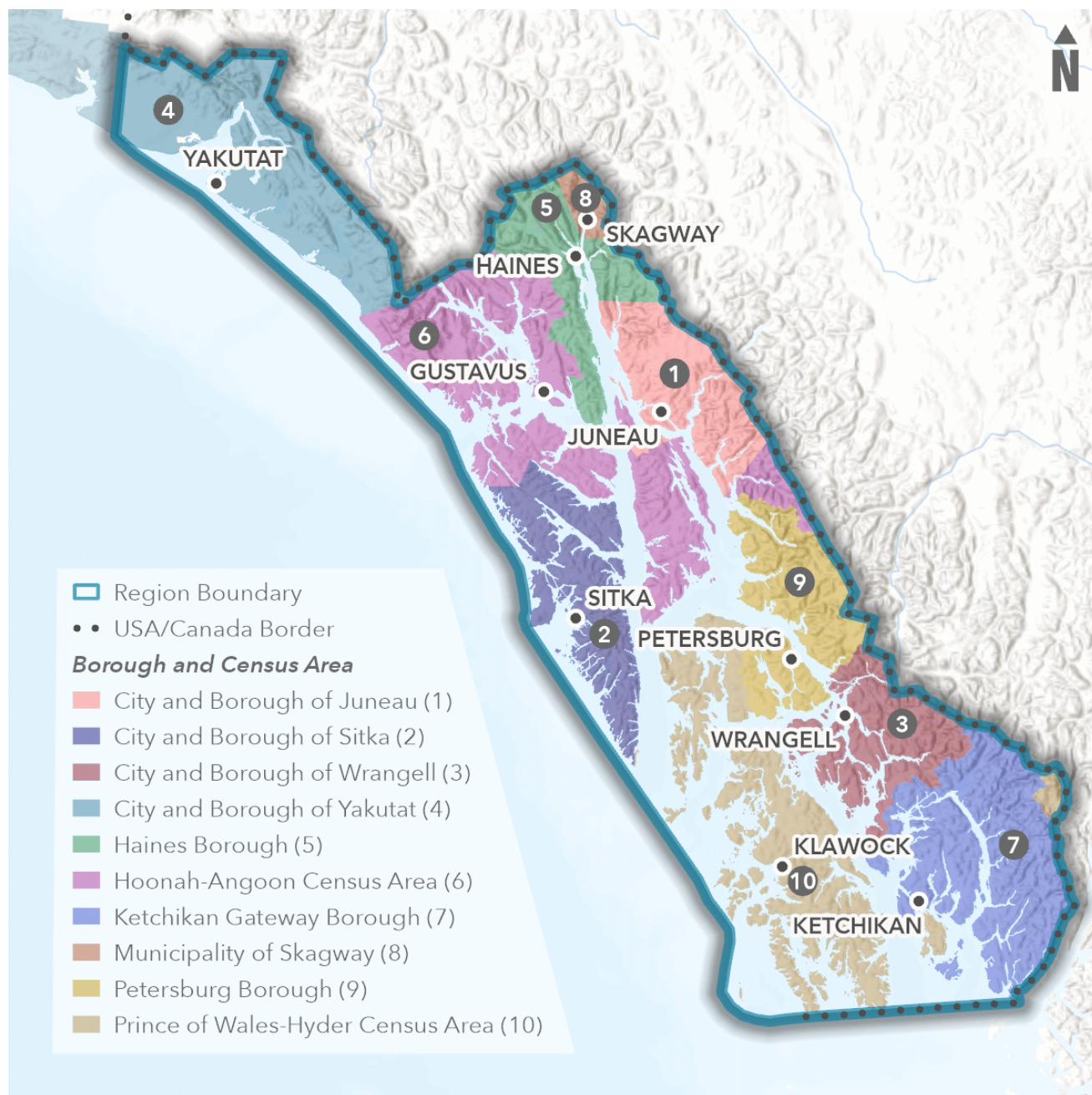


Figure 1: SEATP Planning Boundaries

1.3 Changes Since the 2004 SEATP Update

There have been several additions and improvements to the surface transportation system managed by DOT&PF since the last adopted SEATP update in 2004. These improvements include four new roundabouts, a traffic signal, eight rapid rectangular flashing beacons (RRFB), approximately five miles of new sidewalk and pathways, and over 350 luminaires.¹ Additionally, many roads have been widened, adding additional lane miles to the roadway network. Table 1 lists key projects that include improvements and additions to DOT&PF infrastructure in Southeast. This is not a complete list of projects or improvements in Southeast.

The projects listed in Table 1, as well as other projects, have delivered significant benefits for all users, improving the safety and efficiency of travel throughout the region. However, each new asset also carries long-term costs to maintain a state of good repair, and many of these additions were not accompanied by corresponding increases to the operating budget. As future recommendations and infrastructure investments are considered for the region, it will be important to evaluate not only the initial construction needs but also the ongoing costs required to operate and maintain the system over time.

¹ DOT&PF Internal Data

Table 1: Key Projects in Southeast Alaska Since the 2004 SEATP

CENSUS/BOROUGH AREA	PROJECT NAME	IMPROVEMENTS
Haines Borough	Haines Hwy. Reconstruction- 3.9-12.2	Widening
Haines Borough	Haines Hwy. Reconstruction - 12.2-20	Widening
City & Borough of Juneau	Juneau Egan Dr. Pavement Rehabilitation & Salmon Creek Intersection Safety Improvements	Paving, Intersection Improvements
City & Borough of Juneau	Juneau Glacier Hwy. Multi-Use Path to UAS	New Path
City & Borough of Juneau	Juneau Douglas Hwy. Sidewalk Extension- Gastineau School to Lawson Creek Rd	New Sidewalk
City & Borough of Juneau	Juneau Fritz Cove Rd. Rehabilitation & Repair	Widening
City & Borough of Juneau	Juneau Glacier Hwy. Pavement Rehabilitation - Pt. Lena to Tee Harbor	Widening
City & Borough of Juneau	Juneau Glacier Hwy. Recon - Fritz Cove Rd. to Seaview Ave.	Lighting, Roundabout, Widening, Sidewalk
City & Borough of Juneau	Juneau-Egan Dr. Additional Illumination	Lighting
City & Borough of Juneau	Juneau Glacier Hwy. Improv (Lemon Creek Area)	Lighting, RRFB, Roundabout, Traffic Signal, Sidewalk
City & Borough of Juneau	Juneau Mendenhall Loop Rd. Improvements	Lighting, RRFB, Roundabouts
Ketchikan Gateway Borough	Ketchikan Bostwick - Valenar	New Road
Ketchikan Gateway Borough	Ketchikan South Tongass Hwy. Widening & Reconstruction	Widening, Paving
Ketchikan Gateway Borough	Ketchikan Shelter Cove Rd.	New Road
Ketchikan Gateway Borough	Ketchikan North Tongass Hwy. Illumination	Lighting
Petersburg Borough	Petersburg Haugen Dr. and Bike Path Improvements, Nordic Dr. Refurbishment.	New Path, Lighting, Sidewalk, Resurface
Petersburg Borough	South Mitkof Hwy. Reconstruction: Crystal Lake to Blind Slough	Reconstruction, Paving
Prince of Wales-Hyder	Kake Access	Widening, New Unpaved Road Segments, Bridges
Prince of Wales-Hyder	Kake to Seal Point Rd.	New Road
Unorganized	Walden Point Rd.	New Road
Prince of Wales-Hyder Census Area	Prince of Wales North Prince of Wales Hwy. Coffman Cove Rd. to Deweyville	New Road
Prince of Wales-Hyder Census Area	Prince of Wales North Prince of Wales Hwy. Deweyville to Neck Lake Rd.	New Road - Reconstruction
Prince of Wales-Hyder Census Area	Prince of Wales Coffman Cove Rd.	New Road - Reconstruction
Prince of Wales-Hyder Census Area	Prince of Wales Naukati Bay Rd.	New Road – Reconstruction
City & Borough of Sitka	Sitka Katlian Bay Rd.	New Unpaved Road

Hwy = Highway; Dr. = Drive; Rd.=Road; Ave.=Avenue

1.4 Existing Plans and Projects Alignment

Many local, regional, and statewide plans suggest priority projects and recommendations the SEATP update should consider. A comprehensive review of relevant plans is included in the Vision, Goals, and Objectives (VGO) technical memo. Projects and recommendations particularly pertinent for consideration in this memo are briefly described below.

The Statewide Long Range Transportation Plan (LRTP) sets a range of goals, policies, actions, and performance measures to guide future transportation investments. As a policy plan, the LRTP does not include specific project recommendations. The VGO technical memo provides an overview of the 2016 adopted LRTP and the 2022 LRTP Draft. A new update is underway, and the SEATP update will be aligned with the LRTP update to the extent possible.

Key 2016 adopted LRTP policy and actions relevant to the surface transportation network in Southeast include:

- Policy 1: New Facilities and Modernization
 - Action 1.1: Focus State surface transportation finance responsibilities on the Interstate, Non-Interstate National Highway System (NHS), Alaska Highway System (AHS), and other high-functional class routes.
 - Action 1.4: Support improvement of local transit systems across the state, including improvement of mobility of the transit-dependent and residents with disabilities.
- Policy 5: Safety and Security
 - Action 5.2: Identify the facilities that present the greatest risks from lack of redundancy in Alaska's primary transportation corridors and appropriate risk response strategies.
- Policy 7: Transportation System Performance
 - Action 7.2: Collaborate with local units of government and, where applicable, private entities, to transfer State-owned and/or State-maintained local facilities that have no regional or statewide function to local ownership and local financing mechanisms.

The Alaska Moves 2050 Statewide Freight Plan (ASFP) focuses on moving people and goods safely and efficiently while aligning with federal, state, and local transportation priorities. The VGO technical memo provides an overview of vision and goals for the ASFP. Three (3) Statewide Multimodal Freight Network facilities are in Southeast – Port of Haines, Haines Highway, and Klondike Highway. Also, three ASFP priorities on the illustrative listing of projects are in Southeast – Modernization of the Klondike Highway, the Juneau Douglas North Crossing, and a road to Juneau.

Key ASFP policy and actions relevant to the surface freight network in Southeast include:

- Policy: Vulnerable road users
 - Action: Construct separated active transportation facilities along freight corridors that also serve as essential connections to jobs and necessary services to provide safe, accessible mobility options for those without access to private cars.

- Policy: Increase safety awareness and education for all modes
 - Action: Prioritize projects that connect modes.
 - Action: Designate and prioritize critical connections, such as first- and last-mile connections² and key military routes.
- Policy: Community and Resource Access
 - Action: Leverage community partnerships and innovative financing to provide access to new resource development areas, new intermodal infrastructure, and other major freight-generating projects.
- Policy: Resilient Infrastructure
 - Action: Inventory the freight facilities most lacking in redundancy and develop risk response strategies in a Freight Resiliency Plan.
 - Action: Complete a vulnerability and risk assessment related to key freight infrastructure and develop adaptation and mitigation strategies to address right-sizing drainage and stormwater infrastructure to accommodate increasing flow patterns, considerations for wildlife passage in sensitive areas, hardening or stabilizing slopes, elevating structures and equipment to minimize risk of inundation, and altering maintenance regimes to target the most vulnerable sections of transport systems.

The Alaska Strategic Highway Safety Plan (SHSP) is a statewide coordinated safety plan to reduce fatalities and serious injuries on all public roads in Alaska. The five-year plan identifies traffic safety problems, priorities, and planned solutions. The SHSP identifies performance measures related to fatalities and serious injuries resulting from crashes involving motor vehicles as well as active transportation users, identified as non-motorized. The SHSP Steering Committee selected the goal to decrease fatalities and serious injuries on Alaska's roadways by 3.5 percent per year. This rolling average of 3.5 percent per year, if successful, would result in reducing fatalities from 75 in 2020 to 57 or fewer in 2027 and reducing serious injuries from 335 in 2020 to 253 in 2027. This rolling average would ultimately result reaching zero fatalities and serious injuries before 2050.

The SHSP's core emphasis areas are focused on reducing fatal and serious injury crashes through targeted strategies addressing driver behavior, roadway characteristics, and special users, including pedestrians, bicyclists, motorcyclists, and users of off-road vehicles. Alaska DOT&PF's SHSP incorporates a Safe System Approach (SSA). The SSA focuses on human mistakes and vulnerability to design a system that incorporates redundancies to protect all users of the system. The USDOT identifies six guiding principles of the SSA:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes

² First- and last-mile (FLM) is defined in *Transport Policy, Volume 113, (2020)* as an informal composed-word, widely used to indicate the first and last leg of each transport movement. FLM is further identified as a very challenging part of the transport system from a planning perspective due to the critical issues that make it not as reliable and/or cost effective.

- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

The SSA is organized around five elements: safer speeds, safer roads, safer vehicles, safer people, and post-crash care. Figure 2 summarizes the DOT&PF Safe System Approach to Planning.

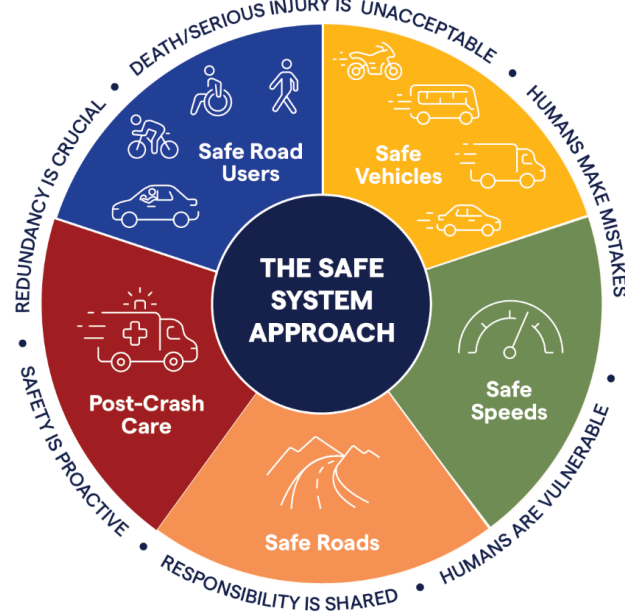


Figure 2: The Safe System Approach

The Alaska Transportation Asset Management Plan (TAMP) documents asset inventory and condition, establishes performance targets, evaluates life-cycle costs and investment trade-offs, and identifies and links risks to asset performance outcomes to available funding and investment strategies.

The DOT&PF Performance Measure Dashboard tracks progress on statewide transportation performance measures that closely align with FHWA's performance-based planning and programming expectations.³ On an annual basis these performance measures are published in a comprehensive Performance Measure Scorecard that reflects the State's current performance in comparison to prior years. These measures span safety, pavement and bridge condition, mobility, freight movement, and program delivery, mirroring the national performance areas. In part, the data reported are informed by the DOT&PF's Transportation Asset and Reporting Program (TARP), which is responsible for collecting, validating, and analyzing traffic data, including Annual Average Daily Traffic (AADT), truck classifications, and continuous count station summaries.⁴

³ Alaska DOT Performance Measures | Alaska DOT Performance Measures

⁴ Traffic Data - Transportation Asset and Reporting Program, Department of Transportation & Public Facilities - State of Alaska

Data reported through the DOT&PF Performance Scorecard and their established performance targets are included below.

Safety

In addition to the rolling targets and the SSA established in the SHSP, the DOT&PF has established safety performance measures and targets (Table 2). The targets identified for the safety performance measures are determined as what is statistically likely based on the trends of the data, however, the DOT&PF recognizes that Target Zero (reaching zero serious and fatal injuries) as the ultimate goal.

Table 2: Alaska Safety Performance Measures

PERFORMANCE MEASURE	PERFORMANCE TARGET
Number of fatalities resulting from crashes involving a motor vehicle	Less than or equal to ($\leq$) 75 fatalities annually
Number of serious injuries resulting from crashes involving a motor vehicle	$\leq$ 300 serious injuries annually
Number of non-motorized fatalities and serious injuries	$\leq$ 55 non-motorized fatalities and serious injuries annually

Pavement

The DOT&PF has established pavement and bridge condition targets for the NHS to manage and track performance of motorized assets. Asphalt pavement performance is measured through three metrics in the TAMP: the percentage of pavement surface with visible cracking; the amount of rutting, measured in inches; and the International Roughness Index (IRI), the measurement of how smooth or rough the vehicle ride is in inches per mile. Pavement condition is then defined by the combination of individual metric ratings, with a Good rating received when all three metrics are rated Good, and a Poor rating when two or more metrics are rated Poor. Fair ratings include all other combinations. Six pavement and bridge performance measures are tracked via the Performance Measure Dashboard and Annual Scorecard, these measures are also identified and included as performance management targets in the TAMP (Table 3).

Table 3: TAMP Pavement Performance Measures and Performance Management Targets

PERFORMANCE MEASURE	2-YEAR TARGET (PERCENT)	4-YEAR TARGET (PERCENT)
Percent of Pavement in Poor Condition - Interstate	5	5
Percent of Pavement in Good Condition - Interstate	20	20
Percent of Pavement in Poor Condition – NHS (excluding the Interstate)	10	10
Percent of Pavement in Good Condition – NHS (excluding the Interstate)	15	15
Percent of Bridges in Poor Condition on the NHS (by surface area)	10	10
Percent of Bridges in Poor Condition on the NHS (by surface area)	40	40

The Alaska Marine Highway System 2045 Long-Range Plan (AMHS LRP) is the modal plan for recommendations to the AMHS, including for vessels, terminals, and service levels. Strategy 1B.1 is specifically relevant to the surface transportation system as it calls for DOT&PF to evaluate the feasibility of additional road connections.

Strategy 1B.1 Actively participate in DOT&PF transportation planning processes to include new roadway connections to better connect communities to AMHS service.

Action: Work with DOT&PF to evaluate the feasibility of the following road connections:

- Kake-Petersburg
- Across Baranof Island
- Tenakee - Hoonah

These road connections are further discussed in their associated community overview sections of this memo.

The Alaska Statewide Active Transportation Master Plan (ASATP) outlines federal, state, and local policy, design, and funding guidance to aid communities in their efforts to improve active transportation facilities and mode choice options throughout Alaska.

Seven performance measures are included in the ASATP (Table 4).

Table 4: ASATP Goal Areas and Performance Measures

AREA	PERFORMANCE MEASURES
Safety	• Reduction in the number of fatal or serious injury collisions involving bicyclists and pedestrians in the last five years, as both a rolling average and percentage of total collisions.
Health	• Percent change in average minutes of physical activity per day per capita over a five-year period, as measured by the Alaska Department of Health and Social Services. • Percentage of health regions meeting Healthy Alaska Benchmarks by 2020.
Maintenance/System Preservation	• Miles of roadways adopted through Adopt-a-Road and Adopt-a-Highway initiatives.
Connectivity	• Miles of State-owned active transportation facilities, including trails, sidewalks, designated bicycle facilities, and road shoulders.
Economic Development	• Number of communities with current active transportation plans and Safe Routes to School programs or plans. • Percent of commute trips completed by walking or bicycling, as determined by American Community Survey data.

The Statewide Transportation Improvement Program (STIP) is the four-year program for transportation system preservation and development. The STIP covers system improvements for roads, highways, bridges, ferries, and public transportation for which partial or full federal funding is approved and expected to occur during the four-year duration of the STIP. The current STIP is the 2024-2027 STIP, Amendment #2 approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on July 14, 2025. An extract of Southeast projects programmed in the approved STIP document is provided in Appendix 4.

The DOT&PF also maintains a formal, publicly accessible Project Needs List that provides a comprehensive list of community and State-owned infrastructure needs, as prescribed in 17 AAC 05.175. An Internal working draft of this Needs List has been provided and is presented by Borough or Census Area for system analysis and is summarized in Appendix 4.

To support future project planning, the Southcoast Region and the U.S. Forest Service (USFS) jointly hosted a series of community transportation workshops that brought together state, local, tribal, federal, and non-profit partners. During each workshop, participants reviewed area transportation projects, identified community transportation priorities, and discussed future planning and funding

strategies. Attendees then selected near-term priorities for deeper discussion and development of next steps. These priorities are listed in Appendix 4 and are further described in the community overview section.

1.5 Methodology

This memo analyzes Southeast Alaska's surface transportation system. Available data is assessed for pavement conditions, annual average daily traffic (AADT), forecasted traffic, and safety. The data and methods used for these analyses are described below.

Asset Conditions

The DOT&PF's Highway Performance Monitoring System (HPMS) data submittal for 2024 was used to assess pavement conditions within this report. The National Bridge Inventory (NBI) data submittal for 2025 was used to assess bridge conditions within this report. In addition, a preliminary statewide prioritized bridge condition list was provided by DOT&PF which includes updates that will be included in the 2026 data submittal.

AADT

A combination of Continuous Count Station (CCS) and Short-Term Count Station (STCS) data collected in Southeast was used to analyze traffic volumes. The most recent AADT measurement and heavy vehicle volumes were recorded. Data for each community is listed in Section 3.0 Surface transportation conditions, forecasts, and issues by community (hereafter, community overview sections).

Traffic Forecasting

Understanding traffic growth and trends in land-use helps inform road design, maintenance schedules, and safety improvements. Accurate forecasts better align infrastructure investments with actual demand. By analyzing growth trends in this region, projects are prioritized to support residents and the seasonal influx of tourists.

The planning team analyzed a combination of CCS and STCS data collected by the DOT&PF across the Southeast to estimate historical traffic growth trends and forecast future volumes. AADT growth was calculated from each station's initial count year through 2024 using a trailing five-year compound annual growth rate (CAGR), which smooths year-to-year fluctuations by capturing average annual change over a consistent period and providing a more stable reflection of long-term trends rather than short-term anomalies. Trailing five-year CAGRs were computed for all available years at each station and then averaged to produce station-level growth rates. These station-level rates were subsequently combined into a regionwide growth rate using a weighted average based on the most recent AADT values.

Safety

Crash data were received via the Alaska Critical Analysis and Reporting Environment (CARE) data analysis and reporting system⁵ for the years 2015 through 2024. The crash data presented in this

⁵ CARE supports the analysis and reporting of crash data. The data are derived from a database of police and driver-reported crashes and is then verified for reliability and accuracy. These data are annually updated, several months after the end of the calendar year. It is important to note that these data are not collected by DOT&PF.

memo includes crash type, severity, and the number and type of injuries resulting from the crash. Data for severe injuries and fatalities are a focus of analysis.⁶

⁶ A suspected serious injury is defined by the United States Department of Transportation (USDOT) as any injury other than fatal that results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second- and third-degree burns over 10 percent or more of the body), unconsciousness when taken from the crash scene, or paralysis

2.0 SURFACE TRANSPORTATION SYSTEM

REGIONAL OVERVIEW

Southeast is a coastal maritime area home to eight boroughs and two census areas that together comprise over 30 communities. Communities are distributed throughout the region, on the mainland and major islands, separated by the mountains and waters of the Inside Passage. Only three communities are connected to the continental road system: Haines, Skagway and Hyder.

This section provides a regional overview of roads and highways, active transportation (human-powered transportation including pedestrians and bicycles), bridges and culverts, rail infrastructure, freight corridors, and transit facilities within Southeast. This section also includes an analysis of recreation and tourism, asset management, and maintenance in relation to the regional surface transportation system.

2.1 Roads & Highways

Roads are the primary way to move around within communities, using short highway segments. Regional transportation, including freight shipping, is dominated by air and marine travel. Exceptions include longer road connections between communities on Prince of Wales Island, as well as short links between adjacent communities such as Ketchikan and Saxman, and within the Juneau area (Juneau, Douglas, and Auke Bay).

2.1.1 System Description & Inventory

In total, there are approximately 2,147 road miles inventoried in Southeast per the 2024 Certified Public Road Mileage. These road miles are comprised of portions of the NHS, AHS, as well as local roads. Approximately 595 miles are managed by DOT&PF.⁷

National Highway System

Seven of the nine boroughs and census areas highlighted in this memo have NHS-designated roads. The NHS is established under U.S. Code 23, Section 103 and consists of the Interstate Highway System, as well as additional roads as deemed appropriate. Roads identified as being a part of the NHS are important to the nation's economy, defense, and mobility. The NHS includes only four percent of the nation's roads but is responsible for more than 40 percent of all highway traffic, 75 percent of heavy truck traffic, and 90 percent of tourism traffic. National Highway Performance Program funds are specifically designated for construction of new NHS facilities and support the condition and performance of existing NHS facilities.

There are approximately 125 miles of NHS-designated roads in Southeast.⁸ All NHS routes in Southeast are managed by DOT&PF except for three:

⁷ Alaska DOT&PF Certified Public Road Mileage Dashboard. Accessed April 2026. <https://akdot.maps.arcgis.com/apps/dashboards/50ff892a9ae84078bd665ebf74cd4fe1>

⁸ Alaska DOT&PF NHS AKDOT GIS layer. Accessed February 2026. https://data-soa-akdot.opendata.arcgis.com/datasets/8bb0aa93f49849d593311914521c178e_0/explore?location=12.588577%2C0.000000%2C2.00

- Church/2nd Street in Wrangell
- Shell Simmons Drive in Juneau (approximately milepoint 0.2 to 0.5)
- Yandukin Drive in Juneau

Alaska Highway System

The AHS is established under Alaska Administrative Code (AAC) 17, section 05.010 (17 AAC 05.070) and consists of roads that are of statewide significance, though not included in the NHS. Within Southeast, approximately 199 road miles are part of the AHS. The AHS routes are in Klawock, Prince of Wales Island, Juneau, Whale Pass, Ketchikan, and Kake.

Functional Classification

Each road is also assigned a functional classification which categorizes roads based on type of use and the function they serve in the context of the larger road network. A road's functional classification can inform management and maintenance priorities, project funding eligibility, and road design. Functional classifications fall into three main categories, Arterial, Collector, and Local. These classifications are further sub-categorized as shown in Figure 3. All public roads, regardless of ownership, are classified under this classification system.



Figure 3: Functional Classification Descriptions

Table 5 includes the functional classifications for approximately 1,571 road miles within the SEATP area.

Table 5: Southeast Roads by Functional Classification

CLASSIFICATION	LENGTH (MILES)
Principal Arterial – Other	82.6
Minor Arterial	69.1
Major Collector	256.5
Minor Collector	175.5
Local	944.4
Not Functionally Classified	42.8
Total	1,570.9
<i>This data reflects the Functional Class DOT&PF GIS layer access February 2026. There are known discrepancies between this data source and the total CPRM mileage and therefore it does not reflect all road miles in Southeast. The primary discrepancy is attributed to nearly 500 miles of local tribal roadways and USFS routes that are not included in the <u>DOT&PF Functional Class GIS data layer</u>, accessed February 2026.</i>	

In recent years, there have been efforts made by DOT&PF to shift the focus of management priorities to higher classified roads (principal arterial, minor arterial, and major collector roads) and divest in local and minor collector roads. Table 6 lists the management agency responsible for each road classification.

Table 6: Responsible Maintenance Entity by Roadway Classification

RESPONSIBLE MANAGEMENT AGENCY PER MILE OF ROAD								
CLASSIFICATION	DOT&PF	LOCAL	TRIBAL	OTHER STATE AGENCY	USFS	NPS	PRIVATE	OTHER
Principal Arterial – Other	82.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Minor Arterial	67.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Major Collector	200.6	35.7	15.6	0.0	0.0	4.6	0.0	0.0
Minor Collector	93.8	45.8	6.0	0.4	29.4	0.0	0.0	0.1
Local	164.6	381.0	35.2	23.2	293.6	5.2	11.6	30.2
Not Functionally Classified	3.3	18.0	0.7	0.1	19.9	0.0	0.8	0.2
Total	611.7	482.7	57.5	23.7	342.9	9.8	12.3	30.4
<i>This data reflects the Management Responsibility DOT&PF GIS layer access February 2026. There are known discrepancies between this data source and the total CPRM mileage and therefore it does not reflect all road miles in Southeast. The primary discrepancy is attributed to nearly 500 miles of local tribal roadways and USS routes that are not included in the DOT&PF Management Responsibility GIS Layer, accessed February 2026.</i>								

NPS = National Park Service

The DOT&PF is responsible for maintaining approximately 39 percent of all roads in the SEATP area. In terms of responsibility per functional classification, DOT&PF is responsible for almost all the principal arterial roadways, 97 percent of minor arterials, 78 percent of major collectors, 53 percent of minor collectors, and 17 percent of local roads.

This distribution reflects the State's primary focus of managing and maintaining the arterial network that is responsible for carrying most of the regional and intercommunity traffic. The DOT&PF has limited resources for minor collectors and local roads, making its share of responsibility in these

categories disproportionately high. The communities where DOT&PF is disproportionately responsible for lower classification roads are discussed in more detail in the associated community sections.

Intermodal Connections

Most communities in Southeast Alaska have direct access to both an airport and a ferry terminal, and the surface transportation network plays a key role in connecting these facilities. The distance, condition, and reliability of these surface connections influence how people and goods transfer between modes and affects the overall performance of the regional transportation network.

While shorter surface connections can reduce transfer time and improve user convenience, the location of ferry terminals and airports is influenced by a range of additional factors, including land availability, airspace requirements, and marine conditions such as water depth, tidal range, navigational access, and exposure to wind and wave action. Locating ferry terminals at the periphery of a community, or beyond the developed area and connected by longer road segments to shorten ferry routes, may improve operational efficiency for ferry services.

An example of this approach is the construction of Walden Point Road and the Annette Bay Ferry Terminal serving the Metlakatla community. The Walden Point Road was constructed to connect Metlakatla to the Inside Passage to enable year-round ferry service to Ketchikan.⁹ The Annette Bay terminal was subsequently constructed at the northern end of Annette Island, approximately 15 miles by road from Metlakatla providing a short marine crossing of approximately eight nautical miles to Ketchikan. This location reduced ferry travel distance and sailing time using the existing surface road connection to provide access for residents. Metlakatla is now the only community served by the AMHS with a dedicated vessel providing daily service with schedules supporting up to three round trips per day.^{10 11}

Table 7 summarizes the primary surface routes and distances between ferry terminals and airports across Southeast Alaska, measured from each community's ferry terminal. Intermodal surface connections are also discussed in Section 2.5 Freight.

Table 7: Distance to Airport, from Community Ferry Terminal

BOROUGH / CENSUS AREA	TERMINAL NAME	PRIMARY ROAD CONNECTION	AIRPORT FACILITY	DISTANCE AIRPORT TO FERRY TERMINAL (MILES)
Haines Borough	Haines Port and Terminal	Haines Highway/Lutak Road Haines Highway	Haines Airport	7.4
Hoonah-Angoon Census Area	Angoon Ferry Terminal	Seaplane Base Access Road Kootznahoo Road	Angoon Seaplane Base	2.1

⁹ Hall, V. D. (2008). *Operation Alaskan Road*. Defense Technical Information Center. <https://apps.dtic.mil/sti/tr/pdf/ADA592799.pdf>

¹⁰ Alaska Department of Transportation & Public Facilities. (n.d.). *Metlakatla community page*. Alaska Marine Highway System. <https://dot.alaska.gov/amhs/comm/metlakatla.shtml>

¹¹ Alaska Department of Transportation & Public Facilities. (2026). *Alaska Marine Highway System sailing schedule: Annette Bay (April 2026)*. <https://dot.alaska.gov/oars/reservations/CalendarFM.amhsf?selectMonth=April+2026&selectPort=Annette+Bay&selectVessel=All+Vessels&action=Get+Schedule>

BOROUGH / CENSUS AREA	TERMINAL NAME	PRIMARY ROAD CONNECTION	AIRPORT FACILITY	DISTANCE AIRPORT TO FERRY TERMINAL (MILES)
Hoonah-Angoon Census Area	Gustavus Ferry Terminal	Gustavus State Dock Road Main Road/Gustavus Road	Gustavus Airport	2.8
Hoonah-Angoon Census Area	Hoonah Ferry Terminal	Front Street/Garteeni Highway	Hoonah Airport	2.3
Hoonah-Angoon Census Area	Pelican Ferry Terminal	Salmon Way	Pelican Seaplane Base	0.3
Hoonah-Angoon Census Area	Tenakee City Dock	E Tenakee Avenue	Tenakee Seaplane Base	0.1
Juneau City and Borough	Auke Bay Ferry Terminal	Glacier Highway/Egan Drive	Juneau International Airport	5
Ketchikan Gateway Borough	Ketchikan Ferry Terminal	North Tongass Highway	Ketchikan International Airport	0.4(airport ferry terminal)
Petersburg Borough	Petersburg Ferry Terminal	S. Nordic Drive/Mitkof Highway	Petersburg James A Johnson Airport	1.8
POW-Hyder Census Area	Annette Bay Ferry Terminal	Walden Point Road Airport Road	Metlakatla Seaplane Base	15.9
POW-Hyder Census Area	Coffman Cove Ferry Terminal	Stikine Way	Coffman Cove Seaplane Base	0.2
POW-Hyder Census Area	Kake Ferry Terminal	Keku Road	Kake Airport	0.9
POW-Hyder Census Area	Hollis - Clark Bay Ferry Terminal (IFA)	Ferry Loading Ramp/Hollis Road	Hollis Clark Bay Seaplane Base	0
Sitka City and Borough	Sitka Ferry Terminal	Halibut Point Road	Sitka Rocky Gutierrez Airport	8.7
Skagway Municipality Borough	Skagway Ferry Terminal	Broadway Main Street	Skagway Airport	1.3
Wrangell City and Borough	Wrangell Ferry Terminal	Evergreen Street Airport Road	Wrangell Airport	1.1
Yakutat City and Borough	Yakutat City Dock	Yakutat Road	Yakutat Airport	3.9

POW = Prince of Wales (Island)

National & Alaska Scenic Byways

The SEATP area includes surface and marine highways that are established as Alaska- or National Scenic Byways. The Alaska Scenic Byways Program was established in 1993 to celebrate the beautiful landscapes visible along Alaska's highways. The National Scenic Byways Program¹², established in the Intermodal Surface Transportation Efficiency Act of 1991, is a voluntary, grass-roots effort administered through FHWA to recognize, preserve, and enhance some of America's most

¹² Scenic America. About the National Scenic Byways Program. Retrieved June 12, 2023, from <https://www.scenic.org/why-scenic-conservation/scenic-byways/about-the-national-scenic-byways-program/>

beautiful corridors. Table 8 includes the routes designated as National and/or Alaska Scenic Byways, their descriptions, and location. These routes are displayed in Figure 4.



Figure 4: Scenic Byways in Southeast Alaska

Table 8: National Scenic Byways and Alaska Scenic Byways in Southeast Alaska

ROUTE	NATIONAL SCENIC BYWAY	ALASKA SCENIC BYWAY	DESCRIPTION
Marine Highway – Inside Passage Routes	✓	✓	Extends from the most southern region of Southeast Alaska, north to Skagway.
Haines Highway	✓	✓	The Haines Highway is a 40-mile-long corridor connecting Haines with the Yukon Territory (Canada).
Prince of Wales Island Road System	✗	✓	The Prince of Wales Island (POWI) Road System is composed of approximately 1,500 miles of paved and unpaved roads. ¹³
Walden Point Road	✗	✓	Walden Point Road is a 14.7-mile corridor between Annette Bay and the community of Metlakatla.

¹³ Alaska DOT&PF Prince of Wales Island Road System, <https://dot.alaska.gov/dmio/scenic/byways-pow.shtml>

Traffic and Safety

Understanding traffic and safety patterns is critical to assess whether the transportation system is effectively operating and meeting the needs of the traveling public.

Southeast is characterized by a dispersed road network serving a mix of urban centers, rural communities, and recreational areas. Traffic volumes are generally low compared to mainland corridors, reflecting the geographic constraints and reliance on marine and air transportation. Recent traffic data from CCS and STCS indicate that AADT values vary significantly by location.

Urban corridors near Juneau and Ketchikan exhibit the highest volumes, typically ranging from 5,000 to 25,000 vehicles per day, while rural segments and island communities often record volumes below 1,000 vehicles per day.

Posted speed limits in Southeast range from 20 miles per hour (mph) to 55 mph.

Crash Data

The CARE database reported 2,533 crashes in Southeast between 2015 and 2024, these crash occurrences are displayed in Table 9 by reported manner of crash.

Table 9: Crashes in Southeast Alaska

MANNER OF CRASH	COUNT
Angle	568
Front-To-Front	66
Front-To-Rear	525
Not a Collision with a Motor Vehicle In-Transport	1,085
Other	60
Rear-To-Rear	5
Rear-To-Side	14
Sideswipe – Opposite Direction	25
Sideswipe – Same Direction	79
Unknown	106
Total Crashes	2,533
*Crashes identified as “Not a Collision with a Motor Vehicle in Transport” include crashes with a first harmful event identified as a fixed object (either property or terrain), pedestrian, pedalcycle, live animal, parked vehicle, or single vehicle overturn/roll over.	

As identified in Table 9, a total of 2,533 crashes occurred in Southeast between 2015 and 2024. Each reported crash receives a single injury-based severity classification (no apparent injury, possible injury, suspected minor injury, suspected serious injury, and fatal) even if several individual persons involved experience different injury levels. This method is designed to be categorical and comparable rather than cumulative. The severity for the crashes that occurred in Southeast are included in Table 10 below.

Table 10: Crashes by Severity in Southeast Alaska

CRASH SEVERITY	COUNT
No Apparent Injury	1,472
Possible Injury	285
Suspected Minor Injury	456
Suspected Serious Injury	127
Fatal	40
Fatality Prior to Crash	1
No Identified Crash Severity	152
Total Crashes	2,533

Table 11 expands the crash analysis to include contributing and contextual factors that may elevate risk or severity, such as involvement of live animals, pedestrians, suspected alcohol or drug impairment, and hit-and-run incidents. These contributing and contextual factors are presented as the total number of crashes that occurred between 2015 and 2024 as well as the percentage of crashes of each type per borough/census area.

Table 11: High Risk Contributing Factors by Borough and Census Area

BOROUGH/CENSUS AREA	TOTAL NUMBER OF CRASHES	LIVE ANIMAL		PEDESTRIAN/ PEDALCYCLE		ALCOHOL SUSPECTED		DRUGS SUSPECTED		HIT AND RUN INVOLVED		SPEEDING INVOLVED	
		#	%	#	%	#	%	#	%	#	%	#	%
Haines Borough	40	6	15%	0	-	3	8%	1	3%	2	5%	7	18%
Hoonah-Angoon Census Area	25	1	4%	1	4%	6	24%	1	4%	1	4%	6	24%
Juneau, City and Borough	991	13	1%	52	5%	65	7%	22	2%	55	6%	108	11%
Ketchikan Gateway Borough	679	66	10%	31	5%	76	11%	14	2%	45	7%	62	9%
Petersburg Borough	86	10	12%	3	3%	13	15%	4	5%	7	8%	9	10%
Prince of Wales-Hyder Census Area	153	13	8%	0	-	22	14%	14	9%	15	10%	30	20%
Sitka, City and Borough	474	10	2%	26	5%	50	11%	12	3%	56	12%	18	4%
Municipality of Skagway Borough	37	0	-	2	5%	4	11%	0	-	4	11%	4	11%
Wrangell, City and Borough	35	1	3%	0	-	5	14%	2	6%	1	3%	8	23%
Yakutat City and Borough	13	0	-	1	8%	3	23%	1	8%	4	31%	4	31%
Total Crashes Southeast	2,533	120	5%	116	5%	247	10%	71	3%	190	8%	256	10%

AADT, posted speed limits, and crash data are presented at the borough and census area level throughout Section 3.

Traffic Forecasts

Based on DOT&PF traffic data for Southeast, it is estimated that average annual regional traffic is likely to see a decline of approximately 0.49 percent, which was applied to project future traffic volumes for each borough and census area across and presented in the community specific surface transportation system conditions, forecasts, and issues sections.

2.1.2 System Performance

The following sections include regionwide system performance for safety and pavement in comparison to statewide system performance reported in the 2025 Annual Scorecard (detailed in Section 1.4).

Safety

Table 12 provides the number of serious injuries resulting from crashes involving a motor vehicle for comparison of Southeast with Alaska at large.

Table 12: Southeast Alaska and Statewide Serious Injuries from Crashes Involving Motor Vehicles

YEAR	NUMBER OF SERIOUS INJURIES RESULTING FROM CRASHES INVOLVING MOTOR VEHICLES PERFORMANCE MEASURE TARGET: ≤ 300	
	SOUTHEAST	ALASKA
2020	21	295
2021	14	283
2022	11	264
2023	14	251
2024	8	262

The number of serious injuries resulting from crashes involving motor vehicles has continuously decreased between the years 2020 and 2024 for both the region and the State. In 2024, the Southeast accounted for only three percent of the total number of serious injuries resulting from crashes involving motor vehicles.

Table 13 provides the number of fatalities resulting from crashes involving a motor vehicle for comparison of Southeast with Alaska at large.

Table 13: Southeast Alaska and Statewide Fatalities from Crashes Involving Motor Vehicles

YEAR	NUMBER OF FATALITIES RESULTING FROM CRASHES INVOLVING MOTOR VEHICLES PERFORMANCE MEASURE TARGET: ≤ 75	
	SOUTHEAST	ALASKA
2020	9	64
2021	4	70
2022	5	82
2023	3	60
2024	1	70

The number of fatalities resulting from crashes involving motor vehicles has remained relatively steady for both Southeast and Alaska as a whole. In 2024, Southeast accounted for about 1.5 percent of the total number of fatalities resulting from crashes involving motor vehicles.

Pavement

Pavement ratings and the percentage of each condition that makes up the overall SEATP NHS system are provided in Table 14.

Table 14: Southeast Alaska NHS Pavement Condition, Overall

CONDITION	MILES OF NHS	PERCENT OF NHS SYSTEM
Good	50.47	41
Fair	70.04	57
Poor	2.83	2
Total	123.34	100

Non-interstate NHS in Southeast is exceeding statewide targets with over 40 percent in good condition and only two percent in poor condition.¹⁴ The histogram in Figure 5 compares non-interstate NHS condition in Southeast with 2025 statewide condition data¹⁵ and statewide performance targets.

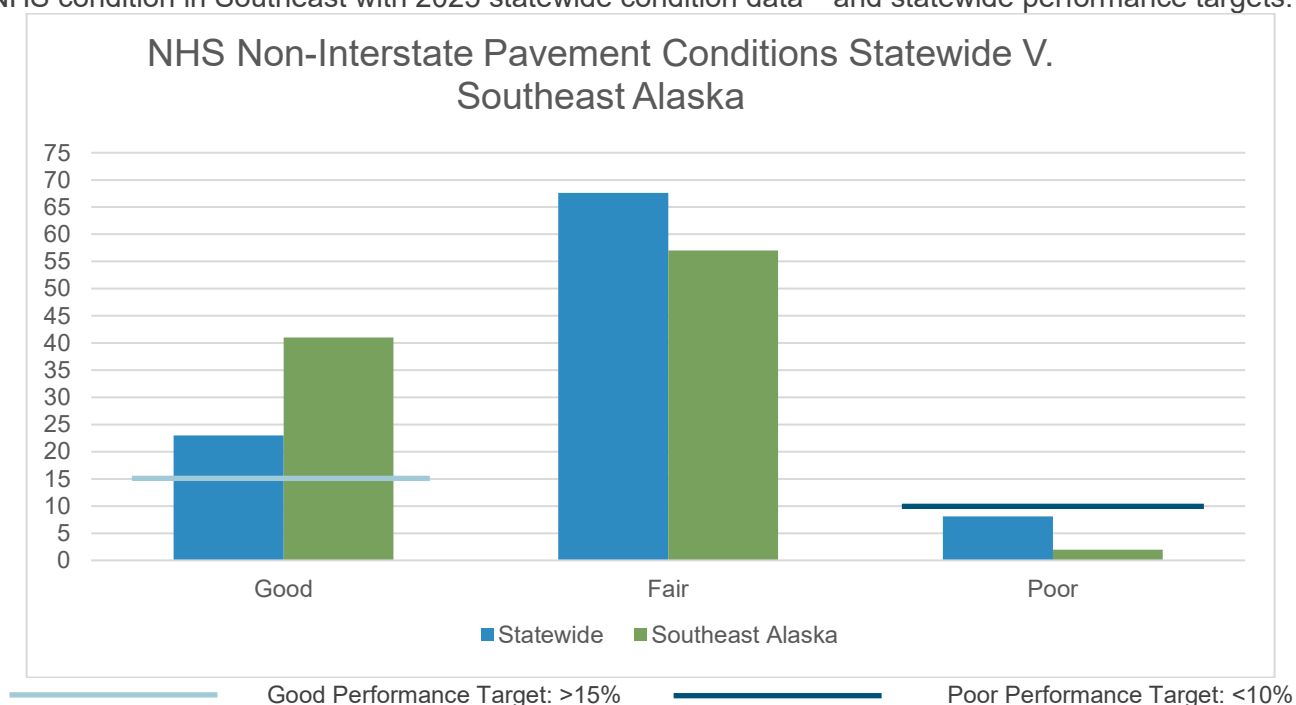


Figure 5: Non-Interstate NHS Pavement Conditions, Comparison of Southeast, Statewide, and Performance Target

¹⁴ 4 Alaska Department of Transportation & Public Facilities. (October 16, 2025). HPMS data 2024. DOT&PF GeoHub. <https://egis-akdot.hub.arcgis.com/maps/AKDOT::hpms-data-2024/about>

¹⁵ Alaska Department of Transportation & Public Facilities. (n.d.). DOT&PF performance measures. <https://measures-akdot.hub.arcgis.com/>

High annual precipitation, frequent freeze-thaw cycles, steep terrain, and coastal exposure accelerate pavement deterioration in Southeast. Deteriorating pavement affects safety, ride quality, freight reliability, and access to marine and air transportation facilities.

2.1.3 Key Issues & Opportunities

Overall, the road network in Southeast is performing well relative to statewide DOT&PF performance metrics. Regarding safety, serious injuries and fatalities have gradually decreased, and account for less than three percent of statewide totals for the region, which accounts for approximately nine percent of the State's total population. Continued attention to safety improvements will support further reductions in injuries and fatalities. Regarding asset condition, non-Interstate NHS pavement conditions continue to exceed statewide metrics. Preventive maintenance activities will help keep the system in good repair.

Non-NHS roads in Southeast, particularly those with a lower functional classification, generally exhibit lower condition ratings and receive fewer resources for improvements compared to higher priority routes.¹⁶ The DOT&PF manages a high percentage of lower-classified roads in some Southeast communities. To better align resource distribution, continued focus on transferring low-functional-class roads to local communities is encouraged, in alignment with Actions 1.1 and 7.2 of the 2016 adopted LRTP. This would allow a more appropriate allocation of resources toward NHS routes and other higher-classified roads.

The Southcoast region performs chip seal maintenance treatment to roads with lower classification annually. Southeast is an excellent candidate for chip seals or seal coats, particularly to support non-NHS pavement conditions, due to favorable climate and rapid curing in dry conditions, although it is often challenging to time treatments to dry weather. Staffing and resources for these chip seal activities on non-NHS and lower functionally classified routes is a concern, discussed further in section 2.8.3 Maintenance and Asset Management, Key Issues and Opportunities.

The surface roadway network provides important intermodal connections and is interdependent with ferry and air service for regional connectivity. Limited road connectivity necessitates longer and more costly AMHS routes. As illustrated by the Metlakatla (Annette Bay Terminal) to Ketchikan service example, targeted road investments have the potential to shorten marine routes, reduce operating demands, and improve service reliability. However, across much of the region, comparable opportunities have not yet been fully identified or analyzed and would require substantial capital investment and new corridor development. While there is currently limited system-wide data to comprehensively quantify these tradeoffs, the potential for strategic road connections to reduce long-term operating and maintenance costs and improve overall system efficiency represents a key opportunity. Of note, the following three connections have been identified in the AMHS LRP for further study and are discussed in the community overview sections:

- Kake-Petersburg
- Across Baranof Island
- Tenakee - Hoonah

¹⁶ Interview with DOT&PF Southcoast Region Chief of Maintenance and Operations

Several communities have no routes designated as part of the AHS or NHS, despite the importance of connections between the airport, ferry terminal, and other marine facilities. These include the Hoonah-Angoon and POW-Hyder census areas and the Yakutat City and Borough. The roads in these small communities likely do not meet the criteria for NHS designation, however, they may be similar in scope to AHS routes in other communities. Evaluation of other communities across Alaska would help to determine if additional AHS facilities in Southeast should be designated. AHS designations may support transportation network improvements to align with regional mobility priorities.

Electric vehicle (EV) infrastructure is developing in Southeast Alaska, as EV's become more commonplace. Juneau, Sitka, Skagway, and Metlakatla currently offer places for drivers to charge EVs.¹⁷ Ongoing improvements in battery technology like longer driving range and faster charging times are making EVs more practical in communities with reliable power and regular road access. People can find up to date charging station locations by turning on the Electric Vehicle Charging Stations layer in the Alaska 511 map, available online and on the mobile app.¹⁸

2.2 Active Transportation

Active transportation is any form of human-powered transportation, including walking and biking. It reduces driving and emissions, supports first-/last-mile connections, saves fuel, and improves health. Active transportation includes walking, biking, e-bikes, wheelchairs, scooters, and skateboards.¹⁹ Across Southeast, bicycling and walking patterns vary widely. Smaller and more compact communities tend to see the highest walking and biking rates, often far above state and national averages, while larger communities rely more on motorized travel. Walking is a substantial mode shared in some Southeast communities, sometimes approaching or exceeding half of all work trips. Bicycle use is generally low. The percentage of households without a vehicle ranges from approximately four to 14 percent. One exception is the Hoonah-Angoon Census Area, with 28.6 percent of households without a vehicle. This statistic is consistent with the higher proportion of active transportation in the Hoonah-Angoon Census Area. Southeast communities with one or more cruise ship ports see a dramatic increase of pedestrian use during Alaska's cruise season (April – October), as passengers disembark and explore the community, primarily on foot.

Table 15 lists rates of walking and bicycling for each borough and census area²⁰, as well as percentage of households without a vehicle²¹. Overall, active transportation plays an important role in daily mobility across the region.

¹⁷ EVhype. (n.d.). Alaska EV charging stations map. <https://evhype.com/map/united-states/alaska>

¹⁸ Alaska Department of Transportation & Public Facilities. (n.d.). Alaska 511 traveler information. <https://511.alaska.gov/>

¹⁹ <https://afdc.energy.gov/conservation/active-transportation> U.S. Department of Energy "Active Transportation and Micromobility" website. Accessed 11/14/2025

²⁰ U.S. Census Bureau. 2023. Means of transportation to work: 2023 American Community Survey 5-year estimates (Table S0801) [Data set]. Retrieved January 15, 2026, from <https://data.census.gov/table/ACSS5Y2023.S0801?q=commute&g=040XX00US02>

²¹ U.S. Census Bureau. 2023. Selected housing characteristics: 2023 American Community Survey 5-year estimates (Table DP04) [Data set]. Retrieved January 15, 2026, from [https://data.census.gov/table/ACSDP5Y2023.DP04?q=vehicle+ownership&g=010XX00US\\$0400000](https://data.census.gov/table/ACSDP5Y2023.DP04?q=vehicle+ownership&g=010XX00US$0400000)

Table 15: Southeast Alaska Walking and Bicycling Rate per Borough and Census Area

BOROUGH / CENSUS AREA	WALKING (PERCENT)	BIKING (PERCENT)	HOUSEHOLDS WITHOUT A VEHICLE (PERCENT)
Haines Borough	12.5	1.5	4
Hoonah-Angoon Census Area	41.5	2.3	28.6
Juneau City and Borough	6.3	0.5	9.5
Ketchikan Gateway Borough	6.9	0	10.5
Petersburg Borough	21	2.1	11.1
Prince of Wales-Hyder Census Area	19.6	0.4	10.8
Sitka City and Borough	14.9	2.6	11
Skagway Municipality Borough	46.6	5.0	10
Wrangell Borough	14	1.0	8.7
Yakutat City and Borough	31.7	3.4	13.6
Alaska Statewide	7.5	0.6	9.1
National	1.1	0.1	5.4

2.2.1 System Description & Inventory

In 2023, DOT&PF collected data toward establishing a baseline inventory of sidewalks²² and bicycle lanes²³. Data was generated by reviewing 2023 pavement condition van-based video imagery, extracting visible features in the road video. This method is limited to State-maintained roads included in that year's collection and captures only elements observable from the van camera's view, resulting in minimal coverage of local, off-system, or remote roads. In addition, an asset condition could not be attributed to these facilities as they were too far away from the camera view.

Statewide, more than 861 miles of sidewalks and 250 miles of bicycle lanes were documented along public roads. Of these, nearly 120 miles of sidewalk and 72 miles of bicycle lanes were documented along public roads in Southeast, as documented in Appendices 2 and 3.

2.2.2 System Performance

For the purpose of this section, active transportation users are called non-motorized users. This is consistent with the language collected in the Fatality Analysis Reporting System. Table 16 provides the number of non-motorized fatalities and serious injuries for comparison of Southeast with Alaska at large.

²² DOT&PF Preliminary Side Walk Inventory:
<https://akdot.maps.arcgis.com/home/item.html?id=254ce72fb43945f1a176c28688b489f6>

²³ DOT&PF Preliminary Bicycle Lane Inventory:
<https://akdot.maps.arcgis.com/home/item.html?id=ca560db1a29140b5a7f8ffbdf02ae1>

Table 16: Southeast Alaska and Statewide Non-Motorized Fatalities and Serious Injuries

TARGET	NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES PERFORMANCE MEASURE TARGET: ≤ 55					
AREA	SOUTHEAST			ALASKA		
YEAR	FATAL INJURY	SERIOUS INJURY	TOTAL	FATAL INJURY	SERIOUS INJURY	TOTAL
2020	2	3	5	15	33	48
2021	2	1	3	20	34	54
2022	1	2	3	15	37	52
2023	0	2	2	12	40	52
2024	0	4	4	17	37	5

The number of serious injuries has remained relatively steady both statewide and in Southeast while the number of fatalities has decreased to zero for Southeast as compared to statewide, which have increased between 2023 and 2024.

In Southeast, 31 serious injuries and nine fatalities were sustained in vehicle crashes involving non-motorized users between 2015 and 2024 (Figure 6).

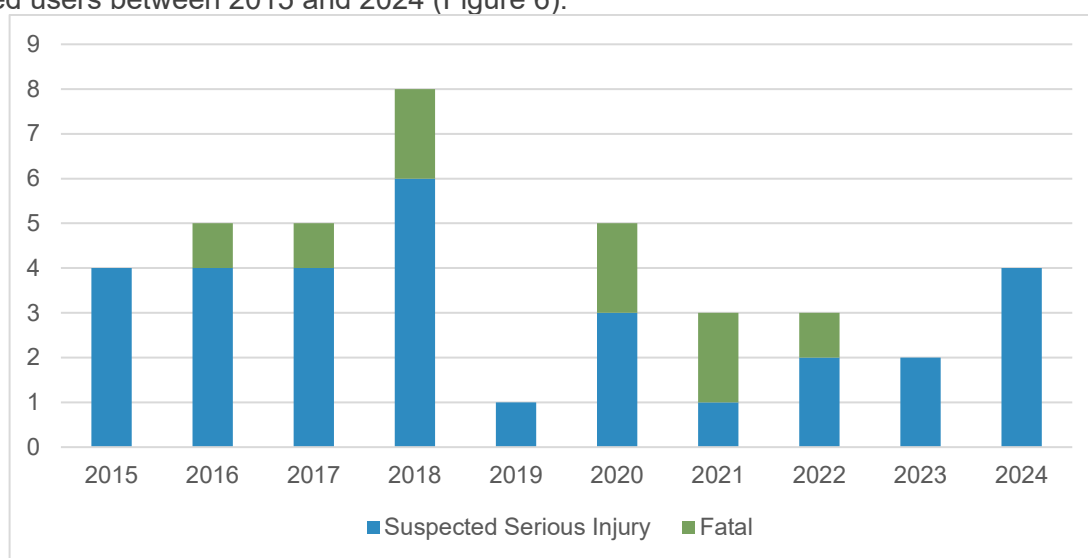


Figure 6: Southeast Non-Motorized Serious Injuries and Fatalities, 2015-2024

Figure 6 shows there were zero non-motorized fatalities in 2019, 2023, and 2024. The most non-motorized serious injuries and fatalities occurred in 2018 with eight total crashes (six serious injuries and two fatalities). The years since 2018 have experienced fluctuations in the total number of crashes, with the number of serious injuries typically outweighing the number of fatalities, except for the year 2020. Most fatal non-motorized crashes occurred on minor or principal arterial roads (eight) while only one occurred on a major collector. Of the fatal non-motorized crashes, six occurred in Juneau, two occurred in Ketchikan, and one occurred in Sitka.

Similarly, non-motorized serious injury crashes occurred more frequently on principal or minor arterials (18), while ten occurred on major or minor collectors, and only three on local roads. The locations of non-motorized serious injury crashes retained more variability than fatal crashes, with occurrences in the City and Borough of Juneau, City and Borough of Sitka, Hoonah-Angoon Census Area (Gustavus), Petersburg Borough, and Ketchikan Gateway Borough.

2.2.3 Key Issues & Opportunities

Southeast communities have high rates of walking and communities have emphasized interest in addressing active transportation network gaps by improving and expanding facilities. Identifying and prioritizing network gaps would help to make sure the limited funding is directed to the most critical needs. Currently, DOT&PF does not analyze asset conditions for active transportation facilities, limiting the department's ability to assess system needs, prioritize investments, and track long-term performance for these modes.

The Southcoast Region has maintenance priorities for DOT&PF-managed roads, helping users know when roads will be cleared of snow, but lacks a similar statewide system for sidewalks and paths. The DOT&PF has established sidewalk priorities in Anchorage, Juneau, and Fairbanks; expanding this to additional communities in Southeast would provide useful guidance to users.

There are several initiatives that support planning for safer road systems. While most of the programs target the entire road system, they are often considered to be particularly important for providing communities with opportunities and strategies to improve safety for those walking and bicycling. Initiatives are described in Table 17. The DOT&PF is currently working to update the design criteria for Chapter 12, Non-Motorized Transportation, in the Highway Preconstruction Manual (HPCM) and is developing a Complete Streets engineering directive which would provide statewide guidance on how to support all modes of transportation through the entire lifecycle of a project. The DOT&PF also provides a list of community plans, policies, and ordinances on their Active Transportation in Alaska web page.²⁴ Many Southeast communities are leveraging Comprehensive Safety Action Plans, funded through the USDOT Safe Streets for All (SS4A) program, to identify opportunities to improve safety within communities and pursue project funding. Additional details are provided in the community overview sections.

²⁴ Alaska Department of Transportation & Public Facilities. (n.d.). Active transportation. Retrieved January 15, 2026 from <https://dot.alaska.gov/stwdplng/activetransportation/>

Table 17: Planning Initiatives to Support Safer Roadway Systems for All Users

INITIATIVE	DESCRIPTION
Complete Streets	Complete Streets is an approach to planning, designing, constructing, and maintaining roads and other surface transportation in a way that is safe, accessible, and comfortable for all types of travelers. The DOT&PF is developing a policy to guide project implementation. ²⁵
Safe Streets for All, Safety Action Plans	The SS4A program is an FHWA grant program that provides funding directly to communities to improve road safety and reduce and eliminate road fatalities and serious injuries. A foundational element of the program is Comprehensive Safety Action Plans (CSAP) that support local data-driven safety planning efforts that identify priority projects and strategies for implementation as well as making the community eligible for SS4A implementation grants. States are not eligible grantees.
Safe System Approach / Vision Zero / Toward Zero Deaths	The Safe System Approach focuses on infrastructure, human behavior, responsible oversight of vehicle and transportation industry, and emergency response. ²⁶ Similarly, Vision Zero and Toward Zero Death approaches aim to eliminate transportation-related deaths and fatalities. The DOT&PF Strategic Highway Safety Plan adopts the goal, Toward Zero Deaths, and incorporates a Safe System Approach throughout the Department. ²⁷
Safe Routes to School	Safe Routes to School (SRTS) is an FHWA program designed to use various interventions to improve safety, especially for school aged children. SRTS has an explicit goal to “increase the number of students bicycling and walking to and from school while simultaneously improving safety for children bicycling or walking to school.” ²⁸ In recent years, dedicated federal funding to the program has ceased; SRTS improvements are now reflected as an eligible project type under other federal programs.

2.3 Bridges & Culverts

High rainfall, large watersheds, and steep, forested terrain result in numerous stream and river crossings in Southeast. Bridges and culverts are an important part of the region’s surface transportation system. Alaska has 1,660 bridges listed in the National Bridge Inventory (NBI). Southeast Alaska contains only 6.14 percent of the state’s land area but includes 46 percent of Alaska’s bridges (756 total bridges).

2.3.1 System Description & Inventory

Southeast has 756 bridges owned and managed by multiple land-owners totaling about two million square feet (sq ft) of deck (Table 18). The DOT&PF manages 175 of those bridges and administers the State’s bridge inspection program under the National Bridge Inspection Standards (NBIS), including inspections of all non-federal public highway bridges not on federal lands. Inspections include determining load ratings, establishing load postings, and implementing closures or other protective actions. This adds 80 bridges to the DOT&PF workload, for a total of 255 bridges under DOT&PF management and/or inspection responsibility (hereafter, state and local agency bridges). The DOT&PF does not inspect bridges owned by the USFS or the Indian Reservation Roads (IRR) owned by the Bureau of Indian Affairs (BIA). Count of bridges by owner/operator is provided in Table 18.

²⁵ Alaska DOT&PF Complete Streets

²⁶ Federal Highway Administration. (n.d.). Zero deaths: A vision for safety. U.S. Department of Transportation. Retrieved January 15, 2026, from <https://highways.dot.gov/safety/zero-deaths>

²⁷ Alaska DOT&PF Strategic Highway Safety Plan: Strategic Highway Safety Plan, Transportation & Public Facilities, State of Alaska

²⁸ National Highway Traffic Safety Administration, Countermeasures That Work,, Accessed 11/20/2025

Table 18: Count and Area of Bridges in Southeast by Owner/Operator

USFS	IRR/BIA	STATE	ALL OTHERS	TOTAL NUMBER OF BRIDGES	TOTAL AREA (SQ FT)
452	49	175	80	756	1,965,541

sq ft = square feet

There are also numerous culverts that convey water flow and provide fish passage. There is no complete inventory of culverts available, although some databases exist. The Alaska Department of Fish and Game (ADF&G) has a database of culverts that provide for fish passage which includes 747 culverts in Southeast. The DOT&PF is currently developing an inventory and prioritized list for culvert improvements and replacements, using the ADF&G Fish Passage database to identify known barriers and coordinate with other land managers and resource agencies ²⁹

2.3.2 System Performance

The DOT&PF establishes pavement and bridge condition targets for the NHS) to manage and track the performance of assets. Bridges are rated on a scale of Poor, Fair, or Good based on the condition rating of their deck (driving surface), superstructure (support structure), and substructure (foundation). A bridge's overall rating is determined by its lowest-scoring metric. These metrics for state and local agency bridges within Southeast are included in Table 19. Bridge performance is further calculated as the total deck area of bridges in each category divided by the total bridge deck area.

Table 19: Southeast Bridge Conditions, Overview

CONDITION	COUNT	TOTAL DECK AREA (SQ FT)	PERCENT
Good	121	685,399	51
Fair	117	488,287	37
Poor	17	163,466	12
Total	255*	1,337,151	100
*The State's inspection responsibility includes the 175 State bridges and 80 listed as "All Others" in Table 18			

Bridge conditions in Southeast currently exceed the statewide target for the percentage rated in good condition, with 51 percent classified as good compared to the statewide target of more than 40 percent. However, 12 percent of bridges in Southeast are rated poor, above the statewide target of less than 10 percent. Two bridges in Ketchikan with large deck areas, the Tongass Avenue Viaduct (Bridge 997) with a deck area of 91,791 sq ft and the Water Street Viaduct (Bridge 797) with a deck area of 86,316 sq ft, have projects currently in design. Upon their completion, the region's bridge condition is expected to exceed the statewide performance target. The histogram in Figure 7 compares data for bridge condition in Southeast with 2025 statewide condition and statewide performance targets.

²⁹ Alaska Department of Fish and Game. (2026). Fish Passage Inventory Database (FPID). <https://www.adfg.alaska.gov/index.cfm?adfg=fishpassage.database>



Figure 7: Bridge Conditions – Comparison of Southeast, Statewide, and Performance Target

The DOT&PF maintains a prioritized list of bridges in poor condition (hereafter referred to as the “prioritized poor bridge list”).³⁰ Table 20 provides an extracted list of bridges in Southeast on DOT&PF’s prioritized poor bridge list and indicates whether there is a project underway to address the deficiencies. Because DOT&PF is responsible for NBIS-compliant inspections of all non-federal public highway bridges, DOT&PF monitors project development and recommends funding for non-federal bridges in poor condition. The bridge list used in this section reflects preliminary data provided by DOT&PF for its upcoming NBI submittal; therefore, it may differ from the statewide bridge data summarized elsewhere in this memo.

³⁰ DOT&PF Preliminary Data

Table 20: DOT&PF Southeast Prioritized Poor Bridges and Statewide Rank

RANK	BRIDGE NO.	BRIDGE NAME	ROUTE	OWNER	COMMUNITY	DECK AREA (SQ FT)	PROJECT STATUS
4	805	Skagway Ferry Terminal	Marine Hwy Route	City	Skagway	2,983	Design
6	997	Tongass Avenue Viaduct	South Tongass Hwy	State	Ketchikan	91,791	Design
8	797	Water St Viaduct	South Tongass Hwy	State	Ketchikan	86,316	Design
18	747	Ward Creek	North Tongass Hwy	State	Ketchikan	6,969	Design
20	725	Hoadley Creek	South Tongass Hwy	State	Ketchikan	2,728	Design
21	1431	Calhoun Ave. Ped Overcrossing	Calhoun Avenue	City	Juneau	542	No Project
31	4008	Crab Creek Culvert	Craig/Klawock/Holl	State	Craig-Klawock	884	Planning
33	444	Salmon River	Gustavus Airport Road	State	Gustavus	4,047	No Project
35	353	Fish Creek	North Douglas Hwy	State	Juneau	4,071	No Project
40	1112	Ankau Slough	IRR: Ocean Cape Rd	City	Yakutat	6,497	City Project
47	726	Ketchikan Creek	Park/Harris Street	City	Ketchikan	1,735	No Project
48	2264	Harriet Hunt Creek	Shelter Cove Road	State	Ketchikan	959	No Project
60	1276	Dangerous River	Dangerous River Road	State	Yakutat	6,345	No Project
63	2262	Harding Street	Harding Street	City	Ketchikan	348	No Project
64	2263	Peterson Street	Peterson Street	City	Ketchikan	1,251	No Project
69	1685	Jordan Creek	Amalga Street	City	Juneau	1,821	No Project
70	1464	Gravelly Creek	Thorne Bay Road	State	Thorne Bay	2,899	Planning
73	1268	Main Street Pelican	Main Street	City	Pelican	34,354	No Project
77	2384	Muskeg Creek	Kake Access - USFS	State	Kake	912	No Project
82	1841	Sayles/Gorge Viaduct	Sayles/Gorge Street	City	Ketchikan	2,416	Construction

2.3.3 Key Issues & Opportunities

System performance relies on maintaining NHS bridges in a state of good repair. For example, timely completion of repairs to the Tongass Avenue Viaduct and Water Street Viaduct will address a significant portion of the region's aging deck area and supports statewide bridge performance goals. These repairs are interim measures; full replacement is anticipated to be necessary within the 20-year planning period.

For bridges that are in good or fair condition, bridge preservation work should be implemented to maintain their existing condition. Statewide bridge trends indicate that preventive maintenance can significantly extend bridge service life, although changes tend to occur more gradually than on pavements. Marine environments, moisture, and freeze-thaw cycles accelerate deterioration, while seismic and hydraulic vulnerability can increase long-term risk, even when condition ratings appear stable.

Bridge capital projects generally address major rehabilitation and replacement, while preventive maintenance is performed through routine maintenance and operations (M&O). Unlike Northern and Central regions, which maintain rotating bridge crews for annual M&O work, the Southcoast Region lacks a dedicated bridge crew. Limited staffing, prioritization of a rotating chip seal crew, and travel

constraints further restrict preventive maintenance capacity. In the past, Northern and Central regions crews have occasionally supported Southeast; reinstating this arrangement or identifying alternative solutions would expand preventive maintenance and maintain bridges in good repair.

While preventive maintenance is necessary, bridge repairs must also focus on “worst-first” to avoid bridge closures. Because bridge investments are typically larger and more complex, forecasted declines in bridge conditions can have long-term implications for funding flexibility and system reliability. Bridge closures in Southeast are particularly disruptive as there is often no detour available. Southeast bridges on the prioritized poor bridge list without an active project should be prioritized for near-term project development and funding. Additionally, for all projects on the prioritized poor bridge list, where inspection findings indicate critical or time-sensitive structural concerns, interim protective measures should be prioritized (e.g., load posting³¹, temporary repairs).

Given Southeast relies on culverts for conveying hydrologic flow and providing fish passage, continued efforts by DOT&PF to complete a comprehensive culvert inventory would provide added value. The current ADF&G inventory is a helpful inventory however a more complete inventory of culvert assets, condition assessments, fish passage evaluations, and a consistent methodology for prioritizing improvements will better support culvert investments. Completion of the inventory will support safety, resilience, habitat connectivity, and long-term system performance across Southeast.

2.4 Rail

The White Pass and Yukon Route (WP&YR) Railroad opened in 1900, providing freight and passenger service to meet the needs of local residents and the mining community. The WP&YR suspended operations in 1982 when the mining industry in Yukon Territory collapsed due to low mineral prices. The WP&YR re-opened as a passenger railroad in 1988 and is considered Alaska’s most popular shore excursion out of Skagway for the cruise ship industry.³² As a tourist-focused railroad, WP&YR promotes economic growth and job opportunities in the Skagway area, but it does not meet regional mobility needs of local residents.

2.4.1 System Description & Inventory

The WP&YR Railroad owns and operates about 67.5 miles³³ of narrow-gauge railroad track between Skagway, Alaska and Carcross, Yukon Territory, as shown in Figure 8. There are no other railroads in Southeast Alaska.

³¹ It is important to note that load posting is required to be done within 30 days or less, depending on severity

³² White Pass & Yukon Route Railway. (2025). 125 Year Anniversary Review - White Pass & Yukon Route Railway. <https://wpyr.com/company-info/125-year-anniversary-review/>

³³ White Pass & Yukon Route Railway. (2025). 125 Year Anniversary Review - White Pass & Yukon Route Railway. <https://wpyr.com/company-info/125-year-anniversary-review/>



Figure 8: WP&YR Railway

The WP&YR track is Class II, 3-foot, narrow-gauge track and has a maximum allowable speed of 25 mph. The WP&YR is a Plate C limited railroad, which means it can accommodate cars that are a maximum of 10 feet, 8 inches wide and 15 feet, 6 inches high. The carload limit is 220,000 pounds with special movements up to 286,000 pounds.

In the past several years, WP&YR Railroad has made several upgrades including:

- Additional 30-class locomotives
- Revitalization of steam locomotive #73
- Fleet revitalization of existing rail cars and acquisition of new rail cars
- Track improvements including the Summit Loop, seven miles additional siding, and 15 miles of welded track installation
- Construction of a 20-person housing facility for its workforce³⁴

The WP&YR operations are tied to tourism, specifically cruise ship passengers arriving in Skagway, with ships carrying approximately 500,000 passengers annually. The WP&YR usually develops its train schedule based on the number of cruise ships in Skagway. The number of cars on the train varies depending on the number of pre-sold tickets. The number of trains offered each day is constrained by the Skagway Depot capacity. Delays are infrequent; those that occur are typically the result of equipment failure, rock slides, or avalanches.³⁵

³⁴ *Ibid*

³⁵ Alaska Department of Transportation & Public Facilities. (2017). *Alaska State Rail Plan*. <https://dot.alaska.gov/railplan/docs/Rail-Plan-Final-draft.pdf>

The WP&YR operates between April/May and September, the routes offered, their frequency, and termini are listed in Table 21.

Table 21: WP&YR Operations

WHITE PASS AND YUKON ROUTE RAILWAY			
ROUTE	FREQUENCY	START-STOP	NOTES
White Pass Summit Excursion – daily service between Skagway and White Pass Summit;	Daily	Skagway, Alaska - White Pass Summit, Alaska/BC	
Skagway-Whitehorse Connection Via Fraser	Daily	Skagway, Alaska and Fraser, BC	Bus travel from Whitehorse, YT is required
Skagway-Whitehorse Connection via Bennett & Carcross	Daily	Skagway, Alaska - Whitehorse, YT	
Whitehorse-Skagway One Day Combo	Daily	Fraser, BC - Skagway, AK	Bus travel from Whitehorse, YT is required
Bennett Scenic Journey	Daily	Skagway, AK - Carcross, YT	
Steam Summit Loop	Daily	Skagway, AK - Summit Loop	Steam Train
Chilkoot Trail Hiker Service	Select Dates / Seasonal	Bennett, YT, Carcross, YT, Fraser, BC, Skagway, AK, Whitehorse, YT	Various routes
Skagway to Denver Hikers Service	Daily	Skagway, AK – Denver Glacier	
Skagway to Loughton Hikers Service	Daily	Skagway, AK – Glacier Station	
Charter/Special Events	Select Dates / Seasonal	Various	

BC = British Columbia; YT = Yukon Territory

Key Issues & Opportunities

The WP&YR plans to continue improving its track and rolling stock. Future growth opportunities are linked to tourism and the number of cruise ship passengers that dock in Skagway. As the number of cruise ship passengers increases, WP&YR ridership is expected to increase.

2.5 Freight

Freight moves to, from, and within Southeast primarily by marine and air transportation and relies on surface intermodal connections (roads) within communities.³⁶ Freight can only arrive or depart from Southeast via road from Haines and Skagway.³⁷

2.5.1 System Description & Inventory

Roads connecting ferry terminals, ports, and airports within Southeast communities play a critical role in the movement of freight throughout the region. These roads provide the first and last mile (FLM) links that allow goods to move between marine, air, and land-based modes and ultimately reach local

³⁶ Alaska Department of Transportation & Public Facilities. *Alaska Moves 2050 Statewide Freight Plan*. 25697_Alaska_Strategic_Freight_Plan_REDUCED_122222.pdf

³⁷ Hyder is also connected to the intercontinental road system; however, the population is under 50 and not a significant freight route.

businesses and residents. Trucks are the primary means of transferring freight between ports, airports, industrial areas and commercial centers.

Distances between ports, airports, and freight facilities affect the performance of first- and last-mile freight movements. Understanding these distances helps identify where infrastructure improvements, maintenance needs, or operational changes could enhance freight efficiency and support community supply chains. Table 22 lists the location of freight facilities and distance to airports and ferry terminals. Maintaining these connections and keeping the associated infrastructure in good repair is important for efficient, reliable, and cost-effective freight movement across the region.

Table 22: Freight Facilities, Operators, and Distance to Airports and Ferry Terminals

COMMUNITY	FREIGHT FACILITY ADDRESS	FREIGHT OPERATOR	DISTANCE TO AIRPORT (MILES)	DISTANCE TO FERRY TERMINAL (MILES)
Haines Borough	790 Union St., P.O. Box 769, Haines, AK 99827	AML	2.9	4.5
Juneau City and Borough	100 Mt. Roberts St., Juneau, AK 99801	AML	9.4	14.4
Juneau City and Borough	3143 Channel Dr., Juneau, AK 99801	Samson	5	10
Hoonah-Angoon Census Area (Hoonah)	235 Cannery Rd., P.O. Box 591, Hoonah AK 99829	AML	2.1	0.2
Hoonah-Angoon Census Area (Kake)	553 Keku Rd., Kake, AK 99830	AML	0.9	0
Ketchikan Gateway Borough	3295 Tongass Ave., Ketchikan, AK 99901	AML	0.5 (ferry)	0.1
Ketchikan Gateway Borough	3311 Tongass Ave., Ketchikan, AK 99901	Samson	0.5 (ferry)	0.1
Petersburg Borough	326 Mitkof Highway, P.O. Box 788, Petersburg, AK 99833	AML	4.3	2.5
Petersburg Borough	324 Mitkof Hwy, Petersburg, AK 99833	Samson	4.3	2.5
POW-Hyder Census Area (Craig)	1600 Craig-Klawock Hwy, Craig, AK 99921	AML	0.7	29.8
POW-Hyder Census Area (Craig)	305 Easy St., Craig, AK 99921	Samson	0.6	29.9
POW-Hyder Census Area (Metlakatla)	1259 Cannery Rd., P.O. Box 199, Metlakatla, AK 99929	Samson	0.6	1.3
POW-Hyder Census Area (Thorne Bay)	1200 - 1598 Shoreline Dr., Thorne Bay, AK 99919	Samson	0.6	1.3
Sitka City and Borough	4600 Halibut Point Rd., Sitka, AK 99835	AML	7.4	1.3
Sitka City and Borough	5311 Halibut Point Rd., Sitka, AK 99835	Samson	8.7	0.1
Skagway Municipality Borough	300 Otter Rd, Skagway, AK 99840	AML	0.8	0.5
Wrangell Borough	102 Outer Dr., Wrangell, AK 99929	Samson	1.4	0.3
Wrangell Borough (Potential Future Location)	6 Mile Deep Water Industrial Site	N/A	7.8	6.7
Wrangell Borough (Temporary)	Former downtown mill dock by Marine Service Center	AML	1.6	0.5
Yakutat City and Borough	523 Max Italia Dr., P.O. Box 305, Yakutat, AK 99689	AML	3.9	0

National Highway System Intermodal Connectors

The NHS highway network is the primary link for surface freight transportation and is supported by a subsystem of NHS Intermodal (IM) Connectors (NHS Connectors).³⁸ In Southeast, the NHS and NHS Connectors are contiguous in each community. NHS Connectors provide access between major intermodal facilities like ports and airports. There are three NHS Connector sub- designations:

- NHS IM Airport Terminal
- NHS IM Ferry Terminal
- NHS IM Port Terminal

The NHS Connectors are critical components of the freight system that tie modes together and facilitate the timely and reliable distribution of products to consumers.³⁹ In the contiguous U.S. States, intermodal connectors are typically designated freight-only routes. However, the limited roads in Southeast serve all users with some NHS Connectors being a community's only corridor. The NHS Connectors in Southeast are listed in Table 23.

Table 23: NHS Intermodal Connectors in Southeast

NHS INTERMODAL CONNECTOR TYPE	BOROUGH/CENSUS AREA	LENGTH (MILES)	TOTAL (MILES)
Airport Terminal	Juneau City and Borough	1.38	5.79
	Sitka City and Borough	1.81	
	Wrangell City and Borough	0.79	
	Ketchikan Gateway Borough	0.74	
	Petersburg Borough	1.07	
Ferry Terminal	Juneau City and Borough	7.94	45.55
	Sitka City and Borough	6.71	
	Wrangell City and Borough	1.05	
	Haines Borough	4.40	
	Ketchikan Gateway Borough	0.16	
	Petersburg Borough	25.30	
Port Terminal	Juneau City and Borough	1.10	3.41
	Ketchikan Gateway Borough	2.31	

Statewide Multimodal Freight Network

The National Highway Freight Network (NHFN) consists of congressionally designated Primary Highway Freight System (PHFS) routes and PHFS intermodal connectors. The NHFN also includes State-designated Critical Rural Freight Corridors (CRFCs) and Critical Urban Freight Corridors (CUFCs). All the NHFN-designated routes in Alaska run between Fairbanks and Homer, meaning there are no NHFN-designated routes in Southeast Alaska.

³⁸ Intermodal connectors. FHWA. (2017, June 28)

https://www.fhwa.dog.gov/planning/national_highway_system/intermodal_connectors/Alaska.cfm.

³⁹ United States Department of Transportation. (2020, March). II. NHS intermodal connectors: Their role in freight movement and emerging challenges - NHS Intermodal Freight Connectors: A Report to Congress - FHWA Freight Management and Operations. https://ops.fhwa.dot.gov/freight/freight_analysis/nhs_intermod_fr_con/chap_2.htm

The Statewide Multimodal Freight Network (SMFN) serves a complementary but separate purpose to the NHFN. The SMFN is a planning and programming tool with the network designated by the state rather than the federal government and easily modified. The ASFP states that the SMFN “was designed to place emphasis on multimodal infrastructure and facilities that play a critical role in supporting the state’s economy, exporting natural resources, and importing essential consumer products that improve quality of life.” This SMFN designation means that routes with the greatest impact to freight receive investment priority.

The DOT&PF, a State Freight Advisory Committee (FAC), and other freight stakeholders reexamined the SMFN originally developed in the 2016 LRTP and identified new additions as part of the 2050 *Alaska Moves* Statewide Freight Plan update. In Southeast, Haines Highway and Klondike Highway were included. A third facility, Port of Haines, was also added to the SMFN, creating an important connection between marine freight, surface freight, and the intercontinental road system.

Further discussion of the Haines and Klondike highways’ significance to the SMFN is provided in the community overview section.

2.5.2 Key Issues & Opportunities

A consistent theme throughout local planning documents and public feedback is the high cost of freight in Southeast. The high cost of freight has been cited as a major hindrance for business growth in smaller communities in Southeast. The costs are generally associated with barge and air service as these modes cover the greatest distance. Additional or longer surface routes that shorten barge and air service lengths may improve efficiency for operators, potentially resulting in reduction in costs for users.

The surface transportation system in Southeast communities is marked by a lack of redundancy. There is typically one main road commercial center and neighborhood that serves all road users. Given the risk of natural hazards including landslides and flooding, the lack of alternative routes is a risk to the system and freight movement.

This memo does not address commodity flows or economic drivers, as these topics are addressed in the airport and waterways memos.

2.6 Transit

Public transportation in Southeast Alaska is provided by a combination of local, tribal, and non-profit organizations providing both fixed-route, para-transit, and micro-transit services. Para-transit is a demand-responsive, shared-ride public transportation service mandated by the Americans with Disabilities Act (ADA), providing door-to-door or curb-to-curb trips for people with disabilities who cannot use regular fixed-route buses. Similarly, micro-transit is a door-to-door service as well, but this service is provided where no fixed-route service is present.

2.6.1 System Description & Inventory

The Federal Transit Administration (FTA) collects data on transit providers receiving federal funding.⁴⁰ Nine transit providers report data to the FTA (Table 24). Ten Southeast communities offer demand response transit services for residents over the age of 60 and those with disabilities of any age. Additional transit provider details are provided in community profiles.

Table 24: Public Transportation Services in Southeast Alaska

PROVIDER NAME	COMMUNITY SERVED	ANNUAL REVENUE HOURS	ANNUAL RIDES	AVERAGE RIDES PER HOUR	NUMBER OF VEHICLES IN FLEET
Capital Transit	Juneau	47,555	852,070	18	28
Catholic Community Services	Sitka	2,148	3,222	1.5	3
Craig Tribal Association	Craig	1,941	1,543	1	3
Hydaburg Cooperative Association	Hydaburg	1,255	677	0.6	2
Inter-Island Ferry Authority	Prince of Wales Island	2,112	48,554	23	2
Ketchikan Indian Community	Ketchikan	700	2,465	4	5
Petersburg Indian Association	Petersburg	1,028	9,476	9	1
Sitka Tribe - The Ride	Sitka	9,867	61,391	6	3
The Bus	Ketchikan	22,243	480,345	22	18

Data Source/Date Accessed: National Transit Database December 2025

2.6.2 Key Issues & Opportunities

Funding sources for transit providers can include federal, state, and local sources. Providers heavily rely on federal funds, and many smaller providers have limited state or local funding to use as match. This affects their ability to leverage federal grant programs. Due to the dependence on federal sources, the services may fluctuate depending on availability of funds authorized by Congress with each transportation bill.

Maintenance responsibilities are divided among state, borough, city, and tribal jurisdictions, resulting in variation in service levels and operational practices. As a result, the timing and frequency of maintenance activities can differ significantly throughout the region. Winter maintenance of bus stops can vary across the region.

Ridership in communities has been increasing since the COVID-19 pandemic, although not consistently. Many communities are still struggling with ridership compared to pre-pandemic levels.

Due to the lack of transit design options in the HPCM, the approach to constructing transit stops along the state ROW varies from project to project.

⁴⁰ NTD Transit Agency Profiles. FTA. https://www.transit.dot.gov/ntd/transit-agency-profiles?field_geography_target_id=All&field_address_administrative_area=AK&combine&page=0

2.7 Tourism & Recreation

Tourism is the largest economic sector in Southeast, surpassing other sectors such as government and seafood. In 2024, tourism employed approximately 8,589 people, generated \$367 million in wages, and added nearly 500 new year-round jobs. Between 2023 and 2024, employment in leisure, hospitality, and transportation industries grew by over six percent, while wages increased by over nine percent⁴¹.

Tourists visiting Southeast have a large impact on the surface transportation system. Recreation facilities provide a destination for both visitors and residents. Both tourism and recreation are addressed in this section, particularly as related to the surface transportation system, with additional details provided in the community overview sections.

2.7.1 System Description & Inventory

Southeast is home to the Tongass National Forest, Glacier Bay National Park, and many other federal and state parks and recreation sites. Table 25 identifies where these facilities are present within Southeast.

Table 25: Southeast Alaska Recreation Facilities

BOROUGH/CENSUS AREA	STATE PARKS	STATE RECREATION AREAS	NATIONAL PARKS	NATIONAL MONUMENTS	SPECIAL USFS SITES
Haines Borough	✓	✓	-	-	-
Hoonah-Angoon Census Area	✓	-	✓	✓	-
Juneau City and Borough	✓	✓	-	-	✓
Ketchikan Gateway Borough	✓	✓	-	-	✓
Petersburg Borough	-	-	-	✓	✓
POW-Hyder Census Area	✓	-	-	-	-
Sitka City and Borough	✓	✓	✓	-	✓
Skagway Municipality Borough	-	-	✓	-	-
Wrangell City and Borough	✓	-	-	-	✓
Yakutat City and Borough	-	-	✓	-	✓

Surface transportation provides access to recreational sites and tourist attractions throughout Southeast. The most important corridors typically align with the NHS intermodal corridors connecting ports, airports, and ferry terminals, with some communities experiencing congestion during peak summer months.

Resident Recreation

According to a public survey conducted in 2022 by the State of Alaska Department of Natural Resources (DNR) – Division of Parks and Outdoor Recreation (DPOR), of the 110 survey participants

⁴¹ Southeast Conference. *Southeast Alaska by the Numbers 2025*. Juneau, AK: Southeast Conference, 2025. Available at: <https://seconference.org/wp-content/uploads/SE-by-the-numbers-2025.pdf>

living in Southeast, 98.7 percent engage in outdoor activities.⁴² Popular activities include camping, fishing, hiking, wildlife viewing, kayaking, swimming, skiing, and ice skating. The region's surface transportation system is essential for accessing these recreational sites.

A variety of trails are available for hiking. Table 26 lists the total length of trails by type per city, borough, and census area. Trails are further discussed in the Trails, Easements, and Rights-of-Way technical memo.

Table 26: Southeast Alaska Trails by Type

BOROUGH/CENSUS AREA	LAND	WATER	WINTER	RS 2477 HISTORIC TRANSPORTATION ROUTES	TOTAL LENGTH PER BOROUGH/CENSUS AREA (MILES)
Haines Borough	22.4	108.9	-	54.4	185.7
Hoonah-Angoon Census Area	68.7	90.2	-	6.8	165.7
Juneau City and Borough	261.0	47.9	195.3	27.8	531.9
Ketchikan Gateway Borough	107.5	72.7	1.0	5.2	186.5
Petersburg Borough	63.0	3.3	16.6	2.9	85.7
POW-Hyder Census Area	299.4	60.9	2.3	19.3	381.9
Sitka City and Borough	136.1	9.2	-	-	145.3
Skagway Municipality Borough	44.5	11.0	-	-	55.6
Wrangell City and Borough	40.8	105.3	-	25.3	171.4
Yakutat City and Borough	112.3	174.3	-	18.2	304.9
Total	1,155.7	683.6	215.1	159.9	2,214.4

Independent Travel

Recent data shows that 12 percent of non-resident visitors exited Southeast Alaska by air, while three percent exited by highway/ferry⁴³, indicating that independent travel represents a smaller share of Southeast visits. Cities like Juneau, Ketchikan, and Skagway function as hubs for independent travelers beginning their journey throughout the region. Juneau is easily accessed from Seattle and Anchorage by daily jet service, Ketchikan is the first Alaska ferry stop for independent travelers coming from Washington state, Skagway and Haines are the gateway for independent travelers traveling by car, bus, or recreational vehicle. From these hubs, tourists connect to smaller, more remote communities via highway, ferry, or air. Common destinations are specialty recreation activities such as guided fishing charters, kayaking trips, wildlife viewing, and adventure cruises that offer immersive, multi-day nature and cultural experiences.

⁴² Alaska Department of Natural Resources, *Statewide Comprehensive Outdoor Recreation Plan (SCORP), Southeast Alaska Region, Appendix A3.pdf*

⁴³ McKinley Research Group estimates

Cruise Ship Travel

Approximately 85 percent of non-resident visitors to Southeast arrive by cruise ship on popular routes along the Inside Passage.⁴⁴ In 2024, Southeast saw 1.73 million cruise ship passengers. Eight of the ten boroughs and census areas profiled have at least one cruise ship dock accommodating large ships, with primary ports of call such as Juneau and Ketchikan having multiple docks with the ability to accommodate multiple ships each day.

Passengers disembark and use surface transportation infrastructure primarily through local tours that pick-up passengers at cruise ship docks and transport them throughout the community. Large coach companies such as Alaska Coach Tours and Holland America Princess have large fleets of buses providing transportation for cruise ship shore excursions. Many smaller local businesses also operate in each community.

During peak travel season, cruise tourist volumes have the potential to strain local transportation systems. At the same time, cruise ships are being built with greater passenger capacities, further increasing visitor volumes.⁴⁵ Addressing infrastructure needs and managing seasonal surges is therefore important to maintaining residents' quality of life and sustaining the region's recreation- and tourism-driven economy, particularly given the cruise industry's trend toward larger vessels.

2.7.2 Key Issues & Opportunities

The recreational and visitor experiences in Southeast are dependent on the development and maintenance of the surface transportation and recreational networks. Reliable and affordable transportation options connecting Southeast are critical to maintaining and promoting the recreation and visitor sector for all Southeast communities. Priorities include enhancing and developing active transportation facilities and maintaining state and federal (e.g., USFS) roads to provide safe, year-round access to recreational destinations.

Coordinated investment and planning across agencies is necessary to maintain and improve the surface transportation network and recreational sites supporting tourism and recreation in Southeast. Road and trail maintenance and construction requires inter-agency coordination due to varying ownership and limited funding sources. Partnerships among federal, state, tribal, and local entities are essential to leveraging resources and optimizing the transportation network.

2.8 Maintenance & Asset Management

The DOT&PF's responsibility to manage the roads, bridges, and active transportation facilities described in the previous sections, necessitates an approach that includes daily maintenance activities along with a long-term asset management focus. This section provides an overview of these activities for facilities only under DOT&PF purview.

2.8.1 Maintenance

The DOT&PF's M&O division maintains the State-owned surface transportation system. Efforts include snowplowing, snow hauling, vegetation management, guardrail repair, sign maintenance,

⁴⁴ McKinley Research Group estimates

⁴⁵ Cruise Lines International Association (2025). *State of the Cruise Industry Report 2025*
<https://cruising.org/sites/default/files/2025-05/State%20of%20the%20Cruise%20Industry%20Report%202025.pdf>

street/traffic light repair, and maintenance of drainage structures. M&O is also responsible for response to emergency and weather-related events that affect roads such as landslides and flooding.

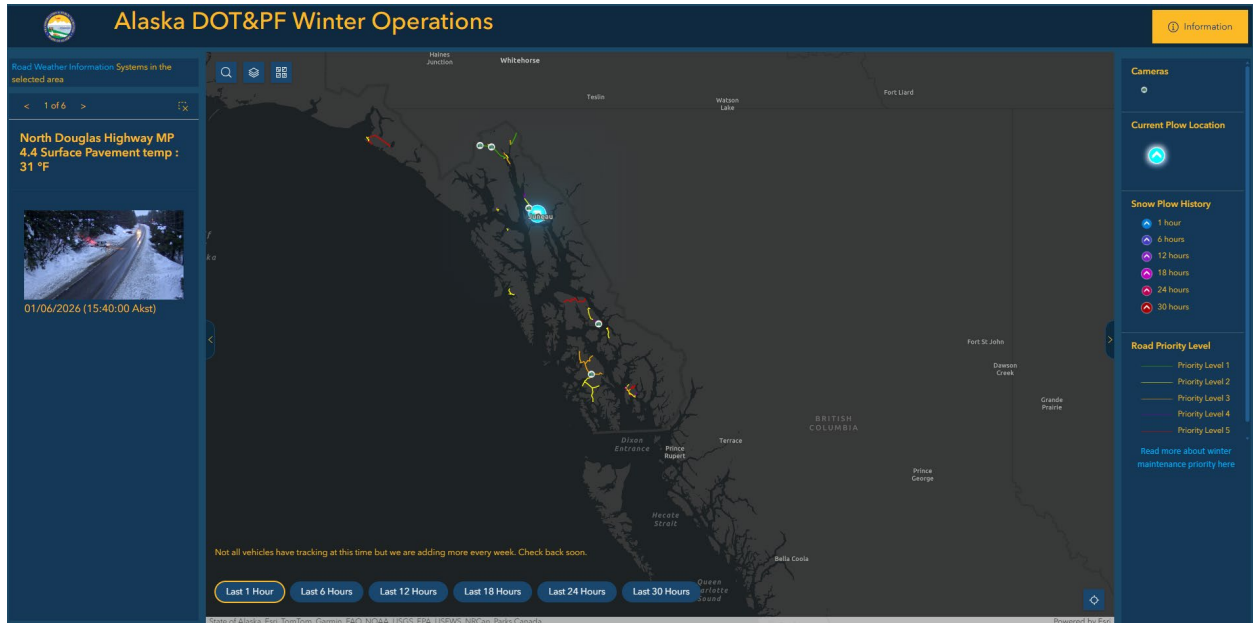
The Southcoast Region M&O office based in Juneau is responsible for two districts, with the Southeast M&O District containing all Southeast communities. The district includes 11 maintenance stations in Gustavus, Haines, Hoonah, Juneau, Ketchikan, Klawock, Petersburg, Sitka, Skagway, Wrangell, and Yakutat.⁴⁶ Staffing, operating hours and other details are provided in the community profile sections.

Roadway Conditions

The DOT&PF uses a variety of methods to share the conditions of transportation facilities with the traveling public. Users are provided with necessary information to plan for timely and safe travel.

Road Weather Information System Network (RWIS) stations provide atmospheric, pavement, and sub-surface temperature data, along with camera imagery, enabling improved forecasting, maintenance planning, and real-time operational awareness. RWIS data informs winter maintenance, freight movement, and traveler information across major corridors. RWIS stations, including location information and example images are included in the community overview section of this report. Several communities in Southeast do not have RWIS stations.

The DOT&PF has also created a Winter Operations Dashboard (Figure 9)⁴⁷ that allows the viewing of priority levels and provides some snow plow history. Currently, not all maintenance vehicles are capable of displaying location status; DOT&PF anticipates expanding this capability. The Winter Operations Dashboard also includes camera images from RWIS stations that provide real-time visual condition data.



⁴⁶ Alaska Department of Transportation & Public Facilities. (n.d.). Southcoast Region. Retrieved January 7, 2026, from https://dot.alaska.gov/stwdmno/mno_sr.shtml

⁴⁷ Esri. (n.d.). Alaska DOT&PF Winter Operations [ArcGIS Dashboard]. Retrieved January 6, 2026, from <https://experience.arcgis.com/experience/cf0f4221d3d940a4a331bf37fffe8284?dlt=Window>

Figure 9: Alaska DOT&PF Winter Operations Dashboard

2.8.2 Asset Management

Asset management takes a long-term view of infrastructure needs, evaluating current conditions and expected deterioration to guide future repairs and improvements and keep the transportation system in good repair. In Southeast Alaska, assets face the same aging and environmental challenges observed statewide; given the region's small network and limited redundancy, long-term planning is especially critical.

Assessing Current Conditions

The DOT&PF assesses road and bridge conditions through routine data collection. Pavement condition data is collected under contract with Fugro using Road Surface Profiling equipment, then integrated into the Agile Assets Pavement Management System along with traffic, construction and road information. These combined inputs support condition forecasting and cost benefit analysis for network level budgeting and work planning.⁴⁸ Bridge condition is evaluated through biennial inspections, and inspection reports are provided to M&O staff with recommended repair options.

Additionally, federal regulations require “twice-damaged assets” to be evaluated for reasonable alternatives to reduce future damage (Title 23 Code of Federal Regulations [CFR] Part 667). The twice-damaged assets have experienced repeated damage due to storms, flooding, or other emergency events. In the Southcoast Region, two segments of Lutak Road have been formally identified as twice-damaged assets based on their emergency repair history. These segments were damaged during major storms: in 1998 at mile point 0.276 to 0.324, and in 2005 by a storm affecting mile point 3.83 to 3.84 (Figure 10).⁴⁹

⁴⁸ Alaska Department of Transportation and Public Facilities. (2026). Pavement Management and Preservation Office. https://dot.alaska.gov/stwddes/asset_mgmt/pave_mgt.shtml

⁴⁹ Alaska Department of Transportation & Public Facilities. (2025). Twice damaged assets report (TDA 0225). https://dot.alaska.gov/stwddes/asset_mgmt/assets/tda_0225.pdf

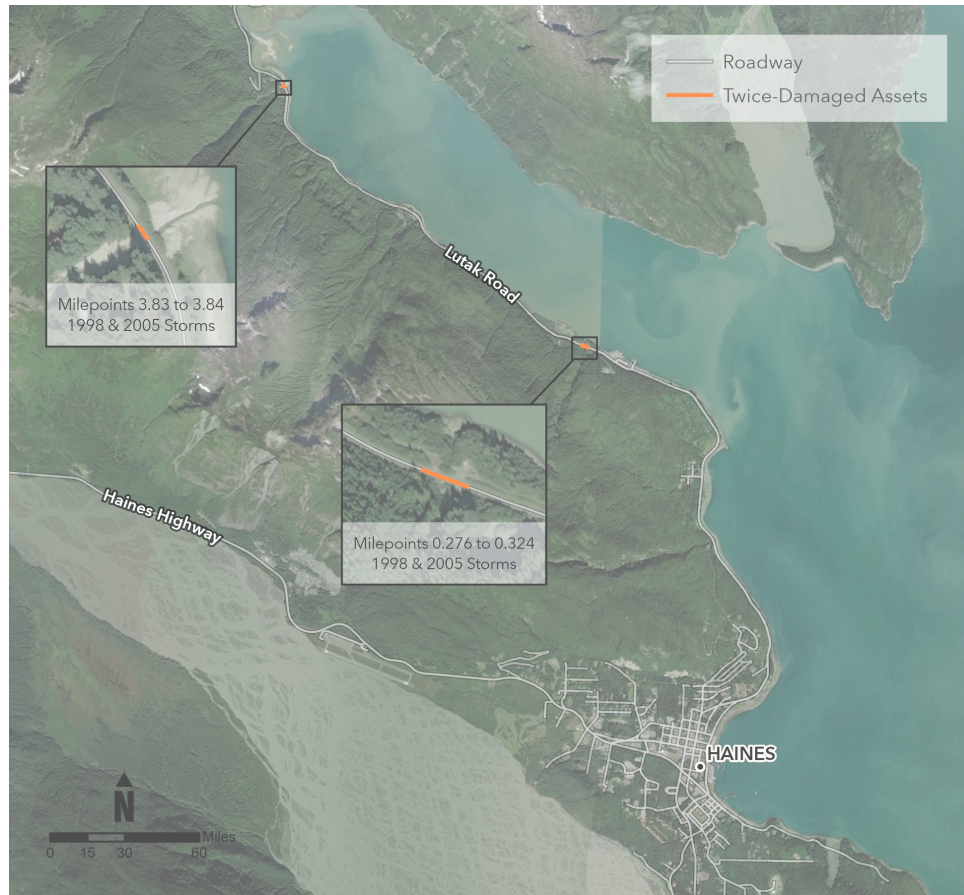


Figure 10: Lutak Road, DOT&PF Twice-Damaged Assets, January 2025

Assessing Performance

Transportation facilities in Alaska face risks from aging, seismic events, and hydraulic forces. Additionally, bridge structures face exposure to marine elements. The following regional factors intensify deterioration and risk:

- **Climate and Environmental Exposure:** Frequent rainfall, freeze-thaw cycles, and coastal conditions contribute to pavement distress, corrosion, and structural wear. Rainfall during construction is of particular concern because it can shorten the service life of the asset.
- **Limited Redundancy and Network Constraints:** Assets often serve critical roles disproportionate to their length or traffic volume, meaning very often there is only one bridge or a single road to destinations across Southeast. If a facility is rendered unusable, there is often no alternative route.
- **Maintenance Access and Seasonality:** Short construction seasons, weather constraints, and logistical challenges can limit timely maintenance. Maintenance teams rotate throughout the region during summer months for preservation projects. Limited budget and short work seasons constrain the ability to reach all areas needing attention.
- **Bridge Strikes:** Some bridges intersect active marine transportation corridors where large vessels operate in constrained conditions, creating a risk of bridge strikes. In Juneau, the Juneau-Douglas Bridge has experienced strikes and remains at risk. In Sitka, the John O'Connell Bridge also spans an area used by large vessels.

The DOT&PF uses life-cycle planning analyses to forecast pavement and bridge conditions over a multi-year planning horizon. Historical performance, deterioration models, and funding assumptions are used to forecast pavement and bridge conditions.

Through the use of visual aids and ArcGIS mapping, DOT&PF has improved their capability to forecast expected deterioration and share that information with transportation planners and leadership to inform decision-making. Performance models have been developed and calibrated by DOT&PF using historical conditions allowing for the prediction of future pavement conditions including rut depth, surface cracking, and IRI. The forecasting tool allows DOT&PF to perform analyses that include:

- Forecasted deterioration over five to 20 years
- Evaluating maintenance/rehabilitation treatment timing
- Conducting cost-benefit analysis of different strategies

For Southeast, forecasts reinforce the importance of early intervention, preservation-first strategies, and risk-informed planning. Assets that are already vulnerable to natural hazards may deteriorate faster than forecasted averages suggest. Even under stable funding, assets that have experienced repeated damage may continue to perform poorly unless risk drivers are addressed through design changes, relocation, or other long-term solutions.

2.8.3 Key Issues & Opportunities

The region's limited surface transportation network means that, while forecast condition declines may affect fewer miles or structures, the consequences are likely to be more significant. For example:

- A single deteriorating bridge or road segment may represent a critical access point.
- Forecast declines can translate directly into service disruptions, weight restrictions, or closures.
- Recovery from poor conditions can be slower and more costly due to DOT&PF crews' ability to access the facilities (e.g., remote), and short construction seasons.

A variety of statewide programs in the STIP are available for Southcoast Region to use for preventive maintenance and rehabilitation projects to keep assets in good repair. Key programs include STIP ID 32478 ADA Implementation and Compliance, STIP ID 13239 Culvert Repair and Replacement, and STIP ID 34202 Pavement and Bridge Preservation Program.

Southeast Region previously accomplished annual chip seals with a rotating chip seal crew; however in recent years, there has been inconsistent availability of staff for this activity and DOT&PF has had to rely on external contracts to perform the work. The cost of contractor-performed work is significantly higher than for DOT&PF staff. DOT&PF internally estimates that they can accomplish 30 miles for a cost comparable to an external contractor completing 1.5 miles. Southcoast region also lacks staffing to provide a rotating bridge crew capable of performing routine annual bridge preservation activities.⁵⁰

Beyond limiting DOT&PF's ability to implement cost-saving preservation strategies, difficulties with staff retention are posing ongoing challenges for daily operations. For example, during an interview with the Southcoast Region Chief of Maintenance and Operations, it was noted that Prince of Wales Island is typically staffed with five M&O personnel, however, at the time of the interview in December

⁵⁰ Interview with DOT&PF Southcoast Region Chief of Maintenance and Operations, December 2025

2025, only three positions were filled. These personnel are responsible for maintaining some of the highest lane miles in the state. Similar staffing challenges are present throughout the region.

It was also noted that resource distribution remains an ongoing challenge as there is often pressure to provide surface improvements to local, low ADT routes, which diverts resources from higher-ADT arterial and major collector routes. One example provided was \$1 million in funding that was set aside to provide surface preservation on a low ADT route that is commonly used by tourism operators.

Potential strategies to address these challenges include transferring select local roads to local jurisdictions and expanding partnerships through the Tribal Transportation Program (TTP). The TTP provides a flexible federal funding source aimed at improving transportation access and supporting economic development in Tribal communities. Importantly, TTP funds can be used for a wide range of maintenance and operations activities, including pavement preservation treatments such as chip sealing, bridge repairs, vegetation management, and routine roadway maintenance.⁵¹ In addition, Tribes are able to use this funding to directly perform maintenance activities, allowing them to build local workforce capacity while maintaining transportation assets.

More frequently occurring hazards, such as heavy rainfall and landslides, can also divert staff and funding resources from routine operations to response. Additionally, several communities do not have RWIS stations, limiting road weather information available to users to make travel decisions and for M&O winter maintenance decisions. Even assets that are well-maintained can deteriorate rapidly when exposed to recurring natural hazards. A Risk and Resiliency Technical Memorandum will further assess risks to transportation infrastructure and strategies to improve resilience.

⁵¹ Legal Information Institute. (n.d.). Appendix to subpart G of part 170—List of eligible maintenance activities under the Tribal Transportation Program. Cornell Law School. https://www.law.cornell.edu/cfr/text/25/appendix-to_subpart_G_of_part_170

3.0 SURFACE TRANSPORTATION SYSTEM CONDITIONS, FORECASTS, AND ISSUES BY COMMUNITY

This section provides an overview of surface transportation system conditions, forecasts, and issues for each borough and U.S. Census Area (census area). This includes an overview of system inventories, traffic, safety, user and condition information.

3.1 Haines Borough

Haines Borough (Figure 11) is at the northern end of Lynn Canal, between the Chilkoot and Chilkat rivers and is home to approximately 2,000 residents dispersed primarily from downtown Haines north along the Haines Highway. The borough encompasses 2,726 square miles featuring mountains, rainforest, rivers, and fjords.



Figure 11: Haines Borough

According to the U.S. Census Bureau American Community Survey (ACS) data, most workers in Haines Borough commute by car, truck, or van (about 65 percent), with over half driving alone. However, active transportation is notable, as 12.5 percent walk and 1.5 percent bicycle to work—both higher than state and Southeast planning area averages. Taxi, motorcycle, or other means account

for about ten percent, which is unusually high compared to regional norms, and nearly ten percent of workers work from home, also above typical levels.

3.1.1 Roads

The borough consists of over 120 miles of roads that combine state highways and local community roads to support regional mobility. The Haines Highway provides a connection from the community of Haines to the Canada-U.S. border and continues for over 100 miles through British Columbia and Yukon Territory, ending in Haines Junction, Yukon Territory.⁵² From Haines Junction, travelers can continue along the Alaska Highway to access the broader road network in Interior Alaska and Canada. This route serves as a critical link for freight and passenger travel.

Table 27 lists the roads designated as NHS routes. Figure 12 depicts all roads and bridges, highlighting the NHS routes.

Table 27: Haines Borough NHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Haines Ferry Terminal Road	DOT&PF	NHS	0.1
Haines Highway	DOT&PF	NHS	39.5
Haines Highway/Lutak Road	DOT&PF	NHS	4.3
Union Street	DOT&PF	NHS	0.7

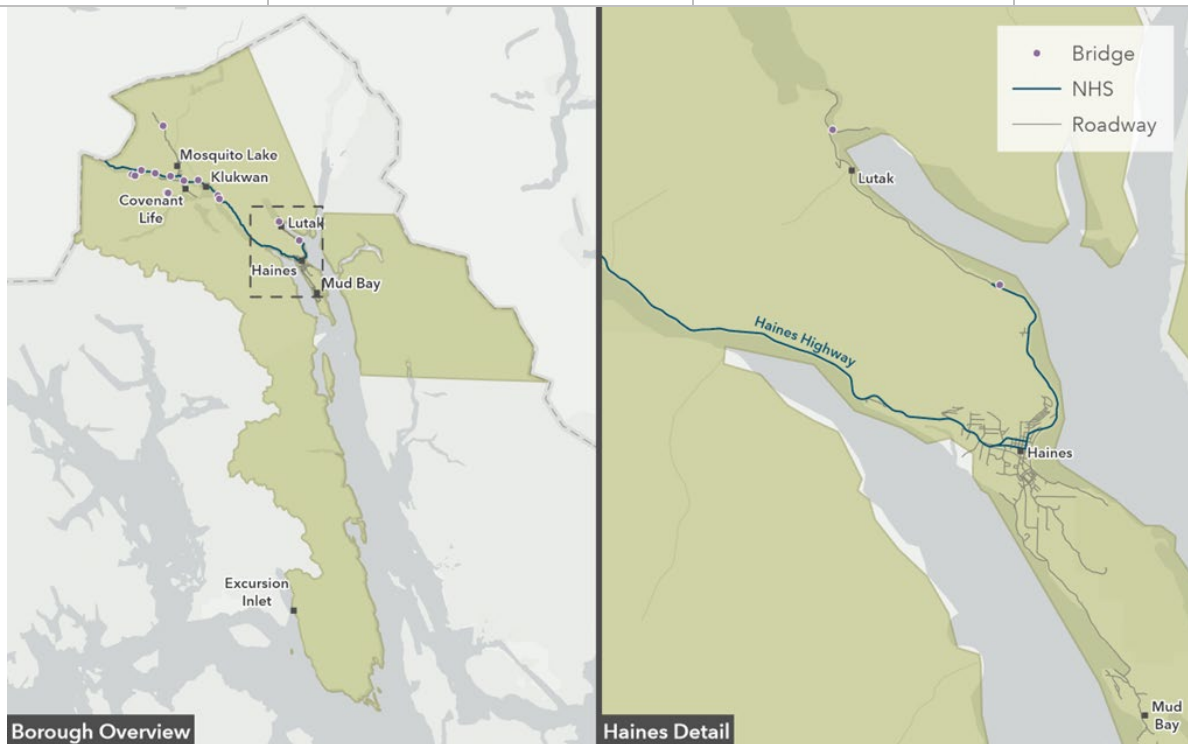


Figure 12: Haines Borough Road and Bridge Overview

⁵² Tourism Studies and Plans | Haines Borough AK 2007 Haines Highway Corridor Management Plan

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. The DOT&PF manages a relatively high share of local and minor collector routes that do not serve a regional or statewide function. Table 28 lists the DOT&PF and community roads by classification within Haines Borough.

Table 28: Haines Borough Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	43.86	-	-	-	-	-	43.86
Minor Arterial	-	-	-	-	-	-	-
Major Collector	2.29	0.95	-	-	-	-	3.24
Minor Collector	14.93	4.77	0.20	-	-	-	19.90
Local	9.27	43.58	3.21	-	-	-	56.06
Not Functionally Classified	0.16	-	-	-	-	-	0.16

3.1.2 Traffic & Safety

AADT

CCS data collected in Haines Borough was used to analyze traffic volumes. The most recent AADT measurement was 1,060 vehicles, recorded along Haines Highway in 2024. Heavy vehicles comprise approximately 10 percent of the total AADT. Single-unit trucks accounted for 8.8 percent, and 1.4 percent were combination-unit trucks.

Posted Speed Limits

Posted speed limits along Haines Highway range from 35 mph near the Haines town center to 55 mph in more rural segments.

Crash Data

The CARE reported 40 crashes within the Haines Borough between 2015 and 2024. Table 29 lists the distribution by crash type.

Table 29: Haines Borough Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	4
Not a Collision with a Motor Vehicle In-Transport	33
Sideswipe	1
Other	1
Unknown	1
Total	40

Of the 40 crashes, 27 had no apparent injuries and one crash had no identified crash severity. In total, there were three possible injuries, six suspected minor injuries, one suspected serious injury, and two fatalities.

Forty percent of the reported crashes occurred under cloudy weather conditions. Twenty-eight percent occurred while conditions were clear, 15 percent while there was snow or blowing snow, and five percent during other precipitation events. Of the remaining crashes, three percent occurred during fog/smoke, three percent occurred during severe crosswinds, and six percent occurred during unknown conditions.

Half of the crashes occurred under daylight conditions, 35 percent occurred in dark (not lighted) conditions, five percent occurred at dawn or dusk, and three percent occurred in lighted dark conditions. Lighting conditions for the remaining crashes are unknown.

Traffic Forecasts

Table 30 provides existing traffic volumes and projected future AADT based on the calculated regional growth rate.

Table 30: Haines Borough Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE ADDT
Haines Highway	1,060	-0.49	961

3.1.3 Active Transportation Facilities

Haines residents rely on active transportation, with walking and bicycling together accounting for about 14 percent of commutes. The DOT&PF’s partial sidewalk and bicycle lane inventory includes nearly four miles of sidewalk along State-maintained roadways. At this time, there are no bicycle lanes captured in the inventory. A list of all sidewalk and bicycle lane segments is provided in Appendix 2 respectively. The community has identified a need for active transportation facilities and increased sidewalk connectivity.

In 2023, Haines Borough was awarded an SS4A Planning and Demonstration grant to develop a new CSAP. The project is currently underway, with a public review draft scheduled for late spring 2026 and formal adoption targeted for September 2026. While the planning deliverables conclude in 2026, the overall project is anticipated to be completed by 2028.

3.1.4 Bridges & Culverts

Haines Borough’s transportation network includes 17 bridges that provide critical connections for local and regional travel. Each bridge’s overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 31 lists the overall condition ratings for bridges in the borough. Further details about each bridge within Haines Borough are provided in Appendix 1.

Table 31: Haines Borough Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	5
Fair	8
Poor	0
TOTAL	13

3.1.5 Freight

The Haines Highway is one of three Southeast connections to the continental road system. The Dalton-Cache – Pleasant Camp border crossing connects Haines, Alaska, and Haines Junction, Yukon Territory on the Canada-U.S. border. Table 32 lists the NHS routes in Haines that carry freight traffic.

Table 32: Haines Borough NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Haines Highway	NHS Not Intermodal	39.5
Union Street	NHS Not Intermodal	0.7
Haines Highway/Lutak Road	NHS IM Ferry Terminal	4.3
Haines Ferry Terminal Road	NHS IM Ferry Terminal	0.1
TOTAL NHS MILEAGE		44.6

The Haines Highway is part of the SMFN signifying its importance to the regional economy.

The Bureau of Transportation Statistics collects data on container truck and truck border crossings. Table 33 provides the 2024 monthly border crossings at the Dalton-Cache border.

Table 33: 2024 Dalton-Cache Border Crossings by Vehicle Type, Haines Borough

VEHICLE TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Truck Containers (empty)	34	37	37	55	62	77	106	49	66	57	65	55
Truck Containers (Loaded)	21	15	20	31	37	31	23	18	20	21	25	33
Total Trucks	46	45	50	73	83	96	121	62	76	69	77	73

Risks to the Haines Highway include overflow from the adjacent Chilkat River, avalanche, and rockfall. According to DOT&PF 511 data and reporting information from FHWA, the Haines Highway was closed due to avalanches four times between October 2022 and January 2026.

Twenty-five (25) miles of the Haines Highway is undergoing reconstruction that should mitigate risks of natural disasters, especially overflow from the Chilkat River. The first two segments through milepost 20 are complete. The final stage, Milepost 20-25, is expected to be completed in 2026.

The 2035 Haines Borough Comprehensive Plan lists the Lutak Dock Restoration Project among its priorities. The Lutak Dock restoration project is funded by a USDOT discretionary grant. Lutak Dock is adjacent to the AMHS ferry terminal with direct access to the NHS IM Ferry Terminal Connector. Increased freight capacity at the Lutak Dock may affect the NHS IM Ferry Terminal route and the

Haines Highway. The improved dock has the potential to provide upland storage for bulk cargo, transshipment of ore, timber, biomass, and rock and gravel.

3.1.6 Transit

The Haines Borough developed the Haines Coordinated Transportation Plan in 2023.⁵³ The plan documents that Haines has limited public transit, with most accessible vehicles in the area used seasonally for tourism rather than local transportation. The Haines Senior Center operates the only year-round service for seniors and people with disabilities, offering weekday trips within town and to the airport and ferry terminal, with limited non-regular service available by advance notice. Ridership has fluctuated in recent years, and the program also delivers meals to homes, but expansion would require additional staffing and a third vehicle. Seasonal visitor shuttle service is provided separately by the Haines Borough for cruise passengers only and is not available to residents.

3.1.7 Tourism & Recreation

Haines Borough features a substantial trail network supporting the outdoor recreation and tourism sector. Recreation opportunities in Haines include hiking, fishing, biking, rafting, wildlife viewing and hunting. Haines is home to Chilkat State Park and Chilkoot Lake State Recreation Site. A growing demand for outdoor recreation opportunities and seasonal visitor surges, mainly from cruise ship passenger traffic, significantly influences its surface transportation network and creates challenges for road, sidewalks, and active transportation networks. Visitor peaks during the summer months lead to an increase in vehicle and pedestrian traffic, especially near cruise ship docks and the downtown area. This surge creates traffic congestion and safety concerns for both residents and tourists. In 2023, Haines Borough had approximately 174,000 visitors during the summer peak days⁵⁴, which overwhelmed locations such as Portage Cove. This high volume requires pedestrian management, crosswalk upgrades, curb extensions, and wayfinding to help disperse pedestrian traffic into Fort Seward and downtown Haines.⁵⁵

The 2036 Haines Borough Comprehensive Plan lists several improvement strategies aimed at supporting tourism and recreation while mitigating its impacts on surface transportation. This includes developing a continuous active transportation corridor linking Chilkoot Lake through downtown and to the airport to improve connectivity; adopting a Complete Streets policy to meet the needs of all users and minimize conflicts between transportation modes; and implementing seasonal shuttle services to reduce congestion from cruise passengers and fast ferry tour groups.

3.1.8 Maintenance

Haines Borough has one maintenance station, which typically has five operators tasked with maintenance and operations of the airport and State-owned roads. Regular operations for the Haines station occur Monday through Friday.

Two RWIS stations are located in Haines: one on the Haines Highway at the Chilkat River Bridge at Milepost 23.8 and another at Klehini at Milepost 36.6, both providing real-time highway condition data.

⁵³ Haines Borough. (n.d.). Haines coordinated transportation plan. <https://www.hainesalaska.gov/economicdevelopment/page/haines-coordinated-transportation-plan>

⁵⁴ McKinley Research Group estimates

⁵⁵ Haines Borough. 2035 Haines Comprehensive Plan Revision. June 2024.

Figure 13 shows an image from the station at the Chilkat River Bridge. These RWIS stations provide valuable weather information to M&O staff, with real-time data available through 511.alaska.gov.



Figure 13: RWIS station at Milepost 23.8, Chilkat River Bridge, Haines Highway (Retrieved February 10, 2026)

3.1.9 Key Issues & Opportunities

The majority of Haines Highway has undergone complete reconstruction in recent years with one remaining segment underway. As a result, the NHS in Haines is in good condition, presenting an opportunity to apply asset management best practices to keep this facility in good repair. Potential methods to retain good repair include developing a schedule for preventive maintenance treatments such as chip seal or seal coats and tracking asset condition over time. These methods present an opportunity to improve the longevity of Haines Highway, an important regional asset.

Within the Haines Borough, there are three projects listed in the STIP and 18 unfunded needs on the Needs List. Notable projects in the STIP include the completion of the Haines Highway Milepost 3-25 and the Chilkat Bridge Reconstruction, featuring realignment, widening, straightening, and debris flow management along the Chilkat River. Among the needs identified in the community are various Haines Borough & Chilkoot Indian Association CSAP access and connectivity projects, and the replacement of the Chilkoot River Bridge (#387). Refer to Appendix 4 for a list of all STIP and Needs List projects.

The community transportation workshop for Haines identified several priorities, highlighting the following as top near-term priorities to focus resources on:

- Need for increased sidewalk connectivity was identified as a borough-wide need, especially in areas where active transportation users are using the road. This includes Small Tracts Road, Union Street and roads around Haines High School.

- Chilkat State Park roads were identified as being in very poor condition, deterring use of a key community recreational resource. There are grade and erosion issues that require a full redesign of these roads.

An additional proposed project has the potential to impact traffic patterns within Haines Borough:

- DOT&PF has initiated the Chilkat Connector Feasibility Study which evaluates extending transportation access along the west side of Lynn Canal with the goal of identifying a viable option for improving access between Juneau and northern destinations. The southern terminus of the study area is the Cascade Point Ferry Terminal, with alternatives evaluating access to Haines and locations north, including Canada. Alternatives considered include a combination of ferry crossings (Cascade Point to William Henry Bay or Pyramid Harbor), and a new road connection along the west side of the Lynn Canal to the existing Klehini River Bridge north of Haines. A draft Feasibility Study Report is expected in 2026.

Recognizing that DOT&PF currently manages a significant number of locally serving routes in Haines Borough, it is recommended to actively pursue the 2016 LRTP direction (Actions 1.1 and 7.2) by prioritizing state resources on higher-functionally classed facilities and working collaboratively with the Haines Borough to transfer appropriate local-serving routes to local ownership.

3.2 Hoonah-Angoon Census Area

The Hoonah-Angoon Census Area (Figure 14) contains several small Southeast communities including Angoon, Gustavus, Hoonah, Klukwan, Pelican and Tenakee Springs. The census area includes federally designated wilderness areas on Admiralty Island and West Chichagof-Yakobi and is also home to Glacier Bay National Park and Preserve. Hoonah is the largest community with a 2020 U.S. Census count of 955 residents. Two of the six communities (Pelican and Tenakee Springs) do not have roads or cars, and residents primarily use boardwalks.

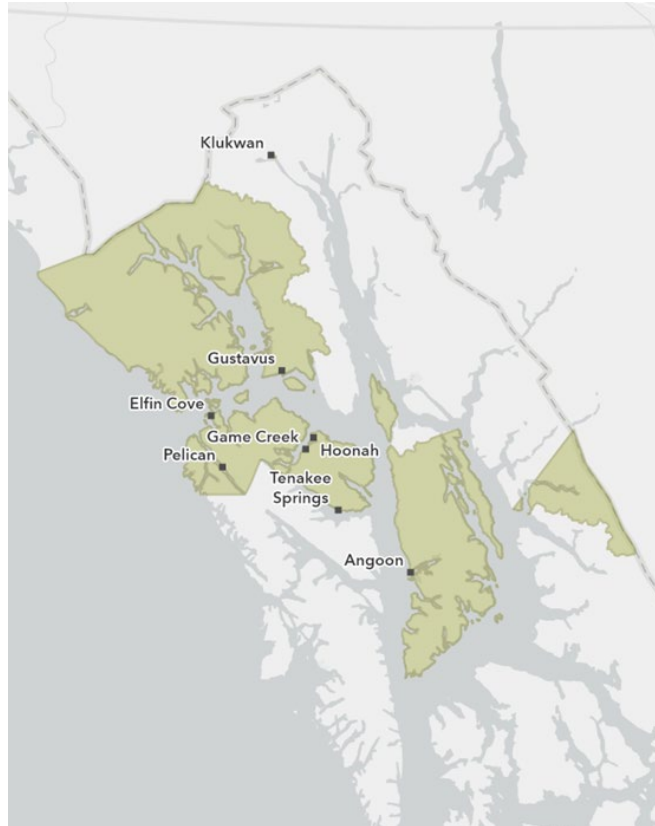


Figure 14: Hoonah-Angoon Census Area

According to ACS data, Hoonah-Angoon Census Area commuting patterns differ significantly from regional norms. Fewer than half of workers (43 percent) use a car, truck, or van, while walking accounts for an exceptionally high share at 41.5 percent, far above state and Southeast averages. Bicycle use (2.3 percent) and taxi, motorcycle, or other means (7.7 percent) are also elevated, whereas remote work is relatively low at 4.4 percent.

3.2.1 Roads

Hoonah-Angoon Census Area consists of a nearly 100-mile transportation network that combines state highways and local community roads to support regional mobility. The system includes a small portion of the Haines Highway through the Village of Klukwan just north of Haines. This route is part of the NHS and is a critical link for freight and passenger travel (Table 34). Additional details for Haines Highway are included in the Haines Borough community overview, as most of the route is within the borough. Figure 15 shows all roads and bridges in the Hoonah-Angoon Census Area.

Table 34: Hoonah-Angoon Census Area NHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Haines Highway	DOT&PF	NHS	2.7

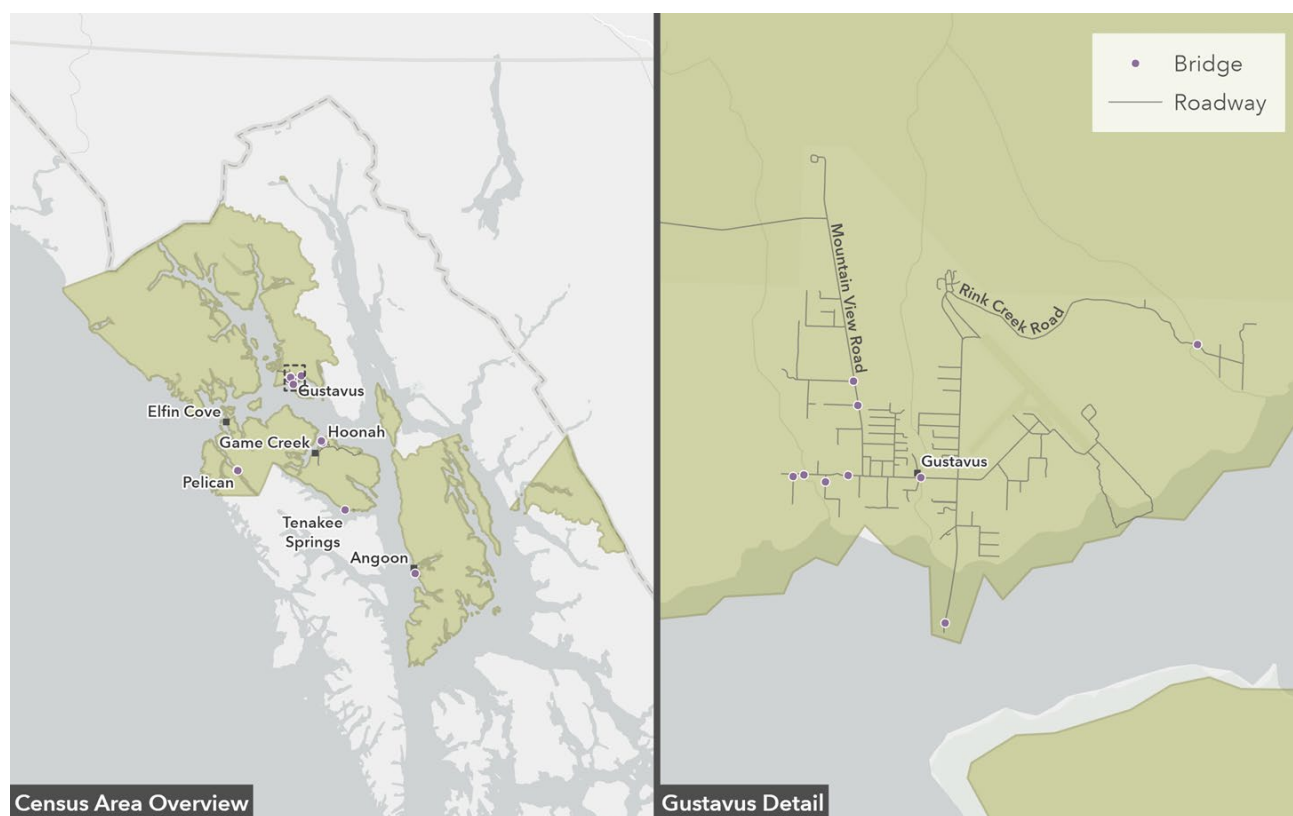


Figure 15: Hoonah-Angoon Census Area Road and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. Table 35 lists the DOT&PF and community roads by classification.

Table 35: Hoonah-Angoon Census Area Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	-	-	-	-	-	-	-
Major Collector	12.19	-	-	4.55	-	-	16.7
Minor Collector	0.21	8.16	0.22	-	-	-	8.6
Local	2.40	33.97	-	24.93	3.77	-	65.1
Not Functionally Classified	3.03	1.40	-	-	0.75	-	5.2

3.2.2 Traffic & Safety

AADT

Short-term count station data collected in the Hoonah-Angoon Census Area was used to analyze traffic volumes. The most recent AADT measurements were 480 vehicles per day, recorded along Kootznahoo Road (Angoon) in 2024, and 170 vehicles per day, recorded along Seaplane Base Access Road (Angoon) in 2024. On Kootznahoo Road, heavy vehicles comprise approximately 2.4 percent of the total AADT. Of this 2.4 percent, 1.9 percent were single-unit trucks and 0.5 percent were combination-unit trucks. No heavy vehicle volumes were reported for Seaplane Base Access Road.

Posted Speed Limits

Posted speed limits in the Hoonah-Angoon Census Area range from 20 mph near the Hoonah town center to 55 mph in more rural areas.

Crash Data

The CARE reported 25 crashes within Hoonah-Angoon between 2015 and 2024. Table 36 lists the crash type distribution.

Table 36: Hoonah-Angoon Census Area Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	5
Front-to-Front	1
Front-to-Rear	3
Not a Collision with a Motor Vehicle In-Transport	13
Sideswipe	1
Other	1
Unknown	1
TOTAL	25

Of the 25 crashes, 15 had no apparent injuries and one crash had no identified crash severity. In total, there were four suspected minor injuries, two suspected serious injuries, and three fatalities.

Thirty-two (32) percent of the reported crashes occurred under cloudy weather conditions. Thirty-two (32) percent occurred while conditions were clear, eight percent while there was snow or blowing snow, and 16 percent during other precipitation events. Of the remaining crashes, 12 percent occurred during unknown conditions.

Sixty-eight (68) percent of crashes occurred under daylight conditions, 20 percent occurred in not lighted dark conditions, four percent occurred at dawn or dusk, four percent occurred in lighted dark conditions, and four percent occurred in unknown lighting dark conditions.

Traffic Forecasts

Table 37 lists the Hoonah-Angoon Census Area existing traffic volumes and projected future AADT based on the calculated regional growth rate.

Table 37: Hoonah-Angoon Census Area Traffic Forecast

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Kootznahoo Road	480	-0.49	435
Seaplane Base Access Road	170	-0.49	154

3.2.3 Active Transportation Facilities

In the Hoonah-Angoon Census Area, active transportation is an important part of daily life, with walking rates reaching over 40 percent and bicycling accounting for a small but notable share of travel. The DOT&PF's partial sidewalk and bicycle lane inventory did not include inventory of the communities within the Hoonah-Angoon Census Area with exception of the segment of Haines Highway in Klukwan. For this segment, the inventory shows there is a small segment of sidewalk along a wayside, as documented in Appendix 2. There are other active transportation facilities in the census area; however, they have not yet been included in DOT&PF's partial inventory.

One community in the Hoonah-Angoon Census Area has received an SS4A grant. The City of Gustavus received this grant in 2024 to develop a CSAP and is collaborating with the Alaska Municipal League, which is also developing CSAPs for four other Southeast communities. The CSAP is scheduled for completion in 2026 and will focus on identifying local crash trends and implementing strategies to improve safety for everyone on the road.

3.2.4 Bridges & Culverts

The Hoonah-Angoon Census Area transportation network includes 15 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 38 lists the overall condition ratings for bridges in the census area. There are two bridges in poor condition – Salmon River Bridge (No. 444) in Gustavus on Gustavus Airport Road and the Main Street Pelican Bridge/Boardwalk (No. 1268) in Pelican. Currently, these bridges do not have an existing project in place to provide repairs or replacement. Further details about each bridge within Hoonah-Angoon Census Area are provided in Appendix 1.

Table 38: Hoonah-Angoon Census Area Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	10
Fair	3
Poor	2
TOTAL	15

3.2.5 Freight

Haines Highway traverses the Hoonah-Angoon Census Area for 2.7 miles through the Village of Klukwan. More information on Haines Highway and freight is provided in Haines community overview.

There are no NHS-designated roads in the other Hoonah-Angoon Census Area communities. There are 2.7 miles of State-owned roads that access the airport, seaplane base, and ferry terminal. Hoonah is an exporter of seafood which primarily travels via air. Beyond seafood exports from the area, freight arrives in communities from AMHS ferry service and Alaska Seaplanes from Juneau.

3.2.6 Transit

The Hoonah and Angoon senior centers operate one vehicle offering human services transportation to seniors age 60 and older and to disabled residents of any age.

3.2.7 Tourism & Recreation

Tourism and recreation are important economic sectors in the Hoonah-Angoon Census Area. Recreational opportunities include hiking, wildlife viewing, fishing, boating, berry picking, and hunting. Limited surface transportation networks must support residents, seasonal workers, and large number of seasonal visitors. Recreation facilities, marine based tourism, and Tlingit cultural heritage increase the demand on the census area's roads, docks, and recreation access points.

Nearly 541,200 cruise ship passengers visited Hoonah in 2024⁵⁶, making Hoonah one of Southeast's busiest cruise destinations. The high number of visitors creates a significant seasonal congestion on surface transportation, particularly along the Garteeni Highway corridor, which connects Icy Strait Point (ISP) to downtown Hoonah, and the boat harbor. Hoonah's trail system provides hiking and outdoor opportunities that enhance visitor experience and attract independent travelers.⁵⁷ Hoonah's limited road system and connectivity increase the effects that seasonal congestion has on local mobility, as well safety concerns for residents and tourists.⁵⁸

The 2017-2027 Hoonah Economic Development Plan prioritizes completing a Long-Range Waterfront Plan aimed to balance tourism benefits with transportation safety and community quality of life. The plan would help create *"infrastructure needs such as a place(s) for tour buses and vans to drop off and pick up passengers in town, turnaround, and park; better sidewalks and signage to help disperse people through town and the waterfront; places for parking; a clear waterfront walk, and more."*⁵⁹

In Pelican, tourism and recreation create surface transportation conditions similar to those in Hoonah, but at a smaller scale. The community relies primarily on its boardwalk as the main circulation route for residents, visitors, and commercial activities. The Pelican Waterfront Plan highlights the need to manage pedestrian flow, improve waterfront access, and reduce conflicts among tourists, local fishermen, and service vehicles. Summer months bring increased harbor activity, charter fishing, and visitor use, intensifying these challenges.⁶⁰

Similarly, Angoon experiences lower tourism volumes than Hoonah, but transportation constraints are more pronounced due to its compact layout, narrow roads, and limited vehicle capacity.

In Gustavus, tourism is driven by the community's role as the gateway to Glacier Bay National Park. Seasonal increases in visitor traffic—primarily through the airport and dock serving freight, charter fishing, and tour operations—intensify travel demands during the summer. As noted in the Gustavus Strategic Plan, the community's single access road network must accommodate both visitor traffic and

⁵⁶ McKinley Research Group estimates

⁵⁷ City of Hoonah, 2017–2027 Hoonah Economic Development Plan (October 2016), pp. 31–33

⁵⁸ City of Hoonah, Comprehensive Development Plan (March 1994), pp. 56–59.

⁵⁹ City of Hoonah. 2017–2027 Hoonah Economic Development Plan. October 2016. Adopted by City of Hoonah Resolution 16-11-11 (November 22, 2016).

⁶⁰ City of Pelican, 2004 Pelican Waterfront Plan (August 2004)

essential services while connecting key transportation and residential areas. Recreational access to Glacier Bay further heightens the need for transportation improvements.⁶¹

Communities across the Hoonah-Angoon Census Area face shared transportation challenges from tourism and recreation, which bring benefits but also increase demand for safer, more reliable surface transportation.

3.2.8 Maintenance

There are two maintenance stations within the Hoonah-Angoon Census Area. One is in Hoonah on Airport Way, which operates Monday through Thursday, typically with a single operator providing coverage for the airport and local roads. The other station is in Gustavus, on the Aircraft Rescue and Firefighting (ARFF) Access Road, which operates seven days a week, typically with two operators providing coverage for the airport and local roads. There are no RWIS resources in the Hoonah-Angoon Census Area.

Nearly 541,200 cruise ship passengers visited Hoonah in 2024⁶², making Hoonah one of Southeast's busiest cruise destinations. The high number of visitors creates a significant seasonal congestion on surface transportation, particularly along the Garteeni Highway corridor, which connects Icy Strait Point (ISP) to downtown Hoonah, and the boat harbor. Hoonah's trail system provides hiking and outdoor opportunities that enhance visitor experience and attract independent travelers.⁶³ Hoonah's limited road system and connectivity increase the effects that seasonal congestion has on local mobility, as well safety concerns for residents and tourists.⁶⁴

The 2017-2027 Hoonah Economic Development Plan prioritizes completing a Long-Range Waterfront Plan aimed to balance tourism benefits with transportation safety and community quality of life. The plan would help create *"infrastructure needs such as a place(s) for tour buses and vans to drop off and pick up passengers in town, turnaround, and park; better sidewalks and signage to help disperse people through town and the waterfront; places for parking; a clear waterfront walk, and more."*⁶⁵

In Pelican, tourism and recreation create surface transportation conditions similar to those in Hoonah, but at a smaller scale. The community relies primarily on its boardwalk as the main circulation route for residents, visitors, and commercial activities. The Pelican Waterfront Plan highlights the need to manage pedestrian flow, improve waterfront access, and reduce conflicts among tourists, local fishermen, and service vehicles. Summer months bring increased harbor activity, charter fishing, and visitor use, intensifying these challenges.⁶⁶

Similarly, Angoon experiences lower tourism volumes than Hoonah, but transportation constraints are more pronounced due to its compact layout, narrow roads, and limited vehicle capacity.

⁶¹ City of Gustavus, *Gustavus Strategic Plan 2005* (May 2005)

⁶² McKinley Research Group estimates

⁶³ City of Hoonah, *2017–2027 Hoonah Economic Development Plan* (October 2016), pp. 31–33

⁶⁴ City of Hoonah, *Comprehensive Development Plan* (March 1994), pp. 56–59.

⁶⁵ City of Hoonah. *2017–2027 Hoonah Economic Development Plan*. October 2016. Adopted by City of Hoonah Resolution 16-11-11 (November 22, 2016).

⁶⁶ City of Pelican, *2004 Pelican Waterfront Plan* (August 2004)

In Gustavus, tourism is driven by the community's role as the gateway to Glacier Bay National Park. Seasonal increases in visitor traffic—primarily through the airport and dock serving freight, charter fishing, and tour operations—intensify travel demands during the summer. As noted in the Gustavus Strategic Plan, the community's single access road network must accommodate both visitor traffic and essential services while connecting key transportation and residential areas. Recreational access to Glacier Bay further heightens the need for transportation improvements.⁶⁷

Communities across the Hoonah-Angoon Census Area face shared transportation challenges from tourism and recreation, which bring benefits but also increase demand for safer, more reliable surface transportation.

3.2.9 Key Issues and Opportunities

The Hoonah-Angoon Census area has one active project in the STIP, Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway. The project, funded by the Transportation Alternative Program (TAP) and Highway Safety Improvement Program (HSIP), will address tourist pedestrian congestion in the harbor area, provide a bridge to Pitt Island Cemetery, and a sidewalk along Harbor Way. Various needs have been identified on the Needs List for the communities including a paving project in Angoon, a boardwalk reconstruction in Elfin Cove, bridge and pedestrian projects in Excursion Inlet, and Tenakee Avenue reconstruction. Notable needs in the area are Pelican's Main Street Bridge (#1268) and Gustavus' Good River Bridge (#224) repairs, the SS4A trail and side-path in Gustavus, and the non-motorized path paving from Cannery to Hoonah Ferry Terminal in Hoonah. Refer to Appendix 4 for a list of all STIP and Needs List projects.

Community Transportation Workshops were held in Gustavus and Hoonah, where participants identified several transportation and infrastructure needs.

Gustavus

- The City of Gustavus highlighted chronic flooding issues on lower Wilson Road and at the Dock/Wilson/Gustavus Road intersection, locally known as "Four Corners." Flooding affects nearby properties, including local businesses, and per- and polyfluoroalkyl substances (PFAS) contamination in the area remains a major concern.
- During the workshop, the community also noted ongoing embankment erosion along the Good River, which threatens the long-term integrity of the Salmon River Bridge.

Hoonah

- Participants identified the need for new roads to open additional land for housing development.
- The community also requested roadway repairs following utility upgrades and the rehabilitation of Garteen Highway, including new sidewalks.

Within the Hoonah-Angoon Census Area, two bridges are identified as regional priorities based on their condition ratings in the statewide prioritized poor-condition bridge list:

⁶⁷ City of Gustavus, *Gustavus Strategic Plan 2005* (May 2005)

- Salmon River Bridge (Gustavus, No. 444): Ranked 33rd on the statewide list, this DOT&PF-owned bridge faces long-term risks from ongoing Good River embankment erosion. The issue was also raised during the community transportation workshop. No project currently exists to address it, and action is recommended.
- Main Street Pelican Bridge/Boardwalk (Pelican, No. 1268): This bridge / boardwalk is a key priority based on its statewide ranking (73rd). Some repairs have been completed, and additional isolated repairs are needed to bring the structure out of poor condition.

The 2025 AMHS LRP recommends evaluating feasibility of a connection between Hoonah and Tenakee Springs on Chichagof Island. This surface connection would help to improve efficiency of AMHS operations and may improve service for Hoonah and Tenakee. The Trails, Easements, and Rights-of-Way (ROW) Technical Memorandum includes details of reserved corridors available to make these connections, as summarized below:

- Corridors referenced as 25 and 26 are proposed road reconstruction projects along Hoonah Cutoff Road and Hoonah-Tenakee Inlet Road from Hoonah Cutoff to Pelican Road Junction.
- Corridor 27 is a combination of road reconstruction and approximately one mile of new road construction along Hoonah-Tenakee Inlet Road from Pelican Road to Tenakee Inlet.

3.3 City and Borough of Juneau

Juneau is the state capital and largest community in Southeast and is home to just under 32,000 residents. Juneau experiences seasonal fluctuations in population during the winter legislative session and summer tourism season. The developed areas of the City and Borough of Juneau (CBJ) extend north-south nearly 50 miles (Figure 16). The most populated residential area is in Mendenhall Valley, with smaller population centers in Lemon Creek, downtown Juneau, and Douglas.

According to ACS data, commuting in Juneau is dominated by driving, with nearly 77 percent of workers using a car, truck, or van and 65 percent driving alone. Percentage of workers walking (6.3 percent) and bicycling (0.5 percent) are relatively low compared to smaller Southeast communities, while public transit accounts for 2.4 percent. Notably, remote work is high at 12.4 percent, exceeding state and regional averages.



Figure 16: City and Borough of Juneau Boundary

3.3.1 Roads

The CBJ consists of over 200 miles of roads that combine state highways and local community roads to support regional mobility. Key corridors include Egan Drive, Glacier Highway, and several other NHS and AHS routes that are critical links for freight and passenger travel. Table 39 lists the roads in the CBJ that are designated as NHS or AHS routes. Figure 17 depicts all roads and bridges, highlighting the NHS and AHS routes.

Table 39: City and Borough of Juneau NHS and AHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Egan Southbound On-Ramp (Yandukin)	County Highway Agency	NHS	0.2
Shell Simmons Drive	County Highway Agency	NHS	0.3
Yandukin Drive	County Highway Agency	NHS	1.0
Auke Bay Ferry Terminal East Berth Road	DOT&PF	NHS	0.1
Auke Bay Ferry Terminal East Stern Berth Road	DOT&PF	NHS	0.1
Auke Bay Ferry West Berth Road	DOT&PF	NHS	0.1
Egan Drive/Glacier Highway	DOT&PF	NHS	5.9
Egan Drive/Glacier Highway	DOT&PF	NHS	7.4
Franklin Street	DOT&PF	NHS	0.5
Glacier Highway Access Road	DOT&PF	NHS	0.1
Marine Way	DOT&PF	NHS	0.2
Thane Road	DOT&PF	NHS	0.3
Douglas Highway	DOT&PF	AHS	0.4
Egan Drive/Glacier Highway	DOT&PF	AHS	28.4
North Douglas Highway	DOT&PF	AHS	12.0

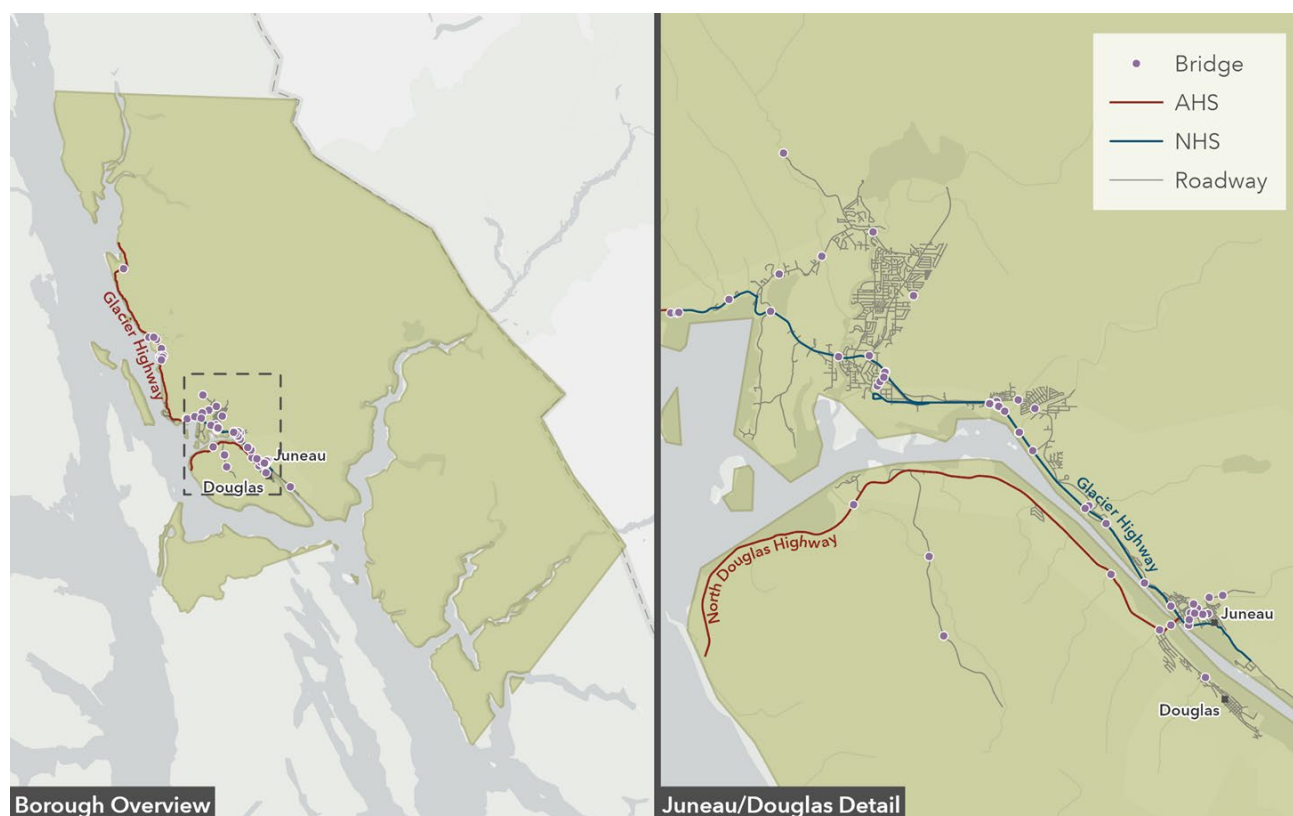


Figure 17: City and Borough of Juneau Road and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. Within CBJ, the State manages a relatively high share of local and minor collector routes that do not serve a regional or statewide function. Table 40 lists the DOT&PF and community roads by classification.

Table 40: City and Borough of Juneau Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	23.71	0.16	-	-	-	-	23.9
Minor Arterial	35.73	2.04	-	-	-	-	37.8
Major Collector	16.21	6.22	-	-	-	-	22.4
Minor Collector	20.28	7.46	-	-	-	-	27.7
Local	10.46	94.55	0.14	3.09	3.61	-	111.9
Not Functionally Classified	-	0.03	-	-	-	-	0.03

3.3.2 Traffic & Safety

AADT

CCS data collected in the CBJ was used to analyze traffic volumes. Table 41 provides the most recent traffic volumes reported.

Table 41: City and Borough of Juneau AADT

DESCRIPTION	YEAR RECORDED	AADT	HEAVY VEHICLE	SINGLE UNIT	COMBINATION UNIT
Auke Bay	2024	2,410	Not Reported	Not Reported	Not Reported
Mendenhall River Bridge	2024	4,530	8.3%	6.3%	2%
Sunny Point	2024	23,500	4.2%	3.6%	0.6%
Egan at 3 Mile	2024	19,600	Not Reported	Not Reported	Not Reported
South Douglas Highway	2024	6,980	Not Reported	Not Reported	Not Reported

Posted Speed Limits

Posted speed limits in the CBJ limits range from 20 mph on local downtown roads to 55 mph in more rural areas.

Crash Data

The CARE reported 991 crashes within the CBJ between 2015 and 2024. Table 42 provides the crash type distribution.

Table 42: City and Borough of Juneau Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	288
Front-to-Front	34
Front-to-Rear	270
Not a Collision with a Motor Vehicle In-Transport	288
Rear-to-Rear	1
Rear-to-Side	4
Sideswipe – Opposite Direction	10
Sideswipe – Same Direction	27
Other	37
Unknown	32
TOTAL	991

Of the 991 crashes, 554 had no apparent injuries and 51 crashes had no identified crash severity. In total, there were 130 possible injuries, 190 suspected minor injuries, 51 suspected serious injuries, 14 fatalities, and one fatality prior to the crash.

Forty (40) percent of the reported crashes occurred while conditions were clear. Twenty-five (25) percent occurred under cloudy conditions, 13 percent while there was rain, 11 percent while there was snow or blowing snow, two percent while there was fog or smoke, one percent while there was blowing sand or dirt, one percent while there was freezing rain, and one percent while there were severe crosswinds. Of the remaining crashes, seven percent occurred during other or unknown conditions.

Sixty-four (64) percent of crashes occurred under daylight conditions, 19 percent occurred in lighted dark conditions, six percent occurred in not lighted dark conditions, six percent occurred at dawn or dusk, and two percent occurred in unknown lighting dark conditions. Of the remaining crashes, three percent occurred during other or unknown lighting conditions.

Traffic Forecasts

Table 43 provides the existing traffic volumes and projected future AADT in CBJ based on the calculated regional growth rate.

Table 43: City and Borough of Juneau Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Auke Bay	2,410	-0.49%	2,186
Mendenhall River Bridge	4,530	-0.49%	4,108
Sunny Point	23,500	-0.49%	21,311
Egan at 3 Mile	19,600	-0.49%	17,775
South Douglas Highway	6,980	-0.49%	6,330

3.3.3 Active Transportation Facilities

Walking and bicycling are relatively limited, together accounting for about six to seven percent of commutes. The DOT&PF's partial sidewalk and bicycle lane inventory shows nearly 50 miles of sidewalk, of which eight percent is in good condition, 90 percent in fair condition, and two percent in poor condition. Additionally, nearly 56 miles of marked bicycle lanes connecting much of Juneau were inventoried. For a list of all sidewalk and bike lane segments included in the partial inventory, see Appendices 2 and 3.

In 2022, the CBJ secured a SS4A grant to conduct a study supporting the CSAP. To make sure safety improvements reach underserved residents, a 2023 supplemental grant targeted transportation equity in the Lemon Creek area. A public involvement plan and survey are available at the time of this memo preparation.

3.3.4 Bridges & Culverts

The CBJ transportation network includes 67 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 44 lists the overall condition ratings for bridges in the city and borough. The Jordan Creek Bridge (No. 1685) on Amalga street is listed in poor condition. More detail about each bridge within the CBJ are provided in Appendix 1.

Table 44: City and Borough of Juneau Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	16
Fair	29
Poor	1
Total	46

3.3.5 Freight

As the largest Southeast community, the CBJ serves as the regional hub for freight arriving by marine and air. Freight departs and arrives by ferry, air, or barge for transfer to another modal facility or final delivery in Juneau. NHS and NHS connector routes connect the primary freight port owned by Alaska Marine Lines (AML), Juneau International Airport, and AMHS ferry terminal (Table 45).

Table 45: City and Borough of Juneau NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Franklin Street	NHS IM Port Terminal	0.5
Marine Way	NHS IM Port Terminal	0.2
Egan Drive/Glacier Highway	NHS Not Intermodal	7.4
Glacier Highway Access Road	NHS Not Intermodal	0.1
Yandukin Drive	NHS IM Airport Terminal	1.0
Shell Simmons Drive	NHS IM Airport Terminal	0.3
Egan Drive/Glacier Highway SB	NHS IM Ferry Terminal	1.8
Egan Drive/Glacier Highway	NHS IM Ferry Terminal	5.9
Auke Bay Ferry Terminal East Berth Road	NHS IM Ferry Terminal	0.1
Auke Bay Ferry Terminal East Stern Road	NHS IM Ferry Terminal	0.1
Auke Bay Ferry West Berth Road	NHS IM Ferry Terminal	0.1
Total NHS Mileage		17.5

Lack of redundancy is a risk for CBJ's surface freight system. The AML port is at the southern end of Juneau and is served by a single two-lane road (Thane Road) that also provides access to residential areas, industrial uses, and the adjacent cruise ship terminal. Trucks must use this same constrained corridor, which in summer also carries traffic bound for all four cruise ship berths, resulting in recurring congestion and limited operational flexibility. Juneau's primary NHS facilities- Egan Drive/Glacier Highway and their NHS Connectors, likewise have no parallel routes. Any closure or restriction due to crashes or natural hazards would impede freight movement. Because freight shares these corridors with visitor and local traffic, even minor disruptions can produce system-wide delays and reduce the reliability of goods movement.

Samson Tug & Barge Company operates a separate freight port near the intersection of Egan Drive and Channel Drive, providing an additional but still corridor-dependent freight access point for Juneau. One of the five alternatives evaluated in the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study would locate a new crossing in this vicinity, potentially impacting freight services for the region.

3.3.6 Transit

The CBJ operates a fixed route transit service and para-transit service. Capital Transit operates 15 fixed-route buses and five para-transit buses. In 2024, CBJ provided 852,070 annual fixed-route passenger trips and 17,994 para-transit trips.

The CBJ fixed-route system extends from South Douglas through Downtown and the Mendenhall Valley with service to the airport, university, and commercial centers. An often-cited gap in Capital Transit service is the lack of service to the AMHS ferry terminal, with the nearest transit stop 1.7 miles away.

3.3.7 Tourism & Recreation

Tourism has a major impact on Juneau's surface transportation system, with visitors seeking access to diverse and dispersed attractions including Mendenhall Glacier, Mount Roberts Tramway, and Sealaska Arts campus. During the 2025 season, Juneau saw a record high of 1,692,886 large cruise ship passengers, a 0.9 percent increase from 2024.⁶⁸ This does not include passengers arriving on small cruise ship lines. A Memorandum of Agreement between CBJ and the cruise lines docking in Juneau indicates that the cruise lines commit to limiting calls in Juneau beginning in the 2026 Alaska cruise season to a maximum of 16,000 available lower berths on the same day, Sunday through Friday, and 12,000 available lower berths on Saturday.⁶⁹ This agreement effectively limits the number of cruise ship passengers able to visit Juneau each day rather than limiting the number of ships.

Corridors such as Egan Drive, Thane Road, and South Franklin Street (downtown area) experience congestion during peak summer months as cruise ship passengers disembark at the cruise docks. Sidewalks and crosswalks in the historic district often operate beyond capacity, creating conflicts with tour buses, freight, and local traffic. Additionally, CBJ operated buses (Capital Transit) to Mendenhall Valley are often at capacity, impacting travel for residents.

Juneau has an extensive hiking and bicycle trail network. Located within walking distance of downtown and the cruise ship ports, Perseverance Trail and Mount Roberts Trail are popular with independent as well as cruise ship tourists. The trails are also popular with locals, creating seasonal pressure on trailheads, parking areas, and connecting roads.

One of the most popular attractions in Juneau, Mendenhall Glacier Visitor Center, generates significant traffic volumes year-round as tour buses and independent travelers create congestion along Glacier Spur Road and adjacent roads. Aurora Harbor and Auke Bay are major attractions for marine based recreation, particularly whale watching. These facilities are critical nodes for independent travelers and cruise ship passengers seeking guided tours, resulting in concentrated vehicle movements, parking demand, and pedestrian activity.

Traffic from Juneau International Airport and the AMHS also have a significant effect on surface transportation. Visitors arriving by air often transition to rental cars, shuttles or tour buses to arrive at their destinations. The AMHS brings visitors and vehicles into Auke Bay, further influencing road usage and seasonal congestion. Overall, the types of activities tourists engage in create distinct

⁶⁸ Juneau Economic Development Council (JEDC). Juneau & Southeast Alaska Economic Indicators Report 2025. Juneau, AK: JEDC, 2025

⁶⁹ Memorandum of Agreement between the City & Borough of Juneau and Cruise Lines Docking in Juneau (2024) 5.31.24_CBJ_CruiseLines-MOA3_Fully-Executed.pdf

transportation impacts, ranging from localized congestion near harbors and visitor centers, to increased demand for parking and road capacity on key corridors.

3.3.8 Maintenance

There is one maintenance station within the CBJ, on Glacier Highway/Lemon Road, which typically has eight operators tasked with maintenance and operations of local roads. This location serves as Alaska DOT&PF's Southcoast Region M&O headquarters. Operations for the Juneau station occur seven days a week.

Juneau is served by multiple roadway RWIS stations, including locations at Milepost 21 on Cohen Drive, the intersection of Mendenhall Loop Road and Goathill Road, Milepost 4.4 on North Douglas Highway, Milepost 3 at Egan Drive and Glacier Highway, and four stations on Thane Road. In addition to roadway RWIS stations, Juneau operates a non-roadway RWIS station at the Mt. Roberts Tram Terminal, which provides higher elevation weather data. An image from the RWIS station at Milepost 3 on Egan Highway is shown in Figure 18. These RWIS stations provide valuable weather information to M&O staff, with real-time data available through 511.alaska.gov.



Figure 18: RWIS Station at Milepost 3, Egan Highway (Retrieved January 15, 2026, DOT&PF Winter Operations Dashboard)

3.3.9 Key Issues & Opportunities

Juneau currently has four projects in the STIP focusing on bridge replacements, road rehabilitation, and intersection improvements. Among the most significant is the Juneau Douglas North Crossing, which would establish a new connection between Juneau and the northern end of Douglas Island. Another key initiative is the NHS route project, dedicated to rehabilitating downtown streets from Franklin Street to Thane Road. This effort will deliver structural upgrades, drainage repairs, new sidewalks, and ADA improvements. In addition to these funded projects, several unfunded project priorities are included on the Needs List, such as a proposal to address overcrowding and promote sustainability within Juneau's tourist economy. Other priorities include intersection enhancements, bridge rehabilitation and replacement, and the development of multimodal and pedestrian paths. Refer to Appendix 4 for a list of all STIP and Needs List projects.

Participants at the community transportation workshop for Juneau identified several priorities, highlighting the following three as top near-term priorities:

- The Juneau-Douglas North Crossing (STIP ID # 34146) which would provide a second bridge connecting mainland Juneau to North Douglas was identified as a high priority. This project has a recently completed PEL study and has funding for design. The crossing would support CBJ's priorities related to housing development and create redundancy to the transportation network. Design is expected to start in 2026, and construction funding has not yet been secured.
- The Juneau Trail Plan was identified as a priority for CBJ to update. Workshop participants indicated that Capital Improvement Program (CIP) funding has been secured and that the Juneau Trail Plan is anticipated to include local, state, and federal trails.
- The Egan-Yandukin and Glacier Highway Connection (STIP ID # 10765) was highlighted as a priority to implement a recommendation in a PEL study, which recommends a Partial Access Signalized Intersection. This recommendation includes three components, the first two of which are included in an active design project:
 - Improve driving by signalizing existing left-turn movements at the Egan-Yandukin intersection and implementing additional intersection safety enhancements.
 - Improve pedestrian safety by constructing a protected pedestrian crossing, by either an at-grade crossing or a pedestrian bridge over Egan Drive.
 - Provide an alternate route during incidents on Egan Drive by extending Glacier-Lemon Spur Road to the Glacier-Nugget intersection, creating a secondary connection for local and emergency traffic.

Two additional proposed projects have the potential to impact traffic patterns within CBJ:

- Goldbelt Aaní is proposing the West Douglas Project, a 251-acre cultural cruise destination development with cruise ship berths, a small boat harbor, a welcome center and new roads to connect the cruise terminal to the existing North Douglas Highway. The proposed development has the potential to impact North Douglas Island traffic volumes and active transportation use of this corridor. To date, Goldbelt, Inc., has applied for a Conditional Use Permit.⁷⁰ Goldbelt, Inc. anticipates Goldbelt Aaní will welcome its first cruise ship during the 2028 cruise season following a phased development process.⁷¹
- The Cascade Point Ferry Terminal (STIP ID # 33974) is being advanced by DOT&PF to improve transportation reliability on one of the region's most important ferry corridors, reduce long-term operating costs and support a more efficient AMHS, and increase public access to Juneau and communities across SE Alaska. The terminal site is at Mile 42 of the Glacier Highway and is being developed as a public-private partnership with Goldbelt, Inc. on Goldbelt lands. The first stage of the project is a design-build project in the uplands area and includes the ferry terminal access road and uplands staging area. Stage two is currently at 35 percent design and includes the ferry terminal, associated marine facilities and onshore components.

⁷⁰Goldbelt, Inc, News Release July 25, 2025 https://goldbeltaani.com/wp-content/uploads/2025/07/Goldbelt_Use_Permit.pdf

⁷¹ (Goldbelt, Inc Goldbelt Aaní Frequently Asked Questions (FAQs), Accessed March 4, 2026 <https://goldbeltaani.com/faq/>)

Within the CBJ, three bridges are identified as regional priorities based on their condition ratings in the statewide prioritized poor- bridge list:

- The Jordan Creek Bridge (No. 1685) on Amalga Street is listed in poor condition and ranked 69th on the statewide prioritized poor-condition bridge list.
- The Fish Creek Bridge (No. 353) on North Douglas Highway was newly identified as structurally deficient in 2025 and is ranked 35th on the statewide prioritized poor-condition bridge list.
- The Calhoun Avenue Pedestrian Overcrossing (No. 1431) on Calhoun Avenue was newly identified as structurally deficient in 2025 and ranked 21st on the statewide prioritized poor-condition bridge list. This bridge is the highest-ranked poor-condition bridge in Southcoast Region without an existing repair or replacement project. The CBJ has management responsibility for this facility, and it may be a strong candidate for a local or tribal grant partnership opportunity.

Recognizing that DOT&PF currently manages a significant number of locally serving routes in the CBJ, it is recommended to actively pursue the 2016 LRTP direction (Actions 1.1 and 7.2) by prioritizing state resources on higher-functionally classed facilities and working collaboratively with CBJ to transfer appropriate local-serving routes to local ownership.

3.4 Ketchikan Gateway Borough

Ketchikan Gateway Borough (KGB) is the southernmost borough in Southeast and has the second-largest population in the region with nearly 14,000 residents (Figure 19). The community is a gateway to Southeast, via air and barge.



Figure 19: Ketchikan Gateway Borough Boundary

According to ACS data for KGB, driving is the predominant mode, with 82 percent of workers commuting by car, truck, or van and 68 percent driving alone. Carpooling is relatively high at 14 percent, while walking (6.9 percent) and public transit (2.9 percent) play smaller roles. Remote work is modest at 4.7 percent, and taxi or other modes account for 3.3 percent, slightly above typical levels.

3.4.1 Roads

The KGB consists of an approximately 140-mile transportation network that combines state highways and local community roads to support regional mobility. Key corridors include North and South Tongass Highways that serve as critical links for freight and passenger travel. Table 46 lists the roads in KGB that are designated as NHS or AHS routes. Figure 20 depicts all roads and bridges, highlighting the NHS and AHS routes.

Table 46: Ketchikan Gateway Borough NHS and AHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Airport Shuttle Access Road	DOT&PF	NHS	0.1
Ketchikan Ferry Terminal Road	DOT&PF	NHS	0.2
South Tongass Highway Tunnel	DOT&PF	NHS	0.1
Terminal Way / Gravina Island Access Road	DOT&PF	NHS	0.2
North Tongass	DOT&PF	AHS	16.1
South Tongass	DOT&PF	AHS	15

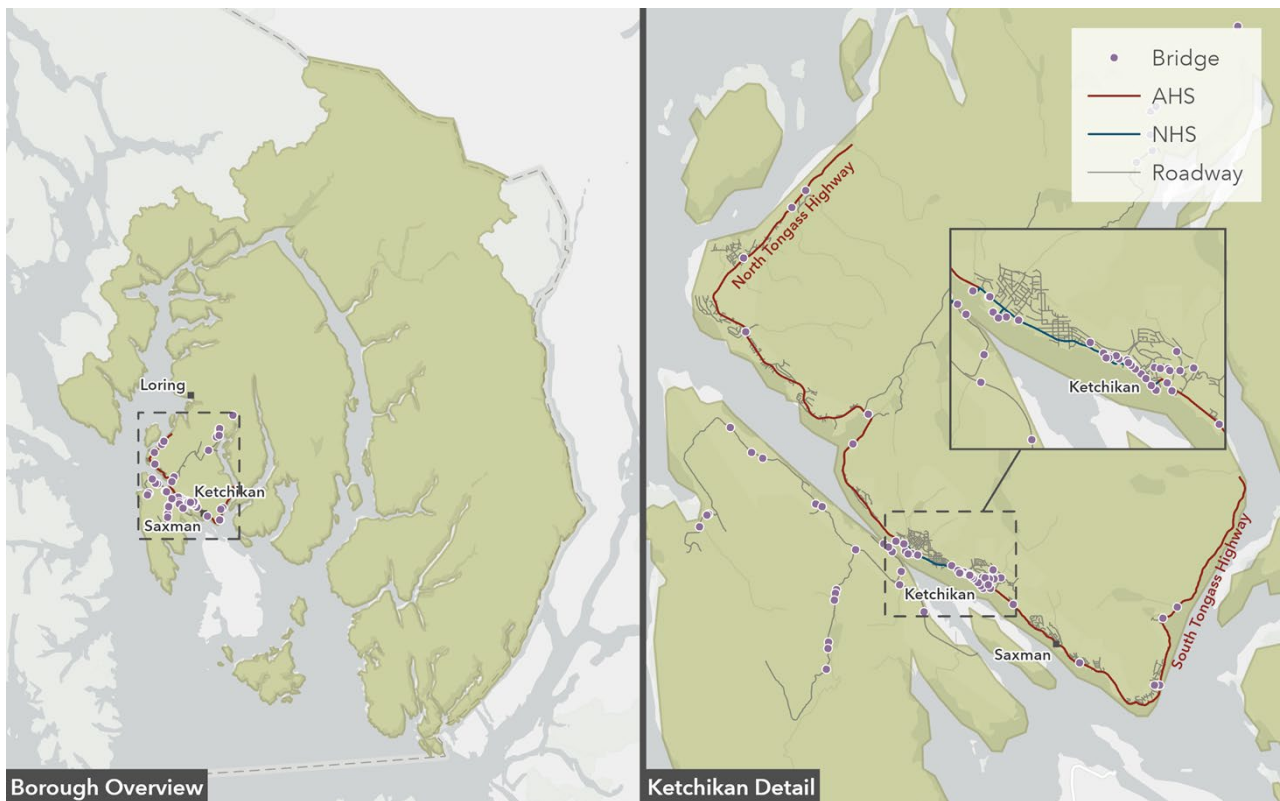


Figure 20: Ketchikan Gateway Borough Road and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. Within KGB, the State manages a relatively high share of local and minor collector routes that do not serve a regional or statewide function. Table 47 lists the DOT&PF and community roads by classification.

Table 47: Ketchikan Gateway Borough Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	20.12	-	-	-	-	-	20.1
Major Collector	7.54	4.11	-	-	-	-	11.7
Minor Collector	7.37	3.99	-	-	-	-	11.4
Local	31.28	47.61	16.04	1.51	1.97	-	98.4

3.4.2 Traffic & Safety

AADT

CCS data collected in KGB was used to analyze traffic volumes. Table 48 provides the most recent traffic volumes reported.

Table 48: Ketchikan Gateway Borough AADT

DESCRIPTION	YEAR RECORDED	AADT	HEAVY VEHICLES	SINGLE UNIT	COMBINATION UNIT
North Point Higgins	2024	700	5.4%	5.2%	0.2%
Revilla Road	2024	680	8%	7.5%	0.5%
North Tongass	2024	9,490	5.3%	4.5%	0.8%
South Tongass	2024	6,010	Not Reported	Not Reported	Not Reported

Posted Speed Limits

Posted speed limits in KGB range from 20 mph on local downtown roads to 50 mph in more rural areas.

Crash Data

The CARE reported 679 crashes within KGB between 2015 and 2024. Table 49 provides the crash type distribution.

Table 49: Ketchikan Gateway Borough Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	129
Front-to-Front	12
Front-to-Rear	133
Not a Collision with a Motor Vehicle In-Transport	337
Rear-to-Rear	1
Rear-to-Side	5
Sideswipe – Opposite Direction	6
Sideswipe – Same Direction	14
Other	11
Unknown	31
TOTAL	679

Of the 679 crashes, 380 had no apparent injuries and 25 crashes had no identified crash severity. In total, there were 73 possible injuries, 152 suspected minor injuries, 42 suspected serious injuries, and 7 fatalities.

Forty-five (45) percent of the reported crashes occurred while conditions were clear. Twenty-five (25) percent occurred under cloudy conditions, 15 percent while there was rain, six percent while there was snow or blowing snow, one percent while there was fog or smoke, less than one percent while there was blowing sand or dirt, one percent while there was freezing rain, and less than one percent

while there were severe crosswinds. Of the remaining crashes, six percent occurred during other or unknown conditions.

Sixty-four (64) percent of crashes occurred under daylight conditions, 18 percent occurred in lighted dark conditions, eight percent occurred in not lighted dark conditions, six percent occurred at dawn or dusk, and two percent occurred in unknown lighting dark conditions. Of the remaining crashes, three percent occurred during other or unknown lighting conditions.

Traffic Forecasts

Table 50 lists the KGB existing traffic volumes and projected future AADT based on the calculated growth rate.

Table 50: Ketchikan Gateway Borough Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
North Point Higgins	700	-0.49	635
Revilla Road	680	-0.49	617
North Tongass	9,490	-0.49	8,606
South Tongass	6,010	-0.49	5,450

3.4.3 Active Transportation Facilities

Walking plays a modest but noticeable role at nearly seven percent, while bicycling is minimal. The DOT&PF's partial inventory shows that 95 percent of sidewalk miles inventoried in Ketchikan are in fair condition, with less than one percent each considered in good or poor condition. At this time, there are no bicycle lanes captured in the inventory, which may be attributed to the low use. For a list of all sidewalk and bicycle lane segments, see Appendices 2 and 3.

An SS4A grant was awarded to Ketchikan Gateway Borough in 2022 to develop a CSAP; however, no SS4A status information is available.

3.4.4 Bridges & Culverts

Ketchikan Gateway Borough's transportation network includes 73 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 51 summarizes overall condition ratings for bridges in the borough. There are eight bridges in poor condition, each discussed below in Key Issues and Opportunities. Further details about each bridge within KGB are provided in Appendix 1.

Table 51: Ketchikan Gateway Borough Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	30
Fair	27
Poor	8
Total	73

3.4.5 Freight

Ketchikan is the second-largest and most southern Southeast community. Its location and infrastructure make Ketchikan a gateway for freight from points south, primarily Seattle to communities further north along the Inside Passage. All NHS roadways in Ketchikan are designated NHS Connector (Table 52). The proximity of modal facilities reduces stress on the surface freight connections. However, lack of redundancy is a risk to the system.

Table 52: Ketchikan Gateway Borough NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Terminal Way/Gravina Island Access Road	NHS IM Airport Terminal	0.2
North Tongass	NHS IM Airport Terminal	0.4
Ketchikan Ferry Terminal Road	NHS IM Ferry Terminal	0.2
South Tongass	NHS IM Port Terminal	2.2
Total NHS Mileage		3.0

The 2004 SEATP recommended the Gravina Access Environmental Impact Statement (EIS). The original intent of the EIS was to evaluate development of a bridge connecting Gravina Island and Revillagigedo Island. A Record of Decision was eventually issued, which identified the preferred alternative addressed as improving existing ferry facilities for air passengers and the movement of freight, rather than constructing a bridge.⁷²

3.4.6 Transit

There is both a fixed-route bus service and para-transit that operate in KGB. The Borough has a fleet of 11 buses and provided 480,345 annual passenger trips in 2024.

The Ketchikan Indian Community operates four para-transit buses and provided 2,465 annual passenger trips in 2024.

3.4.7 Tourism & Recreation

The KGB is a tourist and recreation destination in Southeast. Its natural beauty and rich Tlingit, Haida, and Tsimshian heritage draw visitors from all over the world. Cultural sites such as the Totem Heritage Center, Saxman Native Village, and Totem Bight State Historical Park are among the most visited attractions, generating concentrated traffic flows during peak cruise ship days. Recreational opportunities in Ketchikan include fishing, hiking and hunting.

Approximately 1,497,700 cruise ship passengers visited Ketchikan in 2024.⁷³ This volume of visitors often creates congestion near cruise docks and core areas, and would create challenges to accommodate tour buses, taxis, and pedestrians.⁷⁴

The KGB Comprehensive Plan 2020 outlines traffic circulation goals that would encourage a safe, convenient, and efficient transportation system. Some goal objectives include developing additional

⁷² Gravina Access Project, Southcoast Region, Alaska Department of Transportation & Public Facilities

⁷³ McKinley Research Group estimates

⁷⁴ Ketchikan Economic Indicators, Industry Profiles, McDowell Group, Inc., 2010, pp. 30-36.

bicycle and pedestrian paths, and multi-modal transportation that would provide efficient circulation of residents and visitors.⁷⁵

3.4.8 Maintenance

There is one maintenance station within KGB on North Tongass Highway, between Mileposts 4 and 5, which typically has two operators tasked with maintenance and operations of the local roads. Operations for the Ketchikan station occur Monday through Friday. There are no RWIS facilities in this area.

3.4.9 Key Issues & Opportunities

Ketchikan has several projects in progress to address the poor condition bridges and roads within the borough. Several projects for Ketchikan are listed in the 2024-2027 STIP, including the staged projects, South Tongass Highway Reconstruction and South Tongass Highway and Water Street Viaduct Improvements. There are also many unfunded projects identified in the Needs List, including several bridge and trestle replacements, various paving, resurfacing, and road improvements, and additional work on viaducts. Notable needs are the replacement of four bridges: Fair Street Bridge (#1131), Lower Park Avenue Bridge (#1133), Upper Park Avenue Bridge (#1132), and Airport Ferry Terminal to Ward Creek Bridge. Refer to Appendix 4 for a list of all STIP and Needs List projects.

Ketchikan community transportation workshops identified two priorities for the surface transportation system:

- Ketchikan downtown pedestrian improvements were identified as a priority. Cruise ship bus staging at berth four causes congestion for pedestrians, transit riders, and local traffic. There is an interest in finding alternate staging areas for tourist buses to relieve pressure on core downtown and addressing choke points through the “S curves” and along Tongass Avenue.
- The Harris Street Bridge was identified as a top priority at the workshop and is discussed in more detail below under Ketchikan Creek Bridge (No. 726).

Within Ketchikan, nine bridges are identified as regional priorities based on their condition ratings in the statewide prioritized poor- bridge list:

- The Tongass Avenue Viaduct (No. 997) on South Tongass Highway was newly listed in poor condition in 2025 and is ranked sixth on the statewide prioritized poor-condition bridge list. There is a project in design, but the viaduct ultimately needs replacement. This project is a high priority to the community and local Tribes. Replacement of the viaduct will have a significant and positive impact on Statewide Bridge Performance Metrics due to the large square footage (91,791 sq ft) of the Tongass Avenue Viaduct.
- The Water Street Viaduct (No. 797) on South Tongass Highway is listed in poor condition and ranked eighth on the statewide prioritized poor-condition bridge list. There is a project in design to make improvements, but the viaduct ultimately needs replacement. This project is a high priority to the community and local Tribes. Replacement of the viaduct will have a

⁷⁵ Ketchikan Gateway Borough. Ketchikan Gateway Borough Comprehensive Plan 2020. April 2009.

significant and positive impact on Statewide Bridge Performance Metrics due to the large square footage (86,316 sq ft) of the Water Street Viaduct.⁷⁶

- The Ward Creek Bridge (No. 747) on North Tongass Highway is listed in poor condition and ranked 18th on the statewide prioritized poor-condition bridge list. It is in design with replacement programmed for 2026-2028.
- The Hoadley Creek Bridge (No. 725) on South Tongass Highway is listed in poor condition and ranked 20th on the statewide prioritized poor-condition bridge list. It is in design with replacement programmed for 2026-2028.
- The Ketchikan Creek Bridge (No. 726) at Park/Harris Street is listed in poor condition and ranked 47th on the statewide prioritized poor-condition bridge list. There is no current project; it was identified as structurally deficient in 2021 and was identified at the community transportation workshop as a high priority. The City of Ketchikan has management responsibility for this facility, and it may be a strong candidate for a local or tribal grant partnership opportunity.
- The Harriet Hunt Creek Bridge (No. 2264) on Shelter Cove Road is listed in poor condition and ranked 48th on the statewide prioritized poor-condition bridge list. There is no current project.
- The Harding Street Bridge (No. 2262) on Harding Street is listed in poor condition and ranked 63rd on the statewide prioritized poor-condition bridge list. There is no current project.
- The Peterson Street Bridge (No. 2263) on Peterson Street is listed in poor condition and ranked 64th on the statewide prioritized poor-condition bridge list. There is no current project.
- The Sayles/Gorge Viaduct (No. 1841) on Sayles/Gorge Street is listed in poor condition and ranked 82nd on the statewide prioritized poor-condition bridge list. It is in construction for 2025-2026.

Recognizing that DOT&PF currently manages a significant number of locally serving routes in the Ketchikan Gateway Borough, it is recommended to actively pursue the 2016 LRTP direction (Actions 1.1 and 7.2) by prioritizing state resources on higher-functionally classed facilities and working collaboratively with the KGB to transfer appropriate local-serving routes to local ownership.

3.5 Petersburg Borough

Petersburg Borough covers a total area of approximately 3,829 square miles (Figure 21). The city of Petersburg is the only community in the borough. The borough is home to an estimated 3,189 residents.

According to ACS data for Petersburg Borough, about 62 percent of workers use a car, truck, or van, while walking is significantly high at 21 percent, far exceeding state and regional averages. Bicycle use (2.1 percent) and taxicab or other means (7.2 percent) are also relatively high compared to other Southeast communities, and 7.4 percent of workers work from home.

⁷⁶ Alaska Department of Transportation & Public Facilities. (n.d.). All regions poor condition prioritization—Based on 2024 inspections as of 12/31/2024 [PDF]. Provided by Chief Bridge Engineer on October 23, 2025. Unpublished internal document.



Figure 21: Petersburg Borough Boundary

3.5.1 Roads

Petersburg Borough consists of an approximately 120-mile transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Haugen Drive, Nordic Drive and Mitkof Highway, and NHS routes that serve as critical links for freight and passenger travel. Table 53 lists the roads in Petersburg Borough that are designated as NHS routes. There are no AHS routes in Petersburg Borough. Figure 22 displays all roads and bridges, highlighting the NHS routes.

Table 53: Petersburg Borough NHS and AHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Haugen Drive	DOT&PF	NHS	1.1
Mitkof Highway	DOT&PF	NHS	23.7
Nordic Drive	DOT&PF	NHS	0.8
Petersburg Ferry Terminal Road	DOT&PF	NHS	0.1
South Mitkof Ferry Terminal Road	DOT&PF	NHS	0.6

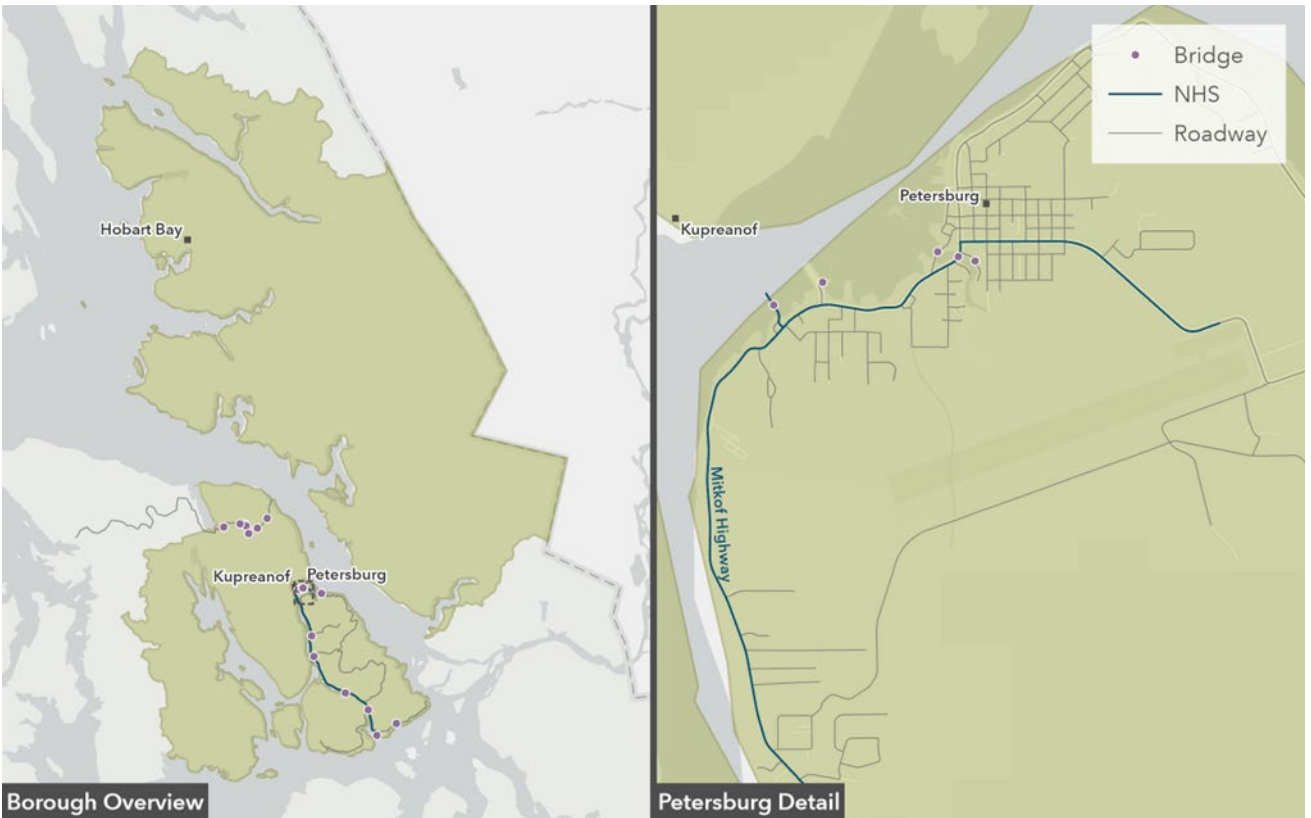


Figure 22: Petersburg Borough Road and Bridge Overview

The roadway inventory categorizes routes by functional classification, ranging from arterials to local roads.

Table 54 lists the DOT&PF and community roads by classification.

Table 54: Petersburg Borough Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	0.79	-	-	-	-	-	0.8
Major Collector	25.57	0.38	-	-	-	-	26.0
Minor Collector	1.16	2.43	-	-	-	-	3.6
Local	8.87	28.38	-	47.70	-	-	85.0

3.5.2 Traffic & Safety

AADT

CCS data collected in Petersburg Borough was used to analyze traffic volumes. The most recent AADT measurement was 1,100 vehicles per day, recorded along Mitkof Highway in 2024. Heavy vehicle volumes were not reported.

Posted Speed Limits

Posted speed limits in Petersburg Borough range from 20 mph on local downtown roads to 50 mph in more rural areas.

Crash Data

The CARE reported 86 crashes within Ketchikan Gateway Borough between 2015 and 2024. Table 55 provides the crash type distribution.

Table 55: Petersburg Borough Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	10
Front-to-Front	3
Front-to-Rear	11
Not a Collision with a Motor Vehicle In-Transport	50
Rear-to-Rear	1
Sideswipe – Opposite Direction	1
Sideswipe – Same Direction	6
Other	1
Unknown	3
TOTAL	86

Of the 86 crashes, 52 have no apparent injuries and seven crashes have no identified crash severity. In total, there were seven possible injuries, 14 suspected minor injuries, four suspected serious injuries, and two fatalities.

Forty (40) percent of the reported crashes occurred while conditions were clear. Twenty-two (22) percent occurred under cloudy conditions, 15 percent while there was rain, nine percent while there was snow or blowing snow, three percent while there was fog or smoke, two percent while there was freezing rain, and one percent while there were severe crosswinds. Of the remaining crashes, seven percent occurred during other or unknown conditions.

Fifty-eight (58) percent of crashes occurred under daylight conditions, 12 percent occurred in lighted dark conditions, 15 percent occurred in not lighted dark conditions, nine percent occurred at dawn or dusk, and one percent occurred in unknown lighting dark conditions. Of the remaining crashes, five percent occurred during unknown lighting conditions.

Traffic Forecasts

Table 56 provides the Petersburg Borough existing traffic volumes and projected future AADT based on the calculated regional growth rate.

Table 56: Petersburg Borough Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Mitkof Highway	1,100	-0.49%	998

3.5.3 Active Transportation Facilities

In Petersburg Borough, walking is a major mode at 21 percent. The DOT&PF's partial sidewalk and bike lane inventory shows 5.1 miles of fair condition sidewalk and 0.7 mile of bicycle lanes. For a list of all sidewalk and bike lane segments included in the inventory see Appendices 5.2 and 5.3.

3.5.4 Bridges & Culverts

Petersburg Borough's transportation network includes 29 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 57 lists overall condition ratings for bridges in the borough. Muskeg Creek Bridge (No. 2384) along the Kake Access route, within Petersburg Borough boundaries, is listed in poor condition. Further details about each bridge within Petersburg Borough are provided in Appendix 1.

Table 57: Petersburg Borough Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	6
Fair	12
Poor	1
TOTAL	19

3.5.5 Freight

Mitkof Highway is designated an NHS IM Ferry Terminal route and was paved when the South Mitkof Ferry Terminal was constructed in 2006. However, the South Mitkof Island Ferry Terminal has not been serviced by AMHS since 2017 or the Inter-Island Ferry since 2008. The AMHS ferry terminal is in downtown Petersburg. Table 58 lists the NHS Intermodal Connectors for Petersburg Borough.

Table 58: Petersburg Borough NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Mitkof Highway	NHS IM Ferry Terminal	23.7
South Mitkof Ferry Terminal Road	NHS IM Ferry Terminal	0.6
Petersburg Ferry Terminal Road	NHS IM Ferry Terminal	0.1
Haugen Drive	NHS IM Airport Terminal	1.1
TOTAL NHS MILES		25.6

The 2004 SEATP recommended the Kake to Petersburg Road. The Organized Village of Kake received a USDOT discretionary grant to complete the road's planning and design. Now known as the Kake Access Road, the project will provide a surface freight connection for Kake from Petersburg. The road will terminate at a boat launch near Twelve-mile Creek, approximately 4.5 miles north of Petersburg. If fully developed, the road will give Kake residents better access to freight arriving in Petersburg by barge, air service, and AMHS.

3.5.6 Transit

Petersburg Indian Association operates one demand response bus. In 2024 the service provided 9,476 annual passenger trips.

3.5.7 Tourism & Recreation

Tourism in Petersburg Borough is driven largely by small cruise ships. In 2022, Petersburg recorded 86 port calls.⁷⁷ Unlike larger Southeast communities, Petersburg primarily attracts independent travelers and small cruise ship visitors seeking authentic experiences, including charter fishing, marine wildlife excursions, hiking, hunting and kayaking tours, and Norwegian and Tlingit cultural⁷⁸ attractions such as Bojer Wikan Fisherman's Memorial Park, and Eagle and Raven Totems. Tourism places significant demand on Petersburg's surface transportation system. The downtown and harbor areas experience increased pedestrian and vehicle traffic during cruise ship arrivals and community events. Narrow streets, limited parking, and pedestrian crossings near docks and retail areas create congestion and safety concerns. Although frequent, the AMHS ferry schedules are often inconvenient, affecting visitor flow and local traffic patterns.

Petersburg Borough's tourism sector is vital to its economy. However, seasonal visitor surges and infrastructure limitations create challenges for surface transportation. Coordinated planning and investment would help enhance multimodal connectivity, improve ferry services, manage downtown access, and support cultural and recreation assets.

3.5.8 Maintenance

There is one maintenance station within Petersburg Borough, on Haugen Road, which typically has two operators tasked with maintenance and operations of the airport and Mitkof Highway. Operations for the Petersburg M&O Station occur seven days a week.

A solar- and wind-powered RWIS station is at Blaquiére Point overlooking the Mitkof Highway (Figure 23). The station provides valuable weather information for M&O staff and boaters looking to cross over to Wrangell. An additional RWIS station serves the Mitkof Highway at Milepost 27.4 near Banana Point. These RWIS stations provide valuable weather information to M&O staff, with real-time data available through 511.alaska.gov.

⁷⁷ Esri. ArcGIS Online Map Viewer: Layer 1 (Item ID: 1bf6bc6b6286490aa6d38a3f8868729c). Accessed December 15, 2025.

⁷⁸ Petersburg Borough. Petersburg Borough Comprehensive Plan. February 22, 2016. Prepared by Agnew::Beck Consulting, Moffat & Nichol, and Northern Economics.



Figure 23: RWIS station at Mitkof highway, Blaquiére Point Milepost 33. Retrieved February 10, 2026, Alaska DOT&PF Road Weather Information System

3.5.9 Key Issues & Opportunities

Petersburg Borough has several needs identified in the Needs List and no active projects in the current STIP. Most of these needs focus on bicycle, pedestrian, and alternative transportation projects. One need noted is the South Harbor ADA and Pedestrian Safety project. Refer to Appendix 4 for a list of all Needs List projects.

Community transportation workshops identified two project priorities for the city of Petersburg:

- Widening and reconstruction of the Airport Access Road to provide a second route to town creating redundancy in the network. The second route would provide better access to the AML terminal for goods and groceries that arrive by barge. The extension would open land for housing development.
- Improvements to the popular Papkes Landing include replacing the ramp, dock and float system. The site is used by local residents, commercial lodges, and USFS, and currently owned by DOT&PF and DNR. Once the improvements are made, Petersburg Borough would like to assume ownership of the property including Papkes Landing Road. This is an opportunity for DOT&PF to release low-priority assets to local communities.

Within Petersburg Borough, one bridge is identified as a regional priority based on condition ratings in the statewide prioritized poor bridge list –Muskeg Creek Bridge (No. 2384) on the Kake Access – USFS route is listed in poor condition and ranked 77th statewide. In 2021, the Muskeg Creek Bridge was listed as structurally deficient, and no improvement project is currently programmed.

The 2025 AMHS LRP recommends evaluating feasibility of a connection between Kake on Kupreanof Island and Petersburg on Mitkof Island. This connection would help to improve efficiency of AMHS operations and may improve air, barge, and ferry services for Kake and Petersburg. This connection is primarily within the Prince of Wales–Hyder Census Area, discussed further in the community overview section.

An administrative issue was noted during preparation of this memo. Some bridges within the Prince of Wales-Hyder Census Area were erroneously reported to the National Bridge Inventory database as within Petersburg Borough. These bridges are on Kupreanof Island in an area that previously had been part of the Petersburg Census Area.

3.6 Prince of Wales-Hyder Census Area

Prince of Wales-Hyder Census Area covers a total area of approximately 7,683 square miles and is home to an estimated 5,746 residents. Prince of Wales-Hyder Census Area includes one community on Kupreanof Island (Kake), one community on Baranof Island (Port Alexander), one community on Annette Island, one community on the mainland (Hyder) and 12 communities on Prince of Wales Island (Coffman Cove, Craig, Edna Bay, Hollis, Hydaburg, Kasaan, Klawock, Naukati Bay, Point Baker, Port Protection, Thorne Bay, and Whale Pass) (Figure 24).

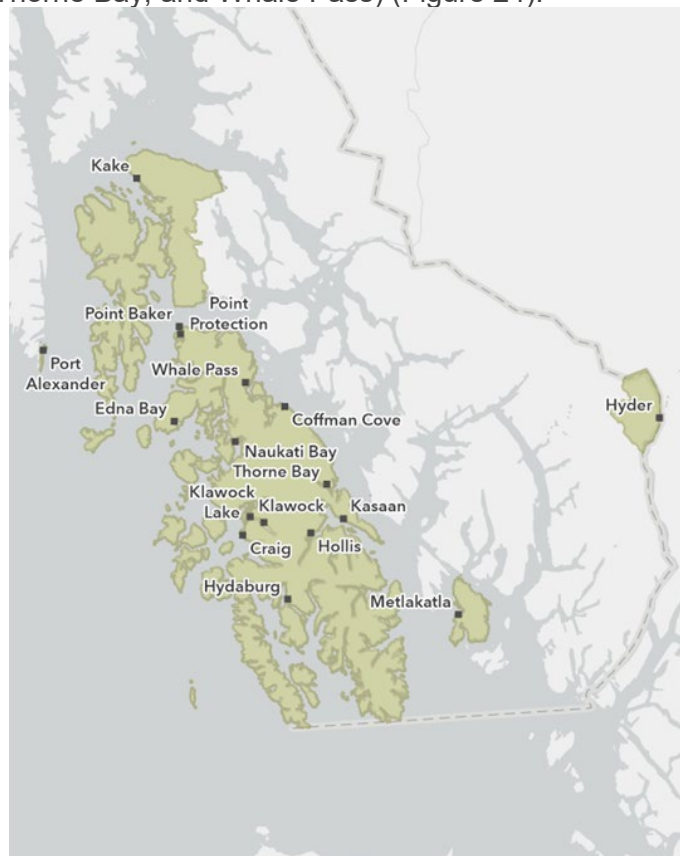


Figure 24: Prince of Wales-Hyder Census Area Boundary

According to ACS data for Prince of Wales-Hyder Census Area, most workers commute by car, truck, or van (about 70 percent), though car-pooling is notably high at 15.8 percent, well above regional

averages. Walking is also significant at nearly 20 percent, while public transit is minimal (0.3 percent). Remote work accounts for 6.6 percent, and taxicab or other means represent 3.4 percent.

3.6.1 Roads

The Prince of Wales-Hyder Census Area consists of an over 600 mile transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Craig/Klawock/Hollis Highway, North Prince of Wales Road, Big Salt Lake Road and other AHS routes that serve as critical links for freight and passenger travel. Table 59 lists the roads in the Prince of Wales-Hyder Census Area that are designated as AHS routes. There are no NHS routes in the census area. Figure 25 depicts all roads and bridges, highlighting the AHS routes.

Table 59: Prince of Wales-Hyder Census Area NHS and AHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Airport Road	DOT&PF	AHS	0.7
Big Salt Lake Road	DOT&PF	AHS	15.6
Boundary Road	DOT&PF	AHS	0.5
Coffman Cove Road	DOT&PF	AHS	19.8
Craig/Klawock/Hollis Highway	DOT&PF	AHS	30.4
Hydaburg Highway	DOT&PF	AHS	22.3
North Prince of Wales Road	DOT&PF	AHS	15.4
Thorne Bay Road	DOT&PF	AHS	16.9
South Whale Pass Road	U.S. Forest Service	AHS	8.3

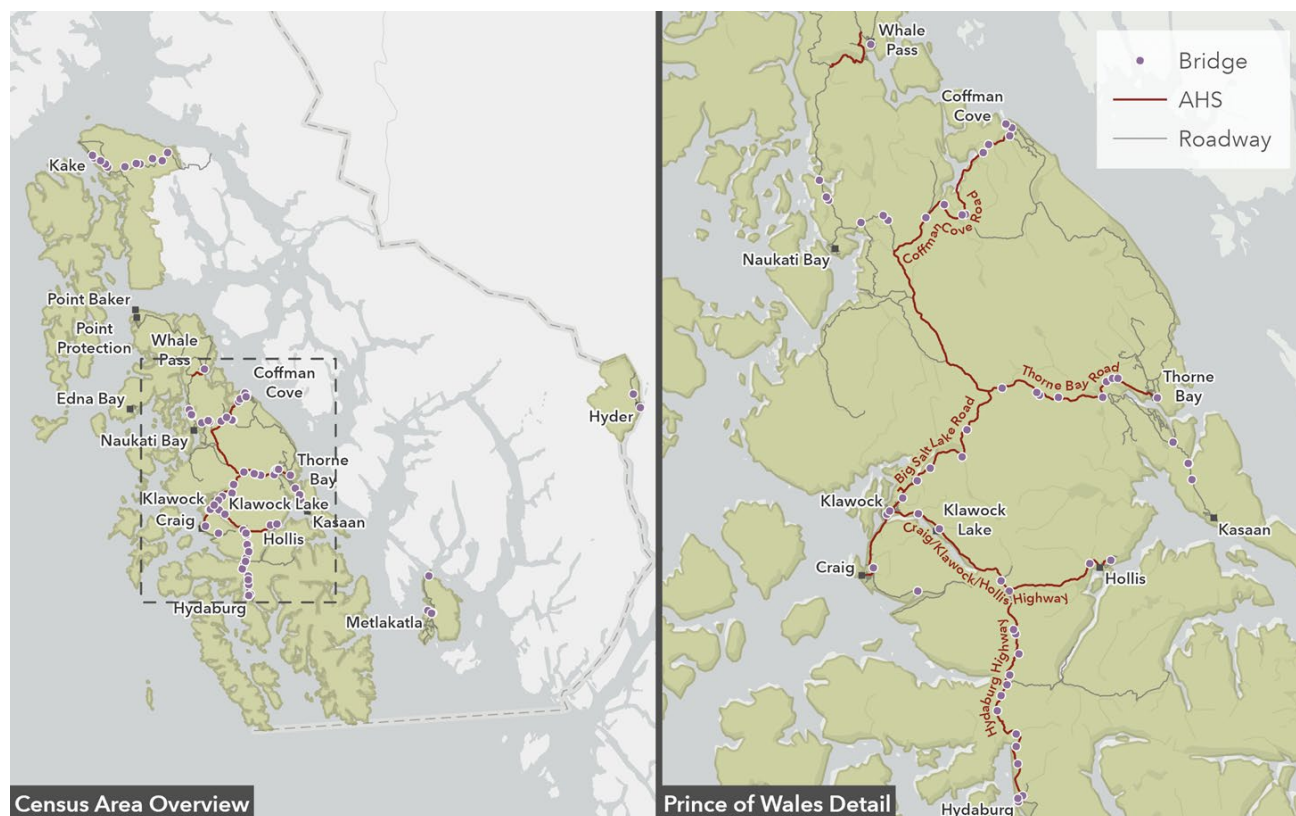


Figure 25: Prince of Wales-Hyder Census Area Road and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from collectors to local roads. DOT&PF roads carry most higher-volume traffic, while community roads provide local road access throughout the census area. Table 60 lists the DOT&PF and community roads by classification.

Table 60: Prince of Wales-Hyder Census Area Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	-	-	-	-	-	-	-
Major Collector	122.05	18.70	-	-	-	15.54	156.3
Minor Collector	31.75	11.16	-	26.97	0.05	5.99	75.9
Local	57.86	73.61	0.87	165.15	26.86	34.55	358.9

3.6.2 Traffic & Safety

AADT

The Prince of Wales-Hyder Census Area comprises numerous small towns distributed within 2,231 square miles. To evaluate traffic volumes, a combination of CCS and short-term count station data was collected throughout the area. Table 61 presents the most recent reported traffic volumes.

Table 61: Prince of Wales-Hyder Census Area AADT

NEAREST TOWN	DESCRIPTION	YEAR RECORDED	COUNT TYPE ⁷⁹	AADT	HEAVY VEHICLES	SINGLE UNIT	COMBO UNIT
Whale Pass	South Whale Pass Road and Labouchere Bay	2024	Short-Term	20	10.5%	5.3%	5.3%
Whale Pass	North Prince of Wales Road Junction	2024	Short-Term	60	9%	8.7%	1.8%
Naukati Bay	Coffman Cove Road and South Whale Pass Road	2024	Short-Term	120	Not Reported	Not Reported	Not Reported
Naukati Bay	North Prince of Wales Road Junction	2024	Short-Term	140	10.9%	7.8%	3.1%
Klawock	Big Salt Road and Coffman Cove Road Junction	2024	Short-Term	300	13.6%	10.4%	3.2%
Klawock	Big Salt Lake Road Junction	2024	Short-Term	320	25.7%	20%	5.7%
Klawock	Big Salt Lake Road South Thorn Bay Road	2024	Short-Term	480	12.6%	8.4%	4.2%
Klawock	Big Salt Lake Road at MP 1.5	2024	Short-Term	530	19.9%	15.1%	4.7%
Klawock	Craig/Klawock/Hollis Highway	2024	Continuous	2080	Not Reported	Not Reported	Not Reported
Klawock	Hatchery and Hydaburg Highway	2024	Short-Term	590	19.4%	18.7%	0.8%
Craig	Craig/Klawock/Hollis Highway	2024	Short-Term	2840	Not Reported	Not Reported	Not Reported
Hollis	Hydaburg Highway and End of Route	2024	Short-Term	350	7.8%	6.8%	1%
Hollis	Peninsula Road and Aurora Drive	2024	Short-Term	220	8.1%	7.4%	0.7%
Hydaburg	Harris River Bridge and Hydaburg City	2024	Short-Term	100	1.6%	1.4%	0.7%
Hyder	Hyder and Bear Viewing	2024	Short-Term	460	21.7%	20.2%	1.6%
Hyder	Wharf Road and Canadian Customs	2024	Short-Term	400	20.6%	19%	1.6%

⁷⁹ A Short-Term Station is a temporary station that collects traffic data for 7-day intervals.

Posted Speed Limits

Posted speed limits in the Prince of Wales-Hyder Census Area range from 20 mph on local downtown roads to 55 mph in more rural areas.

Crash Data

The CARE reported 153 crashes within the Prince of Wales-Hyder Census Area between 2015 and 2024. Table 62 lists the crash type distribution.

Table 62: Prince of Wales-Hyder Census Area Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	5
Front-to-Front	8
Front-to-Rear	4
Not a Collision with a Motor Vehicle In-Transport	127
Rear-to-Rear	1
Rear-to-Side	1
Sideswipe – Opposite Direction	2
Sideswipe – Same Direction	2
Unknown	3
Total	153

Of the 153 crashes, 77 had no apparent injuries and six crashes had no identified crash severity. In total, there were 15 possible injuries, 38 suspected minor injuries, nine suspected serious injuries, and eight fatalities.

Forty-four (44) percent of the reported crashes occurred while conditions were clear. Sixteen (16) percent occurred under cloudy conditions, 15 percent while there was rain, 12 percent while there was snow or blowing snow, three percent while there was fog or smoke, three percent while there was freezing rain, and one percent while there were severe crosswinds. Of the remaining crashes, six percent occurred during other or unknown conditions.

Sixty-one (61) percent of crashes occurred under daylight conditions, one percent occurred in lighted dark conditions, 26 percent occurred in not lighted dark conditions, eight percent occurred at dawn or dusk, and one percent occurred in unknown lighting dark conditions. Of the remaining crashes, four percent occurred during other or unknown lighting conditions.

Traffic Forecasts

Table 63 lists the Prince of Wales-Hyder Census Area existing traffic volumes and projected future AADT based on the calculated growth rate.

Table 63: Prince of Wales-Hyder Census Area Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
South Whale Pass Road and Labouchere Bay	20	-0.49	18
North Prince of Wales Road Junction	60	-0.49	54
Coffman Cove Road and South Whale Pass Road	120	-0.49	109
North Prince of Wales Road Junction	140	-0.49	127
Big Salt Road and Coffman Cove Road Junction	300	-0.49	272
Big Salt Lake Road Junction	320	-0.49	290
Big Salt Lake Road South Thorn Bay Road	480	-0.49	435
Big Salt Lake Road at MP 1.5	530	-0.49	481
Craig/Klawock/Hollis Highway	2,080	-0.49	1,886
Hatchery and Hydaburg Highway	590	-0.49	535
Craig/Klawock/Hollis Highway	2,840	-0.49	2,575
Hydaburg Highway and End of Route	350	-0.49	317
Peninsula Road and Aurora Drive	220	-0.49	200
Harris River Bridge and Hydaburg City	100	-0.49	91
Hyder and Bear Viewing	460	-0.49	417
Wharf Road and Canadian Customs	400	-0.49	363

3.6.3 Active Transportation Facilities

Walking is significant in the Prince of Wales-Hyder Census Area at nearly 20 percent, while bicycling remains low. The DOT&PF's partial sidewalk and bicycle lane inventory identifies 5.9 miles of sidewalk, of which seven percent are in good condition, 85 percent fair, and eight percent poor. At this time, there are no bicycle lanes captured in the inventory. For a list of all sidewalk and bicycle lane segments, see Appendices 5.2 and 5.3.

The Alaska Municipal League (AML) received an SS4A grant to develop CSAPs for several communities across Alaska and is currently working to develop CSAPs that include the communities of Craig and Thorne Bay in the Prince of Wales-Hyder Census Area, as well as three other Southeast communities.

3.6.4 Bridges & Culverts

The Prince of Wales-Hyder Census Area transportation network includes 66 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 64 lists the overall condition ratings for bridges in the census area. Crab Creek Culvert (No. 4008) along Craig/Klawock/Hollis Highway and Gravelly Creek Bridge (No. 1464) along Thorne Bay Road are in poor condition. Further details about each bridge within the Prince of Wales-Hyder Census Area are provided in Appendix 1.

Table 64: Prince of Wales-Hyder Census Area Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	43
Fair	21
Poor	2
TOTAL	66

3.6.5 Freight

Prince of Wales Island (POWI) is serviced by the Inter-Island Ferry (Hollis), Alaska Seaplanes (Klawock) and AML (Craig, Thorne Bay). The seafood industry is a significant economy on POWI with fish transferred to Ketchikan for export.

There are no NHS-designated roads within the Prince of Wales-Hyder Census Area (Table 65). The roads carrying freight are part of the AHS.

Table 65: Prince of Wales-Hyder Census Area Freight Routes

ROAD NAME	LENGTH (MILES)
Coffman Cove Road	19.8
North Prince of Wales Road	15.4
Thorne Bay Road	16.9
Kasaan Highway	17.0
Big Salt Lake Road	15.6
Craig/Klawock/Hollis Highway	30.4
Hydaburg Highway	21.5

Roads on POWI serve the timber and mining industry. The Alaska Mental Health Trust has two timber sales on POWI; Naukati Exchange sold to Viking Lumber and the Kasaan Timber sold to Alcan Timber.

The Dawson Mine is an active gold and silver producer on POWI. There are two prospective mines – Niblack Project (copper-zinc-gold-silver) and Bokan-Dotson Ridge Project (rare earth elements).

Roads on POWI serve freight to and from the Inter-Island Ferry Authority (IFA) in Hollis or the seaplane base in Klawock.

3.6.6 Transit

Three (3) FTA-funded transit services operate within the Prince of Wales-Hyder Census Area. The IFA operates two vessels between Ketchikan and Hollis on POWI. In 2024 the IFA had 48,554 annual passenger trips. The Craig Tribal Association operates one bus and provided 1,543 annual passenger trips in 2024. The Hydaburg Cooperative Association operates one para-transit bus and provided 677 annual passenger trips in 2024.

3.6.7 Tourism & Recreation

The Prince of Wales-Hyder Census Area includes state marine parks, public-use cabins, campgrounds, and maintained trails that provide residents and tourists with many recreation opportunities such as fishing and hunting, kayaking, hiking and wildlife viewing.

The state highway network on POWI is designated a State Scenic Byway providing access to old-growth forests, wildlife viewing and Tlingit and Haida culture with four federally recognized tribes on the island. One aim of this designation is to foster tourism.

Cruise ship tourism in the Prince of Wales-Hyder Census Area is an emerging sector. A cruise ship port began operation in 2024 in Klawock, hosting approximately 3,400 cruise ship passengers in 2024 and 23 port calls in 2025.⁸⁰ Cruise ship passengers participate in Tlingit cultural experiences such as Klawock Totem Park. Cruise ship tourism is new to POWI and offers opportunities for residents to begin shore excursion businesses. This increase in tourism on the island will bring more traffic to federal, state, and local roads.

The Craig-Klawock Highway serves as the main corridor connecting Craig to the rest of POWI, the ferry terminal at Hollis, and Peratrovich Airport in Klawock.⁸¹ The road is critical for cruise ship passenger transfers, ferry connections, and access to recreation sites.

The City of Kake and Organized Village of Kake on Kupreanof Island are home to the Kake Cannery, a National Historic Landmark, highlighting the importance of the salmon fishery to the region. Kake also offers Tlingit cultural experiences, wildlife viewing and hiking.

3.6.8 Maintenance

There is one maintenance station within the Prince of Wales-Hyder Census Area, in Klawock on Airport Road, and it typically has three operators tasked with maintenance and operations of the airport and local roads (Figure 26). Operations for the Klawock M&O Station occur Monday through Friday. Two RWIS locations serve the area, including stations on Klawock Highway at Control Lake and on Hollis Highway. These RWIS stations provide valuable weather information to M&O staff, with real-time data available through 511.alaska.gov.

⁸⁰ McKinley Research Group estimates

⁸¹ City of Craig. *Craig Comprehensive Plan 2017*. Adopted February 1, 2018.



Figure 26: Klawock Highway at Control Lake. Retrieved February 10, 2026, DOT&PF Winter Operations Dashboard

3.6.9 Key Issues & Opportunities

The Prince of Wales-Hyder Census Area currently has five projects listed in the STIP. The Craig-Klawock Multi-use Path along Craig-Klawock Highway is high priority for local communities. Another project is the High Priority Fish Passage Restoration at Three Mile Creek in Klawock, which will replace existing culverts with a bridge to provide fish passage habitat. Several needs are noted in the Needs List, including bridge repair and rehabilitation and two pedestrian improvements. Refer to Appendix 4 for a list of all STIP and Needs List projects.

The road system on POWI was originally developed by the timber industry and further developed by the USFS and Western Federal Lands. Several routes are due to be resurfaced or have identified needs for realignment and safety improvements. All corridors are paved except for the Kasaan Highway which is a gravel road. The Organized Village of Kasaan has identified a need to upgrade, widen, realign, and improve safety along this route, citing it as their top priority project.⁸²

The community transportation workshop for Kake and POWI identified several priorities, highlighting several near-term priorities on which to focus resources:

Kake

- The community emphasized the Kake Access Road, which would improve the connection to Petersburg.
- A new fuel dock facility was identified as an important economic development improvement.

⁸² Alaska Municipal League. (2023). Rural Surface Transportation Grant Program Project description. <https://www.akml.org/wp-content/uploads/2023/08/Project-Description.pdf>

- Little Gunnuk Creek culvert was noted as a significant maintenance issue, as it is currently failing. The community expressed a desire to replace it with a bridge that includes pedestrian access.

POWI

- Improvements to Thorne Bay Road to address frost heaving and poor pavement conditions. The road's narrow width is a concern for logging and freight trucks. Thorne Bay receives barge freight service which is then transferred over the road to other POWI communities.
- Reconstruction of the Hydaburg Highway to provide safety improvements including improving sight distance and providing shoulders.
- Construction of a new Craig Klawock Multi-Use path is a priority for both Craig and Klawock. This project will follow the Craig-Klawock Highway, connecting the existing path at Craig High School to the scenic viewpoint vehicle turnout.
- Improvements to the Klawock/Hollis Highway to address safety and landslide concerns and a section of new sidewalk within Klawock.

Within the Prince of Wales-Hyder Census Area, two bridges are identified as regional priorities based on their condition ratings in the statewide prioritized poor bridge list:

- Crab Creek Culvert (No. 4008) on the Craig/Klawock/Hollis corridor is listed in poor condition and ranked 31st, statewide. The bridge is listed in planning status, which means funding is being pursued, but not yet secured and there is no project in place.
- Gravelly Creek Bridge (No. 1464) on Thorne Bay Road is listed in poor condition and ranked 70th statewide. The bridge is listed in planning status, which means funding is being pursued, but not yet secured and there is no project in place.
- The 2025 AMHS LRP recommends evaluating feasibility of a connection between Kake on Kupreanof Island and Petersburg on Mitkof Island. This connection would help to improve efficiency of AMHS operations and may improve service for Kake and Petersburg. For Kake, it would allow for access to the ferry and air services available in Petersburg. The Trails, Easements, and ROW Technical Memorandum includes descriptors of reserved corridors available to make these connections, as summarized below:
- Corridor 48 is proposed road reconstruction between the Seal Point Road junction to the Southern Corridor Route junction.
- Corridor 49 is a combination of road reconstruction and new road construction from the Southern Corridor Route junction to Wrangell Narrows, where a short ferry crossing across the Wrangell Narrows would be necessary to access Petersburg.

3.7 City and Borough of Sitka

The City and Borough of Sitka (CBS) encompasses a total area of approximately 4,815 square miles (Figure 27). According to the 2020 U.S. Census, Sitka's population was 8,355. The community lies on the west side of Baranof Island in Sitka Sound. The community is known for its Tlingit and Russian

history, world-class fishing, and historic sites like Sitka National Historical Park and St. Michael's Cathedral.

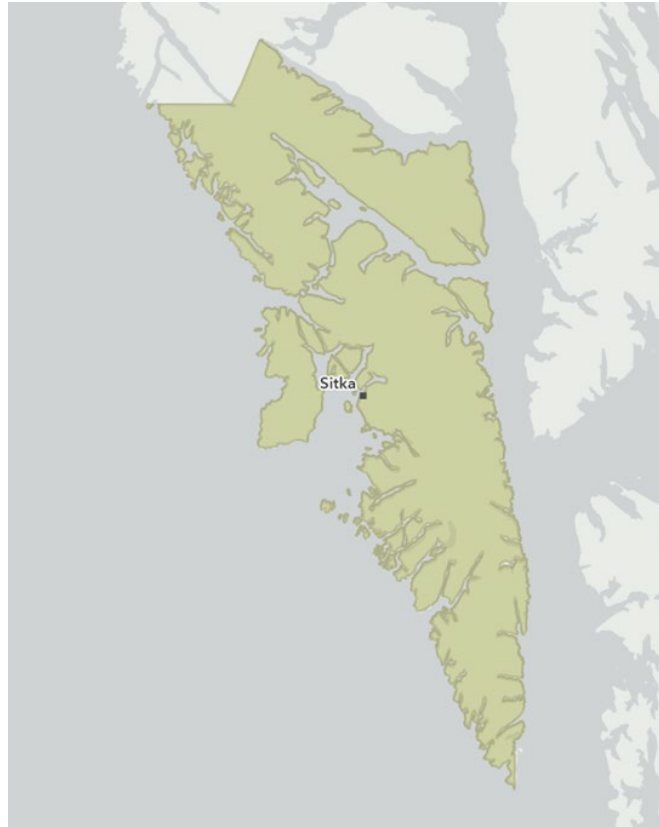


Figure 27: City and Borough of Sitka Boundary

According to ACS data for the CBS, most workers commute by car, truck, or van (72 percent), with 62 percent driving alone and ten percent carpooling. Walking is significant at nearly 15 percent, and biking (2.6 percent) is higher than in most Southeast communities. Remote work accounts for 7.9 percent, while taxicab or other modes represent 2.5 percent, and public transit use is minimal (0.3 percent).

3.7.1 Roads

The CBS consists of a 66-mile transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Airport Road, Halibut Point Road and other NHS and AHS routes that serve as critical links for freight and passenger travel. Table 66 lists the roads in CBS that are designated as NHS routes. There are no AHS routes in the borough. Figure 28 depicts all roads and bridges, highlighting the NHS and AHS routes.

Table 66: City and Borough of Sitka NHS and AHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Airport Road	DOT&PF	NHS	1.4
Halibut Point	DOT&PF	NHS	6.6
Harbor Drive	DOT&PF	NHS	0.2
Lake Street	DOT&PF	NHS	0.2
Sitka Ferry Access Road & Ramp	DOT&PF	NHS	0.1

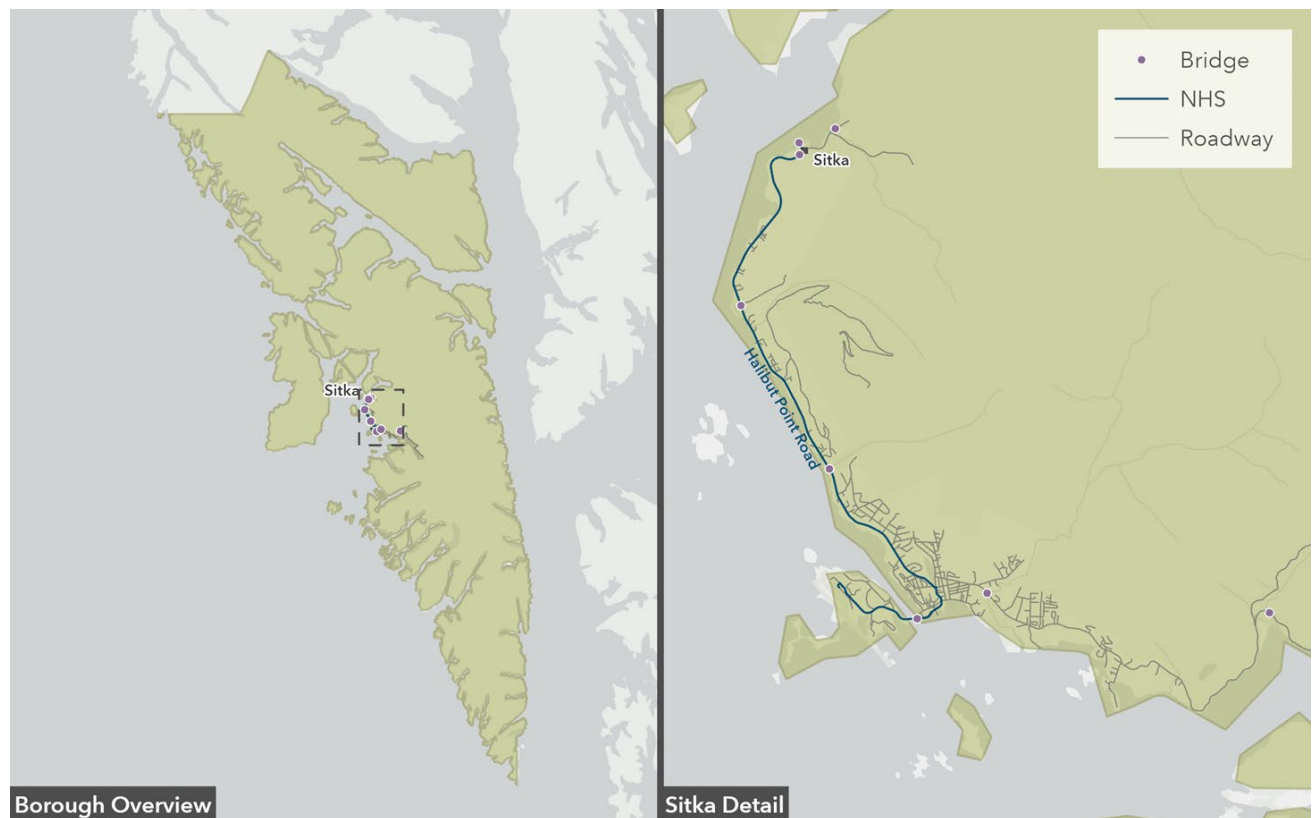


Figure 28: City and Borough of Sitka Roadway and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. Table 67 lists the DOT&PF and community roads by classification.

Table 67: City and Borough of Sitka Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	10.36	-	-	-	-	-	10.4
Major Collector	3.64	3.58	-	-	-	-	7.2
Minor Collector	0.70	3.24	-	-	-	-	3.9
Local	2.17	25.29	-	4.51	2.99	-	356

3.7.2 Traffic & Safety

AADT

CCS data collected for CBS was used to analyze traffic volumes. Table 68 lists the most recent traffic volumes reported.

Table 68: City and Borough of Sitka AADT

DESCRIPTION	YEAR RECORDED	AADT	HEAVY VEHICLES	SINGLE UNIT	COMBINATION UNIT
Airport Road	2024	4,420	Not Reported	Not Reported	Not Reported
Halibut Point Road	2024	9,190	Not Reported	Not Reported	Not Reported
Sawmill Creek Road	2024	8,320	Not Reported	Not Reported	Not Reported

Posted Speed Limits

Posted speed limits in Sitka range from 20 mph on local downtown roads to 45 mph in more rural areas.

Crash Data

The CARE reported 474 crashes within Sitka between 2015 and 2024. Table 69 provides the crash type distribution.

Table 69: City and Borough of Sitka Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	113
Front-to-Front	6
Front-to-Rear	100
Not a Collision with a Motor Vehicle In-Transport	185
Rear-to-Rear	1
Rear-to-Side	3
Sideswipe – Opposite Direction	6
Sideswipe – Same Direction	22
Other	6
Unknown	32
TOTAL	474

Of the 474 crashes, 321 had no apparent injuries and 57 crashes had no identified crash severity. In total, there were 47 possible injuries, 34 suspected minor injuries, 14 suspected serious injuries, and one fatality.

Forty-one (41) percent of the reported crashes occurred while conditions were clear. Twenty-seven (27) percent occurred under cloudy conditions, 19 percent while there was rain, and six percent while there was snow or blowing snow. Of the remaining crashes, six percent occurred during other or unknown conditions.

Sixty-four (64) percent of crashes occurred under daylight conditions, 18 percent occurred in lighted dark conditions, nine percent occurred in non-lighted dark conditions, four percent occurred at dawn or dusk, and one percent occurred in unknown lighting dark conditions. Of the remaining crashes, five percent occurred during other or unknown lighting conditions.

Traffic Forecasts

Table 70 provides existing traffic volumes and projected future AADT in CBS based on the calculated regional growth rate.

Table 70: City and Borough of Sitka Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Airport Road	4,420	-0.49	4,008
Halibut Point Road	9,190	-0.49	8,334
Sawmill Creek Road	8,320	-0.49	7,545

3.7.3 Active Transportation Facilities

Together, walking and bicycling are the primary mode for roughly 18 percent of commutes. The DOT&PF partial sidewalk and bike lane inventory reflects 20.9 miles of sidewalk. The partial inventory also includes 10.2 miles of bicycle lanes. Sitka has received the designation of Silver by the League of American Bicyclists in recognition of it being a bicycle-friendly community. For a list of all sidewalk and bicycle lane segments included in the inventory, see Appendices 5.2 and 5.3.

3.7.4 Bridges & Culverts

The CBS transportation network includes eight bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 71 provides the overall condition ratings for bridges in the city and borough. Further details about each bridge within CBS are provided Appendix 1.

Table 71: City and Borough of Sitka Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	1
Fair	7
Poor	0
TOTAL	8

3.7.5 Freight

The Sitka Comprehensive Plan 2030 identified the dispersed locations of freight facilities as a challenge to effective freight operations. The dispersed locations of the airport, ferry terminal, and port rely on the surface freight network. Like other Southeast communities, the surface freight route is along the same facilities that carry tourist, commercial, and passenger traffic. Table 72 lists the NHS Intermodal Connectors.

Table 72: City and Borough of Sitka NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Sitka Ferry Access Road & Ramp	NHS IM Ferry Terminal	0.1
Halibut Point Road	NHS IM Ferry Terminal	6.6
Airport Road	NHS IM Airport Terminal	1.4
Sitka Ferry Terminal Access Road	NHS IM Airport Terminal	0.1
TOTAL NHS MILEAGE		8.2

Sitka's main export is seafood, which is transported by air. Imports consist of food, fuel, and general consumer goods arriving by barge.

The 2004 SEATP recommended evaluation of a road from Sitka east across Baranof Island to Rodman Bay or Warm Springs Bay. The 2025 AMHS LRP recommended studying the feasibility of these connections to provide an alternative AMHS ferry terminal.

3.7.6 Transit

The Sitka Tribe of Alaska operates three fixed-route buses. In 2024 the service provided 61,391 annual passenger trips. Southeast Senior Services, under the sponsorship of the Catholic Community Service are contracted to operate three para-transit buses. In 2024 there were 3,222 annual para-transit passenger trips.

3.7.7 Tourism & Recreation

Cruise ship tourism accounted for approximately 85 percent of visitors to Sitka in 2022.⁸³ In 2024, around 602,600 cruise ship passengers visited Sitka⁸⁴, highlighting the continued growth of cruise tourism in the region. The cruise ship terminal is on the northern end of Halibut Point Road, approximately 5.5 miles from downtown Sitka. Shuttles operate every 15 minutes to transport passengers from the cruise ship terminal to Harrington Centennial Hall in downtown Sitka. On peak days, pedestrians concentrate along Lincoln Street between Lake Street and Katlian. Mitigation measures, such as temporary street closures and barricades, are used to help minimize conflict between vehicle traffic and pedestrians.⁸⁵

Sitka's trail system supports recreational opportunities for locals and visitors, as well as alternative transportation routes for pedestrians and bicyclists. Popular trails such as Harbor Mountain, Cross Trail, and Totem Park Trail are heavily used during peak cruise season. Other recreational opportunities include fishing, kayaking, wildlife viewing, and hunting.

Sitka has many historical and natural attractions for visitors, given its previous designation as the state capital and geographic location. The Sitka National Historic Park, USFS Starrigavan Recreation Area, Mount Edgecumbe Volcanic Field, and Halibut Point State Recreation Area as well as museums and Tlingit cultural sites, offer many opportunities for visitors to the area.

3.7.8 Maintenance

There is one maintenance station within Sitka, located at Sitka Rocky Gutierrez Airport, which typically has three operators tasked with the maintenance and operations of the airport and local roads. Operations for the Sitka station occur seven days a week. There are no RWIS facilities in the Sitka area.

3.7.9 Key Issues & Opportunities

Sitka has no active projects in the current STIP; however, there are three needs in the Needs List including the Sitka Tribe of Alaska Transportation Safety Plan Update and the Sitka Industrial Bay haul-out. Refer to Appendix 4 for a list of all STIP and Needs List projects.

The community transportation workshop for the City and Borough of Sitka identified several priorities, highlighting the following as top near-term priorities:

- A multi-use path along Halibut Point Road from Cascade Creek Road (Sea Mart Quality Foods) north to the ferry terminal is identified as a priority to support local users and tourists. The narrow ROW and multiple driveways present challenges. The 2023 Sitka Trail Plan lists Halibut Point Road Active Transportation as a high priority due to its lack of safe walking and biking infrastructure.
- The City has prioritized improvements to Lincoln Street. Located downtown, the road has historical and cultural resources and is a main thoroughfare for cruise ship visitors.

⁸³ McKinley Research Group. *Sitka Cruise Cost Allocation Study*. Prepared for the City and Borough of Sitka, October 2022.

⁸⁴ McKinley Research Group *Estimates*

⁸⁵ McKinley Research Group. *Sitka Cruise Cost Allocation Study*. Prepared for the City and Borough of Sitka, October 2022.

- Resurface and grade two miles of Blue Lake Road.

Within the city and borough of Sitka, there are no bridges included on the statewide prioritized poor bridge list. This presents an opportunity to focus on asset management best practices to keep bridges in Sitka in a state of good repair.

The 2025 AMHS LRP recommends evaluating the feasibility of a connection across Baranof Island. A connection across Baranof Island would allow more efficient ferry service to Sitka allowing ferries to connect on the east side of Baranof Island instead of circumnavigating the island. The Trails, Easements, and ROW Technical Memorandum includes descriptors of reserved corridors available to make these connections, as summarized below:

- Corridor 37 is a proposed ferry terminal at Rodman Bay, and Corridor 38 is a proposed road construction and reconstruction of existing roads. The proposed projects would connect Sitka to Rodman Bay, allowing for a new ferry route that is less reliant on shifting tides.
- Corridor 40 is a proposed ferry terminal at Warm Springs Bay, and corridor 39 is a proposed road construction, reconstruction of existing roads, and construction of a new tunnel. This connection would greatly reduce the existing ferry route around Baranof Island. There is a high cost associated with building a tunnel between Warm Springs Bay and Sitka.

3.8 Municipality of Skagway Borough

The Municipality of Skagway Borough lies at the northern terminus of Taiya Inlet encompassing 464 square miles (Figure 29). According to the 2020 U.S. Census, the population was 1,240. However, the population nearly doubles during the summer tourism season. Skagway is known for its significance to the Klondike Gold Rush with much of the visitor industry centered around this history. Skagway is one of only three Southeast communities connected to the continental road system.

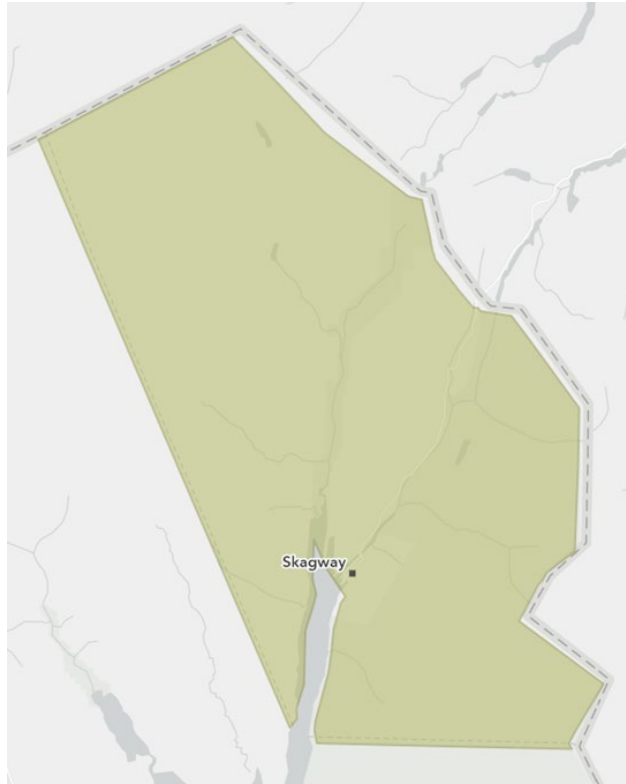


Figure 29: Municipality of Skagway Borough Boundary

3.8.1 Roads

The Municipality of Skagway Borough has an over 40-mile transportation network that combines state highways and local community roads to support regional mobility. The Klondike Highway provides a connection from the community of Skagway to the Canada-U.S. border and continues through British Columbia and Yukon Territory, where it connects to the Alaska Highway near Whitehorse. This route serves as a critical link for freight and passenger travel.

Table 73 lists the Municipality of Skagway Borough roads that are designated as NHS routes. There are no AHS routes in the borough. Figure 30 depicts all roads and bridges in Skagway, highlighting the NHS routes.

Table 73: Municipality of Skagway Borough NHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
1st Avenue	DOT&PF	NHS	0.1
Broadway	DOT&PF	NHS	0.1
Klondike Highway	DOT&PF	NHS	13.1
Skagway Ferry Terminal Road	DOT&PF	NHS	0.2
State Street	DOT&PF	NHS	1.3

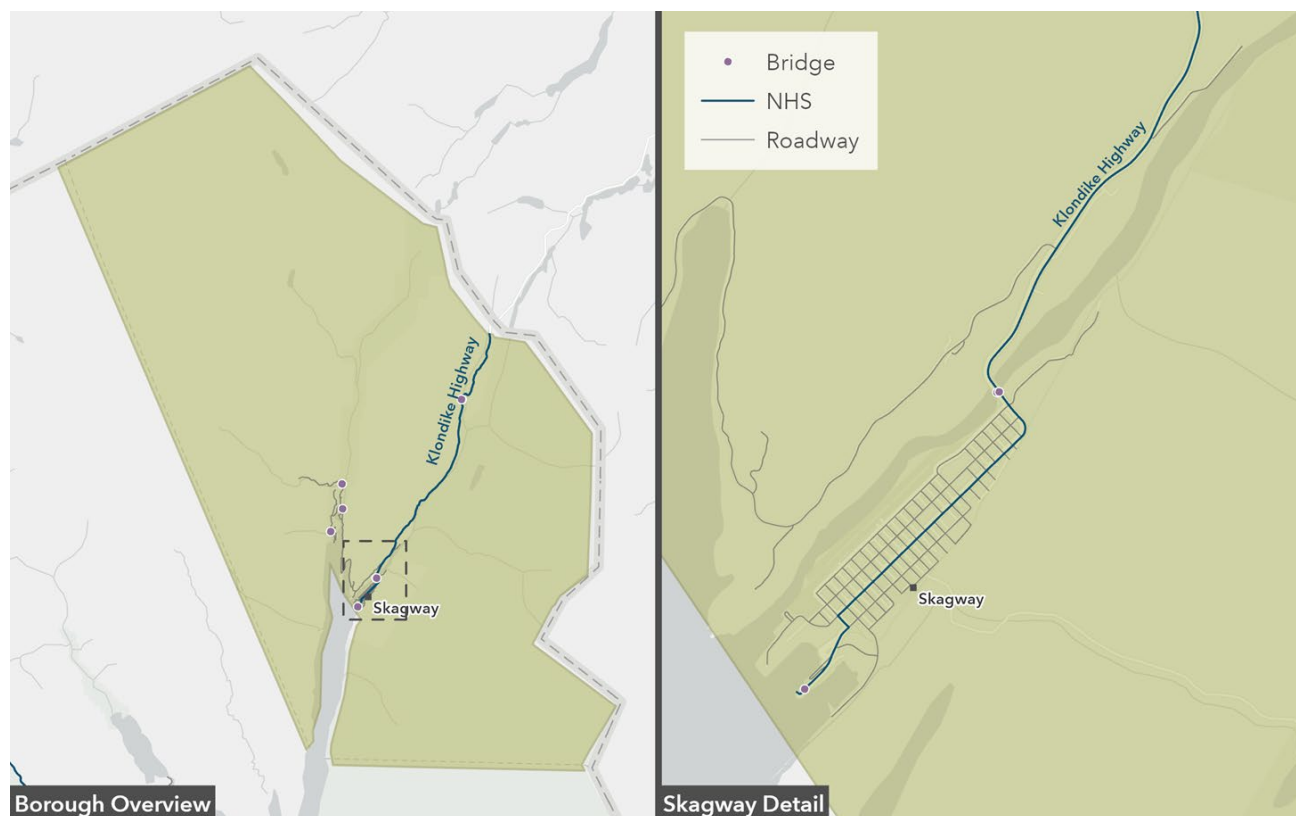


Figure 30: Municipality of Skagway Borough Road and Bridge Overview

According to the ACS data for Municipality of Skagway Borough, commuting patterns are unique compared to the region. Fewer than half of workers (40 percent) use a car, truck, or van, while walking dominates at 46.6 percent, far exceeding state and Southeast averages. Bicycle use (five percent) and taxi or other means (5.1 percent) are also high, whereas remote work is relatively low at 3.2 percent, and public transit is not used.

The road inventory categorizes routes by functional classification, ranging from arterials to local roads. DOT&PF roads carry most higher-volume traffic, while community roads provide local road access throughout the municipality and borough. Table 74 summarizes DOT&PF and community roads by classification.

Table 74: Municipality of Skagway Borough Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	14.71	-	-	-	-	-	14.7
Minor Arterial	-	-	-	-	-	-	-
Major Collector	-	-	-	-	-	-	-
Minor Collector	7.10	1.72	-	-	-	-	8.8
Local	2.04	9.26	-	5.11	2.47	-	18.9

3.8.2 Traffic & Safety

AADT

CCS data collected for the Municipality of Skagway Borough was used to analyze traffic volumes. The most recent AADT measurement was 580 vehicles per day, recorded along Klondike Highway in 2023. On Klondike Highway, heavy vehicles comprise approximately 25.4 percent of the total AADT. Of these 25.4 percent, 20.8 percent were single-unit trucks and 4.6 percent were combination-unit trucks.

Posted Speed Limits

Posted speed limits in the Municipality of Skagway Borough range from 25 mph on local downtown roads to 40 mph in more rural areas.

Crash Data

The CARE reported 37 crashes for the Municipality of Skagway Borough between 2015 and 2024. Table 75 summarizes the crash type distribution.

Of the 37 crashes, 20 have no apparent injuries and one crash has no identified crash severity. In total, there were five possible injuries, ten suspected minor injuries, one suspected serious injury, and no fatalities.

Forty-three (43) percent of the reported crashes occurred while conditions were clear. Twenty-four (24) percent occurred under cloudy conditions, eight percent while there was rain, six percent while there was snow or blowing snow, eight percent while there was freezing rain. Of the remaining crashes, 11 percent occurred during other or unknown conditions.

Eighty-one (81) percent of crashes occurred under daylight conditions, 11 percent occurred in not lighted dark conditions, six percent occurred at dawn or dusk, and three percent occurred in unknown lighting dark conditions. Of the remaining crashes, three percent occurred during other or unknown lighting conditions.

Table 75: Municipality of Skagway Borough Crashes

MANNER/TYPE OF CRASH	COUNT
Angle	7
Front-to-Front	1
Front-to-Rear	2
Not a Collision with a Motor Vehicle In-Transport	19
Sideswipe – Same Direction	4
Other	1
Unknown	3
TOTAL	37

Traffic Forecasts

Table 76 lists the Municipality of Skagway Borough existing traffic volumes and projected future AADT based on the calculated regional growth rate.

Table 76: Municipality of Skagway Borough Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Klondike Highway	580	-0.49	526

3.8.3 Active Transportation Facilities

Walking dominates the transportation mode for Skagway at nearly half of all work trips, with bicycling also higher than in most Southeast communities. The DOT&PF's partial sidewalk and bicycle lane inventory shows 5.4 miles of sidewalk, of which the majority is in fair condition. At this time, there are no bicycle lanes captured in the inventory. For a list of all sidewalk and bike lane segments, see Appendices 2 and 3.

3.8.4 Bridges & Culverts

The transportation network in Skagway includes six bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. The Skagway Ferry Terminal is listed as a bridge structure in poor condition. Table 77 lists overall condition ratings for bridges in the municipality. Further details about each bridge within the Municipality of Skagway Borough are provided in Appendix 1.

Table 77: Municipality of Skagway Borough Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	0
Fair	5
Poor	1
TOTAL	6

3.8.5 Freight

The Klondike Highway is the only route in Alaska designated as an industrial-use highway designed to accommodate long or heavy loads. Year-round freight transport on the Klondike Highway includes mined ore and concentrate, fuel, and other consumer goods. The Minto Mine is accessed via Klondike Highway between Carmacks and Pelly Crossing, about five hours north of Skagway. Minto Mine copper concentrate is trucked to Skagway and stored pending shipment.

Primary freight routes are listed in Table 78.

Table 78: Municipality of Skagway Borough NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Klondike Highway	NHS Not Intermodal	13.1
State Street	NHS Not Intermodal	1.3
Skagway Ferry Terminal Road	NHS Not Intermodal	0.2
TOTAL NHS MILEAGE		14.6

The U.S. Bureau of Transportation Statistics collects data on container truck and truck border crossings. Table 79 lists 2024 monthly Canada-U.S. border crossings at Skagway. Fuel transfer between Skagway and Whitehorse accounts for up to 14 trucks per day year-round.

Table 79: 2024 Skagway Border Truck Crossings, Municipality of Skagway Borough

VEHICLE TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Truck Containers (empty)	158	182	147	138	186	184	186	174	205	202	126	148
Truck Containers (Loaded)	16	19	47	56	103	51	59	56	31	6	42	48
Total Trucks	167	193	174	169	242	213	220	206	223	205	150	175

The ore dock in downtown Skagway is a multi-purpose, multi-user dock owned by WP&YR Railroad. The land is owned by the Municipality of Skagway Borough and leased to WP&YR Railroad. In the summer, the primary use of the ore dock is by large cruise ships. However, both in the summer and year-round, the ore dock is also used for loading and trans-shipment of ore concentrate and fuel transfer.

Similar to the Haines Highway, the Klondike Highway experiences closures that impact connectivity and flow of goods and people. Between November 2022 and January 2026 there were 19 closures of the Klondike Highway due to hazardous material incidents, rockfall, or avalanche risk.

3.8.6 Transit

There is no fixed-route transit service or a dedicated para-transit system in the Municipality of Skagway Borough. However, Southeast Senior Services provides pick-up and drop-off services to and from the Skagway Senior Center.

3.8.7 Tourism & Recreation

Skagway saw over 1.2 million cruise ship passengers in 2024, and 508 port calls in 2025.⁸⁶ The influx of cruise ship visitors and seasonal residents leads to several challenges that impact the surface transportation system. Broadway Street and the historic district experience heavy pedestrian traffic during cruise ship arrivals, often exceeding sidewalk capacity and leading to pedestrians in the street, creating safety concerns. Tour buses and vans contribute to congestion, mainly on Broadway Street and in residential neighborhoods.

As one of only three connections for residents and visitors to access the continental road system (Hyder is not connected by ferry) from Southeast, Skagway is a gateway for residents and visitors. Though primarily a seasonal destination, Skagway hosts two annual events that bring statewide and Canadian visitors, the Klondike Road Relay held in September, and the Buckwheat Ski Classic held in March.

Skagway is home to Klondike Gold Rush National Historical Park, which preserves trails, structures, and artifacts associated with the Klondike Gold Rush. A popular attraction for Alaska residents and visitors is the 33-mile Chilkoot National Historic Trail, with hikers predominantly beginning their trek in Skagway.

3.8.8 Maintenance

There is one maintenance station in Skagway, on the Klondike Highway, which typically has two operators tasked with maintenance and operations of the airport and local roads. Operations for the Skagway station occur seven days a week.

There are two RWIS facilities, including a station on the Klondike Highway at the U.S. - Canadian border, Milepost 14.9, and a station at the Skagway DOT&PF facility. These RWIS stations provide valuable weather information to M&O staff, with real-time data available through 511.alaska.gov. Key Issues & Opportunities

The Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border is listed in the STIP with two stages programmed for funding. This project will rehabilitate the Klondike Highway from the Skagway River Bridge to the Canadian border and includes the rehabilitation of Skagway River Bridge (#308). There are several related projects in the Needs List, including the remaining stages of the Klondike Highway Rehabilitation project. Another notable project is the Skagway Ore Peninsula Industrial Transfer Bridge, which plans to rehabilitate and improve the existing waterfront structures on the peninsula. Refer to Appendix 4 for a list of all STIP and Needs List projects.

Participants at the Skagway community transportation workshop identified several priorities, highlighting these near-term priorities to focus resources on:

⁸⁶ McKinley Research Group Estimates

- Improvements to Dyea Road including resurfacing and signage.
- Develop a safety action plan.
- Improvements to Main Street to address poor infrastructure condition, utility improvements, and sidewalk improvements.
- Replacement of the ferry terminal which serves dual purpose for ferries and non-ferry ships. At the workshop it was noted that there were nine winter ferry cancellations attributed to docking issues due to degradation of the float.

Within the Municipality of Skagway Borough, one bridge is identified as a regional priority based on its condition rating in the statewide prioritized poor bridge list:

- The Skagway Ferry Terminal (No. 805) on the Marine Highway Route is listed in poor condition and ranked 4th, statewide. There is a construction project to provide some improvements to the bridge in 2026, and additional improvements are necessary within the planning period.

3.9 City and Borough of Wrangell

The City and Borough of Wrangell (CBW) is a unified home rule borough, which was once one of the oldest non-Native settlements in Southeast Alaska. The 2,582 square miles has a population of 2,030 (Figure 31). Wrangell is a highly accessible Southeast community with jet service, AMHS ferry service, and large cruise ship berths.

According to ACS data for CBW, most workers commute by car, truck, or van (70 percent), with 62 percent driving alone and eight percent carpooling. Walking is notable at 14 percent, higher than state and regional averages, while remote work is also elevated at nearly ten percent. Public transit use is minimal (1.3 percent), and other modes such as taxi or motorcycle account for 3.9 percent.



Figure 31: City and Borough of Wrangell Boundary

3.9.1 Roads

The CBW has an over 70-mile transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Airport Road and Bennett Street and other NHS routes that serve as critical links for freight and passenger travel. Table 80 displays the roads in CBW that are designated as NHS routes. There are no AHS routes in the borough. Figure 32 depicts all roads and bridges, highlighting the NHS routes.

Table 80: City and Borough of Wrangell NHS Routes

ROAD NAME	RESPONSIBLE ENTITY	HIGHWAY SYSTEM	LENGTH (MILES)
Church/2nd Street	County Highway Agency	NHS	0.5
Wrangell Avenue	County Highway Agency	NHS	0.1
Airport Road	DOT&PF	NHS	0.8
Bennett Street	DOT&PF	NHS	0.4
Wrangell Ferry Terminal Spur Road	DOT&PF	NHS	0.1

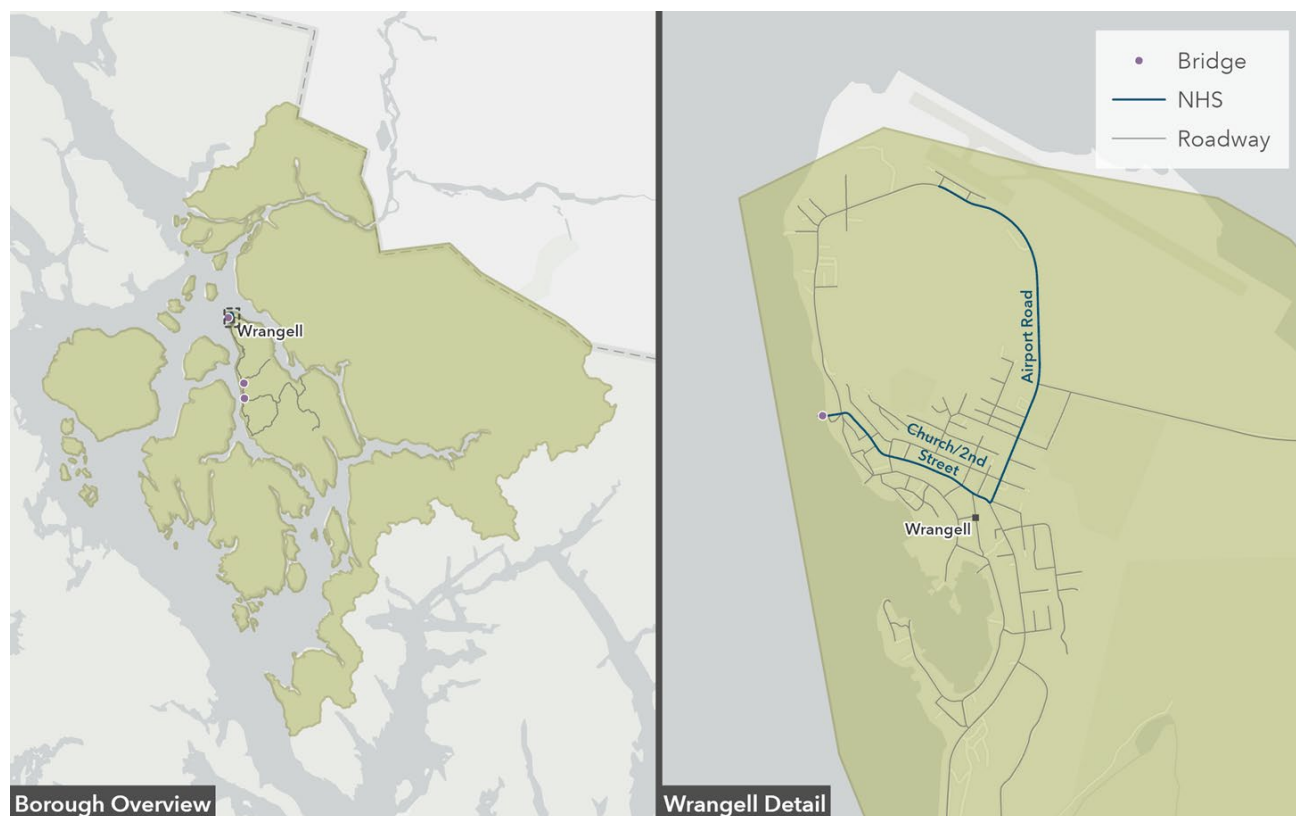


Figure 32: City and Borough of Wrangell Road and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from collectors to local roads. DOT&PF roads carry most higher-volume traffic, while community roads provide local road access throughout the city and borough. Table 81 lists DOT&PF and community roads by classification.

Table 81: City and Borough of Wrangell Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	-	-	-	-	-	-	-
Major Collector	5.96	1.68	-	-	-	-	7.6
Minor Collector	8.78	0.81	-	-	-	-	9.6
Local	2.13	11.68	-	41.67	-	0.63	56.1

3.9.2 Traffic & Safety

AADT

CCS data collected for CBW was used to analyze traffic volumes. The most recent AADT measurements were 2050 vehicles per day, recorded along Zimovia Highway in 2024, and 220 vehicles per day, recorded along Spear Road in 2024. On Zimovia Highway, heavy vehicles comprise approximately 3.9 percent of the total AADT. Of the 3.9 percent, 3.7 percent were single-unit trucks and 0.2 percent were combination-unit trucks. No heavy vehicle volumes were reported for Spear Road.

Posted Speed Limits

Posted speed limits in CBW range from 20 mph on local downtown roads to 40 mph in more rural areas.

Crash Data

The CARE reported 35 crashes for CBW between 2015 and 2024. Table 82 lists the crash type distribution.

Of the 35 crashes, 22 had no apparent injuries, and one crash had no identified crash severity. In total, there were four possible injuries, four suspected minor injuries, two suspected serious injuries, and two fatalities.

Forty-three (43) percent of the reported crashes occurred while conditions were clear. Twenty (20) percent occurred under cloudy conditions, 14 percent while there was rain, six percent while there was snow or blowing snow, and six percent while there was freezing rain. Of the remaining crashes, 11 percent occurred during other or unknown conditions.

Fifty-seven (57) percent of crashes occurred under daylight conditions, 17 percent occurred in lighted dark conditions, 17 percent occurred in not lighted dark conditions, three percent occurred at dawn or dusk, and three percent occurred in unknown lighting dark conditions. Of the remaining crashes, three percent occurred during other or unknown lighting conditions.

Table 82: City and Borough of Wrangell Crashes 2015-2024

MANNER/TYPE OF CRASH	COUNT
Angle	6
Front-to-Front	1
Front-to-Rear	2
Not a Collision with a Motor Vehicle In-Transport	21
Rear-to-Side	1
Sideswipe – Same Direction	2
Other	2
TOTAL	35

Traffic Forecasts

Table 83 provides existing traffic volumes and projected future AADT in CBW based on the calculated regional growth rate.

Table 83: City and Borough of Wrangell Traffic Forecasts

DESCRIPTION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Zimovia Highway	2,050	-0.49	1,788
Spear Road	220	-0.49	118

3.9.3 Active Transportation Facilities

Walking is notable at 14 percent, while bicycling accounts for a very small portion of trips. The DOT&PF's partial inventory includes approximately 8 miles of sidewalks and 5 miles of bicycle lanes in Wrangell. For a list of all sidewalk and bike lane segments included in the inventory, see Appendices 2 and 3.

3.9.4 Bridges & Culverts

The CBW transportation network includes four bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 84 provides overall condition ratings for bridges in CBW. Further details about each bridge within Wrangell are provided in Appendix 1.

Table 84: City and Borough of Wrangell Bridge Conditions, 2024

OVERALL CONDITION RATING	COUNT
Good	1
Fair	3
Poor	0
TOTAL	4

3.9.5 Freight

The intermodal freight network is contained to downtown Wrangell (Table 85). Similar to other communities, Wrangell's road network lacks redundancy.

Table 85: City and Borough of Wrangell NHS Intermodal Connectors

LOCATION	INTERMODAL CONNECTOR TYPE	LENGTH (MILES)
Airport Road	NHS IM Airport Terminal	0.8
Church/2nd Street	NHS IM Ferry Terminal	0.5
Wrangell Ferry Terminal Spur Road	NHS IM Ferry Terminal	0.1
TOTAL NHS MILEAGE		1.4

Zimovia Highway highlights the risk of the lack of redundancy and climate change posed to the system. In 2024, a fatal landslide occurred at mile 11.2 caused by excessive rainfall cutting residents off from access to goods and services downtown.

The City owns a 48-acre industrial waterfront parcel known as six-mile Zimovia Deep Water Industrial Site. Depending on how the City develops the property, freight transportation on Zimovia Highway may be affected.⁸⁷

The 2010 Wrangell Comprehensive Plan and the 2021 Freight in Wrangell Analysis identify limited freight capacity and the high cost of freight as a barrier to business expansion.

The 2004 SEATP recommended evaluating the Bradfield and Stikine corridors to connect Petersburg and Wrangell via either route to the continental highway system in Canada. Bradfield Canal Road would require a deepwater port to connect to the Stewart-Cassiar Highway in British Columbia.

3.9.6 Transit

There is no fixed-route transit service in Wrangell. However, Southeast Senior Services provides a human services shuttle to and from the Wrangell Senior Center.

3.9.7 Tourism & Recreation

A developed trail system supporting activities such as hiking, biking and wildlife viewing attracts recreation visitors, adventure tourists, and outdoor enthusiasts. Other recreation opportunities in Wrangell include fishing, hunting, and climbing.⁸⁸ Popular attractions include the Chief Shakes Tribal House located on Chief Shakes Island, Petroglyph Beach State Historic Park, which contains the largest concentration of petroglyphs in Southeast, and the Stikine-LeConte Wilderness.

Cruise ship passengers make up over 90 percent of tourists visiting Wrangell. Wrangell had 21,207 cruise ship visitors in 2024, and 117 port calls in 2025.⁸⁹ Wrangell has seen an increase in the number of large cruise ship ports of call in recent years with the number expected to continue to increase. Additionally, the airport and ferry terminal serve as primary gateways to major attractions. The airport and AMHS offer access to fly-in tours that operate directly out of the airport area, such as tours to Anan Wildlife Observatory.

The downtown waterfront serves as the main port with capacity for Panamax-sized⁹⁰ vessels and smaller cruise ships. The waterfront is a hub for tourism, commercial fishing, and marine services, with ongoing investments in harbor improvements and visitor amenities. The downtown barge landing and marine service center, a service facility that supports both commercial and recreational vessel owners⁹¹, are busy areas with competing uses, creating congestion and public access challenges between industrial activity and tourism.

Most destinations throughout Wrangell require access by walking, pre-arranged tours, or private transportation. An increase in cruise ship passengers in the coming years may cause congestion issues downtown.

⁸⁷ 6 Mile Deep Water Industrial Site | Wrangell Alaska

⁸⁸ City and Borough of Wrangell Comprehensive Plan (2010), pp. 18, 37–38, 136–140.

⁸⁹ City & Borough Wrangell, Wrangell Visitor Economy 2025, (Rain Coast Data., June 2025), Wrangell Visitor Industry 2025.

⁹⁰ Panamax Size Vessels are limited to 110 feet (33.5 meters) in width, 1,050 feet (320.0 meters) in length, and 41.2 feet (12.6 meters) in depth

⁹¹ Wrangell Marine Service Center | Discover Marine Services Today — Wrangell Ports & Harbors

3.9.8 Maintenance

There is one maintenance station within CBW, on Airport Road, which typically has two operators tasked with maintenance and operations of the airport and local roads. Operations for the Wrangell station occur seven days a week. No RWIS stations exist within CBW.

3.9.9 Key Issues & Opportunities

There are no projects for Wrangell identified in the 2024-2027 STIP. However, there are several notable needs identified in the Needs List, such as the non-motorized transportation system Development, the 40-Acre deep water port development, and the downtown resurfacing along Cambell Drive and Brueger Street, which will help revitalize Wrangell's downtown business area. Refer to Appendix 4 for a list of all STIP and Needs List projects.

The community transportation workshop for Wrangell identified several priorities, highlighting these near-term priorities to focus resources on:

- The CBW has a demonstrated need for a new barge landing. The current barge landing is not rated for the weight and size of the current loads and is in a state of disrepair. The Borough has pursued relocation of the Borough-owned barge ramp to the six-mile-deepwater port site. This relocation would result in more freight traffic along Zimovia Highway
- Slope stabilization is a key area of concern for the City. Areas along Zimovia Highway, specifically between six-mile and eight-mile experience ongoing rock fall and debris slides. Stabilization of slopes along this segment is of concern to the community and needed to avoid service disruption and serious crashes or fatalities. Wrangell experienced a large fatal landslide in November 2023 at Mile 11 Zimovia Highway.
- The City has identified two roads in need of repair, Ishiyama Drive and Shoemaker Loop Road. The community would also like a continuous loop from the end of Ishiyama Drive to the end of FS6259. This project requires inter-agency coordination including DOT&PF, DNR, and USFS.

Within CBW, there are no bridges included on the statewide prioritized poor bridge list. This presents an opportunity to focus on asset management best practices to keep bridges in Wrangell in a state of good repair.

3.10 Yakutat City and Borough

Yakutat City and Borough (YCB) encompasses approximately 9,463 square miles and is surrounded by the Tongass National Forest, Wrangell St. Elias National Park and Preserve, and Glacier Bay National Park and Preserve (Figure 33). The City of Yakutat is the only community in the borough and sites at the mouth of Yakutat Bay. As of the 2020 U.S. Census, Yakutat had 657 residents.

According to ACS data for Yakutat City and Borough, modes of commuting are highly varied. Just over half of workers (52 percent) use a car, truck, or van, with carpooling unusually high at 14.5 percent, including a notable share in larger carpools. Walking accounts for nearly 32 percent, far above state and regional averages, and bicycling (3.4 percent) is also comparatively high. Remote work is significant at 10.3 percent, while public transit is not available.



Figure 33: Yakutat City and Borough Boundary

3.10.1 Roads

The YCB consists of a nearly 70-mile transportation network that combines state highways and local community roads to support regional mobility. The network does not contain routes designated as part of the NHS or AHS. Instead, the system primarily serves local access needs, connecting communities, ferry terminals, and essential services within the service area. Figure 34 depicts all roads and bridges.

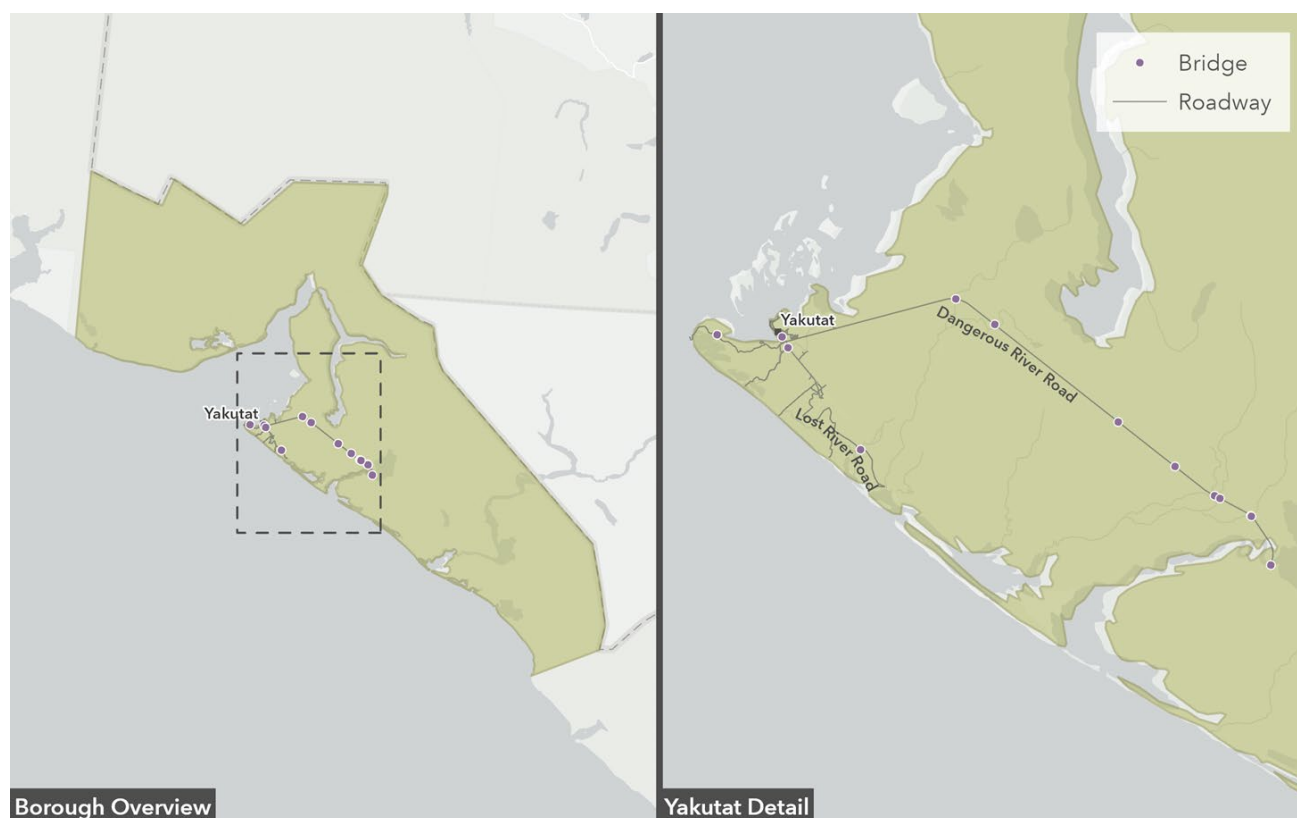


Figure 34: Yakutat City and Borough Roadway and Bridge Overview

The road inventory categorizes routes by functional classification, ranging from collectors to local roads. Within Yakutat, the DOT&PF manages a relatively high share of local and minor collector routes that do not serve a regional or statewide function. Table 86 lists the DOT&PF and community roads by classification.

Table 86: Yakutat City and Borough Roadway Functional Classification and Maintenance Responsibility

CLASSIFICATION	DOT&PF	LOCAL	OTHER STATE AGENCY	NPS/USFS	OTHER/ PRIVATE	TRIBAL	TOTAL
	LENGTH (MILES)						
Principal Arterial - Other	-	-	-	-	-	-	-
Minor Arterial	-	-	-	-	-	-	-
Major Collector	5.13	-	-	-	-	-	5.1
Minor Collector	1.52	2.07	-	2.42	-	-	6
Local	38.03	12.99	2.87	3.31	-	-	57.2

3.10.2 Traffic & Safety

AADT

Short-term count station data collected in YCB was used to analyze traffic volumes. Table 87 lists the most recent traffic volumes reported.

Table 87: Yakutat City and Borough AADT

DESCRIPTION	YEAR RECORDED	AADT	HEAVY VEHICLES	SINGLE UNIT	COMBINATION UNIT
Mallott Avenue North Max Italiano Road	2024	1,070	Not Reported	Not Reported	Not Reported
Mallott Avenue North E Ocean Cape Road	2024	1,670	Not Reported	Not Reported	Not Reported
Dangerous River Road/Forest Highway No. 10 East Mallott Avenue	2024	930	Not Reported	Not Reported	Not Reported

Posted Speed Limits

Posted speed limits in YCB range from 20 mph on local downtown roads to 55 mph in more rural areas.

Crash Data

The CARE reported 13 crashes within YCB between 2015 and 2024. Table 88 summarizes the crash type distribution.

Table 88: Yakutat City and Borough Crashes, 2015-2024

MANNER/TYPE OF CRASH	COUNT
Angle	1
Not a Collision with a Motor Vehicle In-Transport	12
TOTAL	13

Of the 13 crashes, four have no apparent injuries and two crashes have no identified crash severity. In total, there was one possible injury, four suspected minor injuries, one suspected serious injury, and one fatality.

Forty-six (46) percent of the reported crashes occurred while conditions were clear, 31 percent occurred under cloudy conditions, and 15 percent while there was rain. Of the remaining crashes, eight percent occurred during other or unknown conditions.

Fifty-four (54) percent of crashes occurred under daylight conditions, eight percent occurred in lighted dark conditions, and 31 percent occurred in non-lighted dark conditions. Of the remaining crashes, eight percent occurred during other or unknown lighting conditions.

Traffic Forecasts

Table 89 lists existing traffic volumes and projected future AADT in YCB based on the calculated regional growth rate.

Table 89: Yakutat City and Borough Traffic Forecasts

LOCATION	EXISTING AADT	AVERAGE GROWTH (PERCENT PER YEAR)	20-YEAR FUTURE AADT
Mallott Avenue North Max Italiano Road	1,070	-0.49	970
Mallott Avenue North E Ocean Cape Road	1,670	-0.49	1,514
Dangerous River Road/Forest Highway No. 10 East Mallott Avenue	930	-0.49	843

3.10.3 Active Transportation Facilities

Walking is notably high at nearly 32 percent, and bicycling is moderately high at 3.4 percent. At this time, sidewalk and bicycle lane data have not been inventoried for YCB.

3.10.4 Bridges & Culverts

The YCB's transportation network includes 13 bridges that provide critical connections for local and regional travel. Each bridge's overall condition rating is based on deck condition, superstructure condition, and substructure condition. Table 90 summarizes overall condition ratings for bridges in the borough. Further details about each bridge within YCB are provided in Appendix 1.

Table 90: Yakutat City and Borough Bridge Conditions

OVERALL CONDITION RATING	COUNT
Good	5
Fair	6
Poor	2
TOTAL	13

3.10.5 Freight

The Yakutat Comprehensive Plan cites high freight costs due to limited transportation options as an impediment to economic development. Though Yakutat has regular jet service, there are no NHS- or AHS-designated roads.

Yakutat receives freight primarily via air cargo and barge for bulk goods, heavy equipment, and general supplies, connecting through Juneau or Anchorage. The AMHS was historically used for regional freight distribution; however, service has been extremely limited in recent years.

3.10.6 Transit

As described in the 2011 Yakutat Coordinated Transportation Plan (YCTP), transit in the Yakutat Tlingit Tribe (YTT) is limited to the Yakutat Senior Center (YSC) transportation program and the YTT emergency transportation service. The YSC vehicles have a wheelchair lift available and can serve a maximum of eight riders at one time. This program operates on weekdays between 8:30 AM and 2:30 PM.

3.10.7 Tourism & Recreation

Tourism in Yakutat is driven mainly by small lodges tailored to sportfishing and hunting. Yakutat offers other recreational opportunities for its residents and visitors, including hiking, bicycling, skiing, surfing, and motorized recreation. Although Yakutat's first large cruise ship visit occurred in 2015, cruise visitors are currently "limited to a couple dozen small cruise passengers in the community itself."⁹² The City and Borough of Yakutat Comprehensive Plan 2023 reported that approximately 108 AMHS ferry passengers arrived in Yakutat in 2021, while 24 cruise ship passengers visited the community in the same year.

Surface transportation within the community is limited. However, active transportation access and trail connectivity are emerging priorities to improve recreation and tourism access. Tourism and recreation activities depend heavily on Yakutat's transportation system. Visitors arrive by jet or ferry, then rely on local roads and trails to access lodges, fishing sites, and natural attractions.

3.10.8 Maintenance

There is one maintenance station within the CBY, on Airport Road, which typically has two operators tasked with maintenance and operations of the airport and local roads. Operations for the Yakutat station occur seven days a week. Yakutat has no RWIS facilities.

3.10.9 Key Issues & Opportunities

There are no projects for Yakutat identified in the STIP. There are several notable projects in the Needs List, such as the Areawide Street Lighting Installation and seven bituminous road treatment projects, which will repair and preserve various roads in the community. Refer to Appendix 4 for a list of all STIP and Needs List projects.

The community transportation workshop for Yakutat identified several priorities:

- In general, Yakutat is concerned with connectivity, cost of living, and to regain regularly scheduled AMHS service. A gravel crusher was an identified need for road and trail maintenance.

Within the Yakutat Borough, two bridges are identified as regional priorities based on their condition ratings in the statewide prioritized poor bridge list:

- Ankau Slough Bridge (No. 1112) on IRR: Ocean Cape Road is listed in poor condition and ranked 40th on the statewide prioritized poor condition bridge list. It is advancing as a City project.
- Dangerous River Bridge (No. 1276) on Dangerous River Road is listed in poor condition and ranked 60th on the statewide prioritized poor condition bridge list. The poor condition bridge list indicates there is no project, however, DOT&PF staff indicated planning-level actions are underway.

Recognizing that DOT&PF currently manages a significant number of locally serving routes in the City and Borough of Yakutat, it is recommended to actively pursue the 2016 LRTP direction (Actions 1.1

⁹² CBY Comprehensive Community Plan Update 2023, (City and Borough of Yakutat, November 2023)

and 7.2) by prioritizing state resources on higher-functionally classed facilities and working collaboratively with YCB to transfer appropriate local-serving routes to local ownership.

4.0 KEY RECOMMENDATIONS

This section documents key recommendations identified through the development of this memo to help inform SEATP objectives. Recommendations are categorized as administrative, programmatic and funding, policy and planning engagement, and recommended plans and studies. Potential capital project recommendations are also included in this section.

4.1 Administrative Recommendations

Key administrative recommendations include:

- Review and update bridge location data for alignment with correct borough and census areas.

4.2 Programmatic and Funding

Key programmatic and funding recommendations include:

- Develop and implement a process to evaluate life-cycle maintenance and operations costs when advancing new assets.
- Develop, adopt, and publish sidewalk winter maintenance prioritization.
- Complete Southeast culvert inventory and publish data.
- Advance targeted safety improvements to reduce serious injuries and fatalities.
- Advance targeted preventive maintenance improvements consistent with asset management objectives.
- Continue to fund and prioritize routine chip-seal/seal-coat program.
- Provide additional resources to implement preservation activities to keep bridges in good/fair condition.
- Establish a rotating bridge crew to perform bridge preservation activities for Southcoast Region.
- Establish a preventive-maintenance schedule for recently completed new and reconstructed facilities and track asset condition over time.
- Continue to leverage STIP programs for routine preservation activities for roads and bridges.
- Continue to apply for discretionary funding to advance projects that are not easily funded through regular formula STIP funds.
- Consider additional RWIS stations to provide real-time weather information for travel and M&O decisions, prioritizing communities that do not have RWIS.

4.3 Policy and Planning Engagement

Key policy and planning engagement recommendations include:

- Focus limited resources through the transfer of local roads to local jurisdictions.
- Incorporate cost effectiveness considerations into planning decisions for intermodal connections by evaluating where road investments may offer lower long-term operating and maintenance costs compared to equivalent ferry service.
- Leverage SS4A and other safety planning efforts to identify and advance targeted safety projects.
- Identify and prioritize active transportation network gaps for targeted investment.
- Use interim protective measures and advance project delivery for bridges with critical findings.
- Develop mutually beneficial partnerships with communities, tribes, and other entities to support maintenance and operation activities.

4.4 Identify opportunities to support freight movement efficiencies. Recommended Plans & Studies

Key recommended plans and study recommendations include:

- Advance feasibility studies for road connections identified in the 2045 AMHS LRP with an emphasis on evaluating their potential to reduce long-term ferry operating costs.
- Advance a comprehensive study to evaluate long-term trade-offs between AMHS service and roadway investments, including identification of strategic road connections that can shorten ferry routes and assessment of life-cycle costs, system reliability, operating costs, and overall cost-effectiveness.

4.5 Potential Capital Project Recommendations

Projects are routinely identified by DOT&PF through the Needs List and STIP. The DOT&PF is also developing a 10-year plan to guide the prioritization and selection of projects. The SEATP Update will provide capital project recommendations for larger projects that support the regional transportation network and performance measures. Final capital project recommendations will be assessed and included in the Funding and Implementation Memo.

The projects summarized here reflect capital projects that have been identified at the community level through the development of this memo. This list is neither exhaustive nor prioritized, but rather comprehensive to document identified needs. Additional surface transportation projects may be recommended for consideration in the forthcoming Risk and Resiliency Memo. Final project recommendations will be documented in the Funding and Implementation Memo.

Haines Borough

- Chilkat State Park Roads - Redesign to address grade/erosion issues

- Sidewalk connectivity projects on Small Tracts Road, Union Street, and roads around Haines High School

Hoonah–Angoon Census Area

- Salmon River Bridge (Gustavus, No. 444) - Address embankment erosion risk
- Main Street Pelican Bridge/Boardwalk (No. 1268) - Poor condition
- Garteen Highway (Hoonah) - Rehabilitation including new sidewalks
- Post-utility roadway repairs (Hoonah) - Bring streets back to standard after underground work
- Flood mitigation (Gustavus) - Lower Wilson Road and Dock/Wilson/Gustavus Road (“Four Corners”) intersection drainage improvements

City and Borough of Juneau

- Juneau-Douglas North Crossing - Second bridge to Douglas Island for system redundancy
- Egan-Yandukin & Glacier Highway Connection - Reconstruct intersection with partial signalization & crossing; Lemon Spur Road extension remains a priority
- Jordan Creek Bridge (No. 1685, Amalga St.) - Poor Condition
- Fish Creek Bridge (No. 353, North Douglas Hwy) - Poor Condition
- Calhoun Ave Pedestrian Overcrossing (No. 1431) - Poor Condition
- Cascade Point Ferry Terminal (Mile 42 Glacier Hwy) – AMHS Ferry Terminal Project

Ketchikan Gateway Borough

- Tongass Avenue Viaduct (No. 997) - Poor Condition
- Water Street Viaduct (No. 797) - Poor Condition
- Ward Creek Bridge (No. 747) - Poor Condition
- Hoadley Creek Bridge (No. 725) - Poor Condition
- Ketchikan Creek Bridge (No. 726, Park/Harris St.) - Poor Condition
- Harriet Hunt Creek Bridge (No. 2264, Shelter Cove Rd.) - Poor Condition
- Harding Street Bridge (No. 2262) - Poor Condition
- Peterson Street Bridge (No. 2263) - Poor Condition
- Sayles/Gorge Viaduct (No. 1841) - Poor Condition

- Downtown pedestrian capacity and cruise bus staging relocation (Berth 4 area; Tongass Ave “S-curves”) - Resolve congestion and staging conflicts

Petersburg Borough

- Airport Access Road - Widen/reconstruct to create a second route to town and improve freight access to Alaska Marine Lines terminal
- Papkes Landing - Replace ramp, dock, and floats, transfer Papkes Landing Road to local agency management

Prince of Wales – Hyder Census Area

- Kake Access Road - Improve connection to Petersburg
- Kake fuel dock facility - New economic-development asset
- Little Gunnuk Creek culvert replacement with a bridge and pedestrian access
- Thorne Bay Road - Address frost heaves, width constraints; pavement condition
- Hydaburg Highway - Reconstruction with safety/shoulder improvements
- Craig–Klawock Multi-Use Path - Connect existing path at Craig High School to scenic viewpoint
- Klawock/Hollis Highway - Safety/landslide mitigation and a new sidewalk segment within Klawock
- Crab Creek Culvert (No. 4008, Craig/Klawock/Holl corridor) - Poor Condition
- Gravelly Creek Bridge (No. 1464, Thorne Bay Road) - Poor Condition; deck rehab would improve to good condition

City and Borough of Sitka

- Halibut Point Road Multi-use Path - Ferry terminal to Sea-Mart
- Lincoln Street - Downtown upgrades
- Blue Lake Road - Resurface and grade

Municipality of Skagway

- Dyea Road - Resurfacing and signage
- Main Street - Repair poor infrastructure, utilities, and sidewalks
- Skagway Ferry Terminal (No. 805) - Poor Condition

City and Borough of Wrangell

- Barge landing relocation to Six-mile deep-water port site - Replace deteriorated barge ramp; will shift more freight onto Zimovia Highway.
- Zimovia Highway (6-8 mile) - Slope stabilization to address ongoing rockfall/debris slides (post-November 2023 landslide context)
- Ishiyama Drive and Shoemaker Loop Road repairs - Explore continuous loop to FS6259 (multi-agency coordination)

Yakutat City and Borough

- Ankau Slough Bridge (No. 1112, Ocean Cape Rd.) - Poor Condition
- Dangerous River Bridge (No. 1276, Dangerous River Rd.) - Poor Condition



APPENDIX 1:

BRIDGE INVENTORY

HAINES BOROUGH

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
387	Lutak Spur	Fair	4.8	200
742	Haines Hwy	Fair	23.2	504
743	Haines Hwy	Good	28.3	60
744	Haines Hwy	Good	31.0	80
745	Haines Hwy	Good	33.2	120
804	Marine Hwy Route	Fair	0.1	168
1216	Porcupine Crossing	Good	0.1	360
1630	Dalton Trail Spur	Fair	3.2	61
1631	Dalton Trail Spur	Fair	2.9	50
1635	Porcupine Road	Fair	8.3	80
1636	Porcupine Road	Fair	8.9	36
1637	Porcupine Road	Good	10.8	60
1641	Kelsall Road	Fair	0.0	48

HOONAH-ANGOON CENSUS AREA

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
179	IRR: Airport Road	Good	0.0	133
181	IRR: Ferry Access	Fair	0.0	137
444	Gustavus Airport Road	Poor	1.5	158
445	Good River Road	Fair	0.0	77
1268	Main Street	Poor	0.0	2830
1417	State Dock Road	Good	1.4	1024
1426	Marine Hwy Route	Good	18.0	104
1451	Marine Hwy Route	Fair	15.0	282
1491	Main Street	Good	0.0	178
2310	Spruce Lane	Good	0.1	40
2320	Tong Road	Good	0.1	40
2321	Good River Road	Good	0.2	60
2393	Grandpas Farm Road	Good	0.2	60
2394	Dickey Drive	Good	0.2	55
4146	Airport Road	Good	0.1	21

CITY AND BOROUGH OF JUNEAU

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
191	Ferry Terminal Road	Fair	0.1	231
217	Back Loop Road	Fair	3.2	196
264	Back Loop Road	Good	4.5	81
314	9th Street	Fair	0.1	47
315	Willoughby Avenue	Fair	1.9	48
353	North Douglas Hwy	Fair	7.3	146
383	Amalga Harbor Road	Good	0.3	126
418	Thane Road	Fair	4.1	138
732	Egan Drive	Fair	0.4	120
734	Glacier Hwy	Fair	23.0	81
735	Glacier Hwy	Fair	26.4	211
736	Glacier Hwy	Fair	26.0	142
737	Glacier Hwy	Good	9.3	378
740	Juneau Douglas Bridge Road	Fair	0.1	1,286
787	Twin Lakes Drive	Good	1.6	126
788	Douglas Hwy	Fair	1.5	304
793	Old Glacier Hwy	Good	2.3	100
803	Marine Hwy Route	Fair	0.0	168
870	North Douglas Hwy	Fair	0.1	115
873	Back Loop Road	Fair	3.3	40
948	Basin Road	Good	0.3	407
949	Basin Road	Fair	0.5	108
1068	Calhoun Avenue	Fair	0.2	295
1069	12th Street	Fair	0.4	63
1188	Egan Drive	Fair	3.4	121
1197	Egan Drive	Fair	5.3	181
1220	Glacier Highway	Fair	38.0	192
1291	Fish Creek Road	Good	2.0	192
1474	Marine Hwy Route	Fair	0.1	168
1684	Jordan Avenue	Good	0.3	52
1685	Amalga Street	Poor	0.1	77
1750	9th and Dixon	Fair	0.1	72
1786	Trout Street	Good	0.1	52
1863	Egan Drive	Fair	38.0	181
2127	Egan Drive	Good	6.1	60
2135	Distin Street	Fair	0.1	92
2192	Egan Drive	Good	6.1	60
2193	Egan Drive	Good	6.0	121

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
2194	Egan Drive	Good	6.0	121
4005	Egan Drive	Fair	3.0	21
4024	Glacier Hwy	Fair	10.9	26
4025	Old Glacier Hwy	Fair	0.2	36
4064	Egan Drive	Good	4.9	31
4065	Fish Creek Road	Good	4.6	27
4067	Egan Drive	Fair	8.3	22
4105	Old Glacier Hwy	Good	1.9	21

KETCHIKAN GATEWAY BOROUGH

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
176	Ferry Shuttle Route	Fair	0.0	162
190	Inter-Island Route	Fair	0.1	143
195	Ferry Shuttle Route	Good	0.1	292
196	Ferry Shuttle Route	Good	0.0	281
253	South Tongass Hwy	Good	10.7	131
384	Grant Street	Fair	0.1	213
414	North Tongass Hwy	Good	13.9	145
415	North Tongass Hwy	Good	14.5	145
446	Water Street	Good	0.1	700
453	Young St/Sayles Street	Fair	0.0	540
724	South Tongass Hwy	Fair	2.4	124
725	South Tongass Hwy	Poor	0.2	45
726	Park/Harris Street	Poor	0.0	67
746	North Tongass Hwy	Fair	3.6	81
747	North Tongass Hwy	Poor	4.6	195
749	North Tongass Hwy	Fair	0.3	87
797	South Tongass Hwy	Poor	1.7	1,624
800	Marine Hwy Route	Fair	0.1	168
864	Knudson Cove Road	Good	0.5	124
997	South Tongass Hwy	Fair	1.3	1727
1078	South Tongass Hwy	Fair	11.2	147
1080	South Tongass Hwy	Fair	2.0	247
1081	South Tongass Hwy	Good	2.1	357
1131	Fair Street	Fair	0.5	92
1132	Park Street	Fair	0.3	91
1133	Park Street	Fair	0.1	65
1153	North Tongass Hwy	Fair	9.4	154
1181	Bayview Street	Good	0.0	142
1472	Hopkins Alley	Fair	0.1	697
1473	Thomas Street	Fair	0.0	384
1704	Gravina Island	Good	0.0	140
1780	Warren Street	Good	0.1	71
1781	Millar Street	Good	0.1	75
1819	Ferry Shuttle Route	Fair	0.1	168
1823	Marine Hwy Route	Fair	0.0	168
1840	Valley Forge Drive	Fair	0.0	51
1841	Sayles/Gorge Street	Poor	0.0	127
1901	Spruce Mill Way	Good	0.1	530

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
2159	Gravina Island Hwy	Good	3.1	143
2198	Gravina Island Hwy	Good	4.6	100
2222	Gravina Island Hwy	Good	2.1	63
2262	Harding Street	Poor	0.1	33
2263	Peterson Street	Poor	0.1	41
2264	Shelter Cove Road	Poor	2.7	53
2265	Shelter Cove Road	Good	6.1	91
2266	Shelter Cove Road	Good	7.8	91
2269	Shelter Cove Road	Good	8.2	61
2313	Water Street	Good	0.1	75
2338	Shelter Cove Road	Good	13.6	91
2346	Bostwick Lake Road	Fair	1.2	40
2347	Bostwick Lake Road	Fair	1.3	21
2348	Bostwick Lake Road	Fair	1.5	26
2349	Bostwick Lake Road	Fair	2.7	31
2350	Bostwick Lake Road	Fair	2.9	43
2351	Bostwick Lake Road	Fair	3.5	38
2356	Vallenar Bay Road	Good	2.0	40
2357	Vallenar Bay Road	Good	2.3	40
2358	Vallenar Bay Road	Good	3.2	50
2359	Vallenar Bay 3000	Good	0.8	40
2360	Vallenar Bay 3000	Good	0.9	40
2361	Vallenar Bay 3000	Good	1.3	80
4031	South Tongass Hwy	Fair	8.8	28
4109	Franklin Road	Good	0.1	22
4118	Seley Road	Good	1.2	29
4119	Seley Road	Good	1.5	26

PETERSBURG BOROUGH

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
192	IFA Ferry Route	Good	0.1	1,042
388	Mitkof Highway	Good	20.2	115
429	Crystal Lake Hatchery Road	Fair	0.1	200
802	Marine Hwy Route	Fair	0.1	500
868	Mitkof Hwy	Fair	9.7	122
959	Nordic Drive	Fair	1.2	79
960	Mitkof Hwy	Good	6.6	95
1159	Sing Lee Alley	Fair	0.0	388
1453	Birch Street	Fair	0.0	704
2079	Fredrick Drive	Good	6.0	90
2377	Kake Access - USFS	Fair	0.0	81
2378	Kake Access - USFS	Fair	0.0	41
2379	Kake Access	Good	0.0	80
2382	Kake Access - USFS	Fair	0.0	91
2383	Kake Access - USFS	Fair	0.0	41
2384	Kake Access - USFS	Poor	0.0	51
2385	Kake Access - USFS	Fair	0.0	81
4039	Mitkof Hwy	Fair	28.0	40
4144	Mitkof Hwy	Good	25.4	21

PRINCE OF WALES-HYDER CENSUS AREA

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
177*	IRR: Fort Spur Road	Good	0.1	132
178	IRR: Marine Hwy Route	Fair	0.0	166
182	Marine Hwy Route	Good	0.1	132
193	IFA Ferry Route	Good	0.1	308
194	IRR: Marine Hwy Route	Good	0.1	138
301	IRR: Craig/Klawock Hwy	Fair	6.6	321
316	IRR: Mijuu Way	Fair	0.1	50
481	Craig/Klawock/Holl	Fair	19.4	81
482	Craig/Klawock/Holl	Fair	28.2	317
1152*	IRR: Petersburg/Kake Road	Fair	1.0	130
1184	Kasaan Road	Good	8.0	40
1217	Salmon River Road	Fair	4.5	41
1238	Salmon River Road	Good	12.0	766
1355	Hydaburg Highway	Fair	22.1	125
1356	Hydaburg Highway	Fair	21.5	100
1360	Big Salt Lake Road	Good	5.9	102
1362	Big Salt Lake Road	Fair	10.0	131
1363	Big Salt Lake Road	Good	12.8	131
1375	Big Salt Lake Road	Good	1.7	88
1455	Thorne Bay Road	Good	1.3	110
1456	Thorne Bay Road	Fair	5.1	126
1457	Thorne Bay Road	Fair	5.5	52
1458	Thorne Bay Road	Fair	7.3	151
1461	Thorne Bay Road	Fair	11.4	136
1462	Thorne Bay Road	Fair	13.0	164
1463	Thorne Bay Road	Good	13.6	57
1464	Thorne Bay Road	Poor	14.1	97
1467*	IRR: Keku Road (Kake)	Fair	3.2	112
1468*	IRR: Keku Road (Kake)	Fair	6.7	84
1566	Hydaburg Hwy	Good	0.5	100
1567	Hydaburg Hwy	Good	3.6	79
1568	Hydaburg Hwy	Good	5.2	79
1569	Hydaburg Hwy	Good	6.6	100
1605	Hydaburg Hwy	Good	9.1	76
1606	Hydaburg Hwy	Good	10.6	86
1607	Hydaburg Hwy	Good	12.5	92
1608	Hydaburg Hwy	Good	13.5	92
1717	Coffman Cove Road	Fair	4.4	96

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
1719	N Prince Of Wales	Good	21.5	107
1721	N Prince Of Wales	Good	28.0	162
1730	Hydaburg Hwy	Good	18.3	85
1731	Hydaburg Highway	Good	17.9	92
1893	IRR: Kasaan Road	Good	11.9	84
1894	IRR: Kasaan Road	Good	10.6	79
1895	IRR: Kasaan Road	Good	10.5	64
2078	Shoreline Drive	Fair	0.8	40
2089	Port Saint Nicholas	Good	5.1	100
2129	Coffman Cove Road	Good	9.6	94
2279	Loggers Lane	Good	0.1	60
2280	N Prince Of Wales	Good	17.5	113
2281	Coffman Cove Road	Good	16.2	95
2282	Coffman Cove Road	Good	17.1	80
2283	Coffman Cove Road	Good	20.4	38
2289	N Prince of Wales	Good	26.2	70
2290	N Prince of Wales	Good	26.4	76
2370*	Goose Lake Road-Kake	Good	2.2	120
2371*	Goose Lake Road-Kake	Good	6.5	80
2372*	Goose Lake Road-Kake	Fair	7.5	60
2380*	Low Ball Road-Kake	Good	0.0	61
2381*	Kake Access - USFS	Good	0.0	61
3000	Coffman Cove Road	Fair	9.1	120
3001	Coffman Cove Road	Good	6.4	80
4008	Craig/Klawock/Holl	Poor	1.5	26
4019	Hydaburg Highway	Good	15.9	31
4063	Big Salt Lake Road	Good	4.1	29
4116*	Irr: Keku Road (Kake)	Good	5.5	39

**These bridges were erroneously listed as Petersburg Borough in the National Bridge Inventory. DOT&PF provided a correction for these projects to be listed within Petersburg-Hyder Census Area.*

CITY AND BOROUGH OF SITKA

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
245	Harbor Drive	Fair	0.5	1,255
327	Halibut Point Road	Fair	6.6	125
328	Halibut Point Road	Fair	4.3	103
432	Sawmill Creek Road	Fair	5.6	165
806	Marine Hwy Route	Fair	0.0	168
865	Sawmill Creek Road	Good	0.6	143
867	Halibut Point Road	Fair	2.0	54
1676	Halibut Point Road	Fair	7.1	90

MUNICIPALITY OF SKAGWAY BOROUGH

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
308	Klondike Hwy	Fair	1.7	482
309	Dyea Road	Fair	7.1	205
805	Marine Hwy Route	Poor	0.0	175
1490	Dyea Rd Extension	Fair	8.3	163
1891	Dyea Road	Fair	9.0	76
4111	Klondike Hwy	Fair	11.2	143

CITY AND BOROUGH OF WRANGELL

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
801	Marine Hwy Route	Fair	0.1	140
1089	McCormack Creek Road	Good	12.6	144
1409	Zimovia Highway	Fair	10.3	104

YAKUTAT CITY AND BOROUGH

BRIDGE NUMBER	ROAD	BRIDGE CONDITION	STARTING MILE POST	LENGTH (FEET)
1094	Dangerous River Road	Fair	8.6	103
1112	Irr: Ocean Cape Road	Poor	4.6	495
1196	Irr: Lost River Road	Fair	5.9	100
1228	Dangerous River Road	Good	24.6	109
1229	Dangerous River Road	Fair	24.8	160
1276	Dangerous River Road	Poor	29.4	430
1971	Airport Road Yakutat	Good	0.3	79
2094	Sandy Beach Road	Fair	0.5	435
4071	Dangerous River Road	Fair	22.2	55
4072	Dangerous River Road	Good	26.5	29
4073	Dangerous River Road	Good	26.7	29
4074	Dangerous River Road	Fair	10.9	59



APPENDIX 2:

SIDEWALK INVENTORY

HAINES BOROUGH

ROAD	LENGTH (MILES)
3rd Avenue	0.5
Front Street	0.5
Haines Highway	1.0
Haines Highway/Lutak Road	0.3
Main Street	0.2
Old Haines Highway/Beach Road	1.1
Union Street	0.1
Young Road	0.2
TOTAL:	4.1

HOONAH-ANGOON CENSUS AREA

ROAD	LENGTH (MILES)
Haines Highway	0.01
TOTAL:	0.01

CITY AND BOROUGH OF JUNEAU

ROAD	LENGTH (MILES)
10th Street	0.4
12th Street	0.6
4th Street	0.3
Alaway Avenue	0.2
Anka Street	0.3
Auke Bay Ferry Terminal Access Road	0.04
Auke Bay Ferry Terminal East Berth Road	0.03
Back Loop Road	1.4
Berners Avenue	0.6
Calhoun Street	0.4
Channel Drive	0.4
Channel Vista Drive	0.03
Churchill Way	0.03
Commercial Boulevard	0.6
Cordova Street	0.1
Craig Street	0.1
Davis Avenue	0.6
Douglas Highway	1.6
Egan Drive/Glacier Highway	4.9
Egan Drive/Glacier Highway SB	0.9
Egan Roundabout (Back Loop)	0.04
Ferry Way	0.1
Franklin Street	1.5
Front Street	0.1
Glacier Avenue	0.2
Glacier Highway North	0.04
Glacier Highway Nugget	1.6
Glacier Highway/Lemon Road	3.8
Glacier Highway/Twin Lakes Drive	2.7
Glacier Highway/Willoughby Avenue	3.1
Glacier Spur Road	1.7
Haloff Way	0.2
Highland Drive	0.4
Hospital Drive	0.3
Industrial Boulevard	0.4
Jacobsen Drive	0.3
James Boulevard	0.6
Lawson Creek Upper Road	0.1
Lemon Creek Road	0.2

ROAD	LENGTH (MILES)
Main Street	0.5
Marine Way	0.3
Marine Way Roundabout	0.01
Mendenhall Boulevard	0.5
Mendenhall Loop Road	2.8
Mint Way	0.02
Montana Creek Road/Skaters Cabin	0.7
Mountainside Drive	0.4
Mount Roberts Street	0.3
Nancy Street	0.3
Ninth Street	0.3
North Douglas Hwy	0.03
Old Diary Road	0.2
Radcliffe Road	0.5
Renniger Street	0.3
Riverside Drive	3.1
Savikko Road	0.1
Seward Street	0.1
Shell Simmons Drive	0.4
Stephens Richards Drive	0.6
Sunny Drive	0.1
Thane Road	0.5
Tournure Street	0.3
Valley Boulevard	0.4
Vintage Boulevard	0.4
Whittier Street	0.3
Yandukin Drive	0.1
12th Street	0.1
Crest Avenue	0.3
Douglas Hwy	1.2
Douglas Roundabout (North Douglas)	0.03
Egan Drive/Glacier Highway	0.2
Front Street	0.1
Glacier Hwy Nugget	0.1
Mendenhall Loop Road	1.2
9th Street	0.04
North Douglas Highway	0.1
Savikko Road	0.1
Seward Street	0.3
Stephens Richards Drive	0.1
Egan Drive/Glacier Highway SB	0.2

ROAD	LENGTH (MILES)
Glacier Highway/Lemon Road	0.4
Highland Drive	0.1
Indian Street	0.1
Vintage Boulevard	0.05
TOTAL:	48.9

KETCHIKAN GATEWAY BOROUGH

ROAD	LENGTH (MILES)
Alaska Avenue	0.2
Baranof Avenue	0.6
Barney Way/Dock Street	0.3
Bawden Street	0.5
Bear Clan Street	0.1
Bryant Street	0.2
Buren Road	0.2
Carlanna Lake Road	0.4
Deermount Street	0.3
Dock Street	0.1
Fair Street	0.1
Forest Avenue	0.2
Fourth Avenue	0.4
Grant Street	0.2
Jackson Street	0.5
Jefferson Street	0.3
Ketchikan Lakes Road	0.3
Killer Whale Avenue	0.4
Main Street	0.5
Mission Street	0.2
North Point Higgins Road	0.8
North Tongass	3.0
Old Homestead Road	0.2
Park Avenue	0.5
Pine Street Upper	0.0
Schoenbar Road	1.2
South Tongass	7.6
South Tongass Highway Tunnel	0.1
Spruce Mill Way	0.0
TERMINAL WAY/GRAVINA ISLAND ACCESS ROAD	0.0
Third Avenue	1.3
Totem Row Street	0.1
South Tongass	0.2
Third Avenue	0.0
Bryant Street	0.0
Carlanna Lake Road	0.03
Jefferson Street	0.02
North Tongass	0.1
Schoenbar Road	0.04
TOTAL:	21.19

PETERSBURG BOROUGH

ROAD	LENGTH (MILES)
Haugen Drive	1.3
Mitkof Highway	0.8
Nordic Drive	2.7
Sandy Beach Road	0.2
TOTAL:	5.1

PRINCE OF WALES-HYDER CENSUS AREA

ROAD	LENGTH (MILES)
9th Street	0.1
Airport Road	0.5
Anchorage Street	0.5
Bayview Boulevard	0.4
Church Street	0.1
Craig/Klawock/Hollis Hwy	1.5
Kodiak Drive	0.0
Lower Atkinson Street	0.2
NFD 3030 Road	0.2
Port Saint Nicholas Road	0.2
Stikine Way	0.3
Tait Street	0.1
Union Street	0.1
Walden Point Road	0.1
Western Avenue	0.7
Bayview Boulevard	0.1
Craig/Klawock/Hollis Hwy	0.1
First Street	0.1
Tait Street	0.4
Walden Point Road	0.1
TOTAL:	5.7

CITY AND BOROUGH OF SITKA

ROAD	LENGTH (MILES)
Airport Road	0.1
Baranof Street	0.3
Brady Street	0.1
Cascade Street	0.2
Edgecumbe Drive	0.1
Gaviin Street	0.0
Halibut Point Road	3.7
Harbor Drive	0.1
Harbor Way	0.2
Indian River Road	0.7
Jeff Davis Street	0.2
Katlian Street	0.7
Kimsham Street	0.1
Lake Roundabout (Halibut Point)	0.0
Lake Street	0.7
Lincoln Street	0.8
Mills Street	0.1
Old Airport Road	0.1
Peterson Avenue	0.5
Sawmill Creek Road	6.3
Seward Upper Avenue	0.1
Sitka Ferry Access Road & Ramp	0.0
Sitka Ferry Terminal Road	0.1
Tongass Drive	0.0
Airport Road	1.1
Baranof Street	0.1
Cascade Street	0.2
Edgecumbe Drive	1.5
Halibut Point Road	0.0
Harbor Drive	0.2
Indian River Road	0.2
Jarvis Street	0.0
Katlian Street	0.2
Kimsham Street	0.1
Lake Street	0.2
Lincoln Street	0.4
Peterson Avenue	0.0
Sawmill Creek Road	0.1
Seward Upper Avenue	0.4

ROAD	LENGTH (MILES)
Sitka Airport Terminal Access Road	0.1
Tongass Drive	0.6
Airport Road	0.0
Gaviin Street	0.0
Katlian Street	0.0
Old Airport Road	0.1
TOTAL:	20.9

MUNICIPALITY OF SKAGWAY BOROUGH

ROAD	LENGTH (MILES)
1st Avenue	0.3
2nd Avenue	0.5
7th Avenue	0.3
Broadway	1.4
Congress Way	0.4
Skagway Ferry Terminal Road	0.0
State Street	2.33
Terminal Way	0.1
7th Avenue	0.1
Broadway	0.04
TOTAL:	5.4

CITY AND BOROUGH OF WRANGELL

ROAD	LENGTH (MILES)
Bennett Street	0.4
Case Avenue	0.7
Church/2nd Street	1.1
Evergreen Avenue	0.6
Wrangell Avenue	0.1
Wrangell Ferry Terminal Parking Road	0.0
Zimovia Highway	5.21
TOTAL:	8.09



APPENDIX 3:

BICYCLE LANE INVENTORY

CITY AND BOROUGH OF JUNEAU

ROAD	BICYCLE LANE TYPE	LENGTH (MILES)
10th Street	Wide Curb Lane With No Bicycle Markings	0.01
Back Loop Road	Marked Bicycle Lane	7.27
Calhoun Street	Marked Bicycle Lane	0.57
Douglas Highway	Marked Bicycle Lane	2.08
Egan Drive/Glacier Hwy	Marked Bicycle Lane	16.90
Egan Drive/Glacier Hwy	Separate Parallel Bicycle Path	0.35
Egan Drive/Glacier Hwy	Wide Curb Lane With Bicycle Markings	1.04
Egan Drive/Glacier Hwy SB	Marked Bicycle Lane	0.50
Glacier Highway/Lemon Road	Marked Bicycle Lane	5.00
Glacier Highway/Lemon Spur	Marked Bicycle Lane	0.19
Glacier Highway/Twin Lakes Drive	Marked Bicycle Lane	3.08
Glacier Highway/Willoughby Avenue	Marked Bicycle Lane	2.37
Haloff Way	Marked Bicycle Lane	0.15
James Boulevard	Marked Bicycle Lane	0.54
Mendenhall Loop Road	Marked Bicycle Lane	2.10
Nancy Street	Marked Bicycle Lane	0.25
North Douglas Hwy	Marked Bicycle Lane	9.40
Renniger Street	Marked Bicycle Lane	0.16
Riverside Drive	Marked Bicycle Lane	3.70
Stephens Richards Drive	Marked Bicycle Lane	0.39
TOTAL:		56.1

PETERSBURG BOROUGH

ROAD	BICYCLE LANE TYPE	LENGTH (MILES)
Mitkof Highway	Separate Parallel Bicycle Path	0.7
TOTAL:		0.7

CITY AND BOROUGH OF SITKA

ROAD	BICYCLE LANE TYPE	LENGTH (MILES)
Halibut Point Road	Marked Bicycle Lane	3.6
Sawmill Creek Road	Marked Bicycle Lane	6.6
TOTAL:		10.2

CITY AND BOROUGH OF WRANGELL

ROAD	BICYCLE LANE TYPE	LENGTH (MILES)
Zimovia Highway	Marked Bicycle Lane	1.59
Zimovia Highway	Separate Parallel Bicycle Path	2.98
TOTAL		4.57



APPENDIX 4:

STIP PROJECTS, NEEDS LIST, COMMUNITY TRANSPORTATION WORKSHOP PRIORITIES

STIP PROJECTS

The projects listed below are included in the 2024-2027 STIP. Projects included in the STIP have an identified funding source. Projects are organized by community, borough, or census area.

HAINES BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	The Haines Highway Reconstruction project is located on the Haines Highway, Milepost 3-25 to replace Chilkat River Bridge #742, realign the adjacent road, widen the road to 36 feet, and straighten curves to meet a 55 mph design speed. The project is also designed to provide a long term solution to debris flow problems and includes planned enhancements along the Chilkat River. 2152 Parent and Final Construction; 27829 - Stage 1; 22279 - Stage 2; 26330 - Stage 3; 34707 - Stage 4 (MP 10 Erosion Mitigation).
26330	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction (Stage 3)	The Haines Highway Reconstruction project is located on the Haines Highway, Milepost 3-25 to replace Chilkat River Bridge #742, realign the adjacent road, widen the road to 36 feet, and straighten curves to meet a 55 mph design speed. The project is also designed to provide a long term solution to debris flow problems and includes planned enhancements along the Chilkat River. 2152 Parent and Final Construction; 27829 - Stage 1; 22279 - Stage 2; 26330 - Stage 3; 34707 - Stage 4 (MP 10 Erosion Mitigation).
34707	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction (Stage 4)	The Haines Highway Reconstruction project is located on the Haines Highway, Milepost 3-25 to replace Chilkat River Bridge #742, realign the adjacent road, widen the road to 36 feet, and straighten curves to meet a 55 mph design speed. The project is also designed to provide a long term solution to debris flow problems and includes planned enhancements along the Chilkat River. 2152 Parent and Final Construction; 27829 - Stage 1; 22279 - Stage 2; 26330 - Stage 3; 34707 - Stage 4 (MP 10 Erosion Mitigation).

HOONAH-ANGOON CENSUS AREA

STIP ID	PROJECT NAME	DESCRIPTION
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway	Provide safe and reliable access to the community's cemetery in Pitt Island and help alleviate tourist related pedestrian congestion in the Harbor area. This project will start at the intersection of Front St and Harbor Way and end on Pitt Island (approximately .8 miles). The portion atop the breakwater includes a 175-foot bridge/gangway and is funded with Transportation Alternative funds. A 6-foot-wide sidewalk along Harbor Way will be funded with Highway Safety Improvement Program (HSIP) funds.

CITY AND BOROUGH OF JUNEAU

STIP ID	PROJECT NAME	DESCRIPTION
34246	Montana Creek Bridge Replacement	This project constructs a new 130-foot long single-span bridge structure, that is 10-feet wide. Work includes all materials & workmanship to complete a new transfer structure rated for H10/H20 loads crossing Montana Creek, starting at the end of Montana Creek Road (milepoint 1.67). Additionally, repair approximately 550-feet of gravel trail, and stabilize streambanks in the vicinity of the bridge abutments. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.
34146	Juneau Douglas North Crossing	Construct a crossing to connect Juneau and the north end of Douglas Island.
32024	Franklin Street and Thane Road Rehabilitation	Rehabilitate downtown Juneau streets as part of the National Highway System including Franklin Street and Thane Road from Seward Street to Mill Street. Activities include structural section improvements, pavement, drainage repairs, sidewalk improvements and ADA improvements.
10765	Egan Yandukin Intersection Improvements	Install a partial signalized access intersection and at-grade protected pedestrian crossing at the Egan/Yandukin intersection based on the findings of the Egan Yandukin Intersection Planning and Environmental Linkages (PEL) Study.

KETCHIKAN GATEWAY BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
21114	South Tongass Highway Deermount to Saxman Reconstruction	Reconstruct South Tongass Highway from Deermount Street to Saxman. Reconstruct bicycle/pedestrian facilities, parking, drainage improvements, and roadside hardware.
23455	South Tongass Highway Saxman to Surf Street Reconstruction	Reconstruct South Tongass Highway from Saxman to Surf Street. Construct bicycle/pedestrian facilities, parking, drainage improvements and roadside hardware
27766	South Tongass Highway Improvements	Resurface pavement and construct improvements along South Tongass Highway between Hoadley Creek Bridge and the Tongass Avenue Viaduct in the vicinity of Elliot Street.
31469	Ward Creek Bridge Replacement	Replace the existing Ward Creek Bridge #747. Work will include associated approach roadway reconstruction, embankment and riprap repair, and new approach guardrail.
31718	South Tongass Highway Hoadley Creek Bridge Replacement	Replace Hoadley Creek Bridge #725 on South Tongass Highway
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	Rehabilitate pavement and improve the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.
34248	Spruce Mill Promenade	pedestrian walkway that will connect to existing pathways on either end of The Great Alaskan Lumberjack Show Pavilion.
34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	Rehabilitate pavement and improve the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	Rehabilitate pavement and improve the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.
28810	Herring Cove Bridge Rehabilitation	Replace the Herring Cove Bridge #253 to include pedestrian facilities and improve the intersection of South Tongass and Powerhouse Road and the intersection of South Tongass and Wood Road.
28890	Sayles and Gorge Street Viaduct Improvements	Replace trestle at the intersection of Sayles and Gorge Streets with 'L' shaped concrete deck bridge, steel frame substructure and concrete supports. Additional activities include a new pedestrian staircase, replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required.

PRINCE OF WALES-HYDER CENSUS AREA

STIP ID	PROJECT NAME	DESCRIPTION
34566	High Priority Fish Passage Restoration at Three Mile Creek in Klawock	Replace the existing culverts at milepoint 11.62 Craig/Klawock/Hollis Highway on Prince of Wales Island with a bridge to provide fish passage habitat and meet current design standards. Work also includes nearby stream habitat improvements, streambank erosion protection, and pavement at the bridge approaches.
27732	Craig to Klawock Bike and Pedestrian Path [Parent and Final Construction] [TAP Award 2023]	Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (milepoint 1.67) to the scenic viewpoint vehicle turnout (milepoint 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.
34428	Craig to Klawock Bike and Pedestrian Path [TAP Award 2023] [Stage 1]	Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (milepoint 1.67) to the scenic viewpoint vehicle turnout (milepoint 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.
28271	Prince of Wales - Neck Lake Rd Reconstruction: NPOWI Hwy to Whale Pass [Stage 2]	Listed as in WFLHD TIP
33825	Prince of Wales - Neck Lake Road Reconstruction: NPOWI Hwy to Whale Pass [Stage 1]	Listed as in WFLHD TIP

MUNICIPALITY OF SKAGWAY BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	Rehabilitate the Klondike Highway from the Skagway River Bridge to the Canadian Border. Rehabilitate the pavement, complete critical safety, drainage, and related improvements as necessary. This project includes the rehabilitation of the Skagway River Bridge (Bridge #308).
34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	This project will provide for the rehabilitation of the Klondike Highway (Skagway River Bridge to the Canadian Border) in Haines. The focus will be on rehabilitating the pavement, critical safety improvements, drainage, and related improvements as necessary.

NEEDS LIST PROJECTS

The projects listed below were identified by DOT&PF and through community input. The DOT&PF maintains the community needs list. Projects on the Needs List programmed in the STIP are excluded from the list below since they are identified above. The projects listed below are not funded.

HAINES BOROUGH

NEED ID	PROJECT NAME
34378	Haines Borough & Chilkoot Indian Association Safety Action Plan
34699	Haines Small Tracts and Mud Bay Road Improvements
34797	Old Haines Highway Reconstruction
5000	Portage Cove Boat Harbor Parking Lot
5950	Haines: Old Haines Highway Path Construction
6044	New Crossing of the Chilkat River
6793	Excursion Inlet Maintenance and Repairs
16241	Haines: Mud Bay Road Beach Access
16341	Haines: Allen Road High School Access Improvements
16345	Haines: Second Avenue Sidewalk Addition
18338	Haines Highway Weigh Station Construction
23536	Klukwan: Jilkaat Kwaan Trail
27700	Haines Highway Milepost 25 to 40
29889	Airport Road Improvement
34213	Haines Highway Mile 4 Frost Heaves
34214	Haines Highway and Main Street Reconstruction: Front Street to Union Street
34424	Chilkoot River Bridge (#387) Replacement
34761	Chilkat Connector Feasibility Study

HOONAH ANGOON CENSUS AREA

COMMUNITY	NEED ID	PROJECT NAME
Angoon	12939	Hood Bay Road Construction
Angoon	31253	Auk Tah Lake Road Paving: Kootznahoo Road to Airport Access Road
Elfin Cove	24856	Boardwalk Reconstruction Phase II
Excursion Inlet	2977	South Creek Bridge Upgrade
Gustavus	23056	Culvert Replacement on Good River Road
Gustavus	24636	Salmon River Bridge, Repair or Replacement
Gustavus	26669	Mountain View Rd. Bike Lanes
Gustavus	27274	Shared Use Path
Gustavus	28049	Bicycle Lanes
Gustavus	34408	Safe Streets for All Bicycle Trail/Sidepath
Gustavus	34409	Good River Bridge (#224) Repair or Replacement
Hoonah	2003	Airport Ramp/Apron Upgrade
Hoonah	17641	Lumbago Street Paving
Hoonah	23535	Non-motorized path paving from Cannery to Hoonah Ferry Terminal
Hoonah	34237	City Street Sidewalk Construction
Tenakee Springs	24338	Reconstruct Tenakee Ave. and replace bridges at either end
Pelican	19738	Boardwalk Reconstruction
Pelican	28811	Main Street Bridge (#1268) Improvement

CITY AND BOROUGH OF JUNEAU

NEED ID	PROJECT NAME
10760	Egan Intersection Improvements (Vanderbilt Hill)
34314	Egan Dr and Yandukin Intersection Improvement
34751	Mitigating Overcrowding and Enhancing Sustainability in Alaska's Capital City
34796	Back Loop Road Resurfacing
34798	Back Loop Bridge Replacement
28770	Glacier Highway Reconstruction
33827	Lemon Creek Multimodal Path
34308	Glacier Lemon Spur Extension
34512	Nowell Avenue to Peters Lane to Douglas Highway Intertie
34513	Calhoun Avenue Pedestrian Bridge
34514	Riverside Drive Reconstruction - Stephen Richards to Tournure Street
34515	Kowee Subdivision Road Construction
34516	Shell Simmons & Yandukin Road Improvements
34778	Glacier Highway Wildmeadow to Auke Lake Rehabilitation
34780	Sheep Creek Deck Rehabilitation
34781	North Douglas Fish Passage Improvement Project
34782	Egan Drive 10th Street to Wildmeadow Lane Rehabilitation

KETCHIKAN GATEWAY BOROUGH

NEED ID	PROJECT NAME
3077	Shoreline Drive Reconstruction
8990	Water Street Trestle No. 1 Improvement
23623	Fair Street Bridge (#1131) Replacement or Rehabilitation
23625	Lower Park Avenue Bridge (#1133) Replacement
23626	Upper Park Avenue Bridge (#1132) Replacement
23835	Schoenbar Road Asphalt Overlay
24236	Creek St Trestle Replacement
24237	Bayview Street Wooden Trestle Replacement (#1181)
24261	Bauer Way Hopkins Alley Wooden Trestle Replacement
24396	D1 Loop Road Improvements
24406	Dunton Street Viaduct (#0453) Rehabilitation
26109	Dock Street Resurfacing & Pedestrian Improvements
27754	Revilla Road
27770	Earl Hines Lane Resurface: MP 0 - 0.12
30949	Reconstruct Road to Airport Boundary
31029	Ketchikan Airport Ferry Capacity Modifications
32902	Coon Road Emergency Access
33400	N Tongass Hwy Resurface: Airport Ferry Terminal to Ward Creek Bridge
33579	Forest Park Drive Reconstruction
33580	Forest Park Drive Road and Sewer Improvements: Stage II
33581	Forest Park Subdivision Road Improvements
34173	Low No Emissions Electric Buses and Charging Infrastructure
34785	Water Street & Tongass Avenue Viaducts Replacement
3041	Harriet Hunt Lake to Shelter Road Construction
8462	Gravina Access
26337	South Tongass Highway Paving: Herring Cove to end of road
27490	North Tongass: Airport Ferry Terminal to Ward Creek Bridge
27759	Old South Tongass Highway
34247	Forest Park Drive Walkway
34459	South Tongass Highway and Water Street Viaduct Improvements [Stage 3]
34645	South Tongass Highway and Water Street Viaduct Improvements [Stage 4]

PETERSBURG BOROUGH

NEED ID	PROJECT NAME
34790	Mitkof Highway Milepost 12 – 17 Culvert Replacements
10062	Haugen Drive and Bike Path Improvements
28456	Ohmer Creek Trailhead and Trail
28812	Sing Lee Alley Viaduct Replacement
32905	South Harbor ADA and Pedestrian Safety
34623	Petersburg Indian Association Transportation Safety Pla Update

PRINCE OF WALES-HYDER CENSUS AREA

COMMUNITY	NEED ID	PROJECT NAME
Prince of Wales Island	27734	Neck Lake Jct. to El Capitan Paving
Thorne Bay	17381	Sandy Beach Multipurpose Trail
Thorne Bay	24340	South Arm Bridge Installation
Thorne Bay	27702	Reconstruct Goose Creek Rd - Phase I MP 1.5 to 3.0
Thorne Bay	27739	Thorne Bay Road Rehabilitation
Thorne Bay	34217	Gravelly Creek Bridge (#1464) Rehabilitation
Whale Pass	18580	Red Bay to El Capitan
Coffman Cove	24258	Ratz Harbor to Eagle Creek Road Construction
Coffman Cove	30470	Loggers Lane Paving
Hydaburg	27271	Hydaburg Road Safety Improvements
Hyder	27719	Salmon River Road Milepost 6-13
Hyder	34779	Salmon River Road Levee Improvements
Kake	18550	Kake Junction to Totem Bay Road
Kake	32903	Totem Way Rehabilitation
Kake	34252	Kake Access Road Improvements - Organized Village of Kake
Kake	34784	Little Gunnuk Creek Culvert Replacement
Kasaan	32898	Kasaan to Goose Creek Access Road: Thorne Bay Rd to Ron's Rd (Milepost 0.0-5.4)
Klawock	26989	Klawock Hollis Hwy Sidewalk
Metlakatla	34616	Metlakatla Indian Community Transportation Safety Plan Update
Edna Bay	24262	Road and Bridges Repair
Craig	34631	Craig to Klawock Bike and Pedestrian Path: Extension to Klawock

MUNICIPALITY OF SKAGWAY AND BOROUGH

NEED ID	PROJECT NAME
33830	Boardway Staging Area and Shelter
33850	Skagway Ore Peninsula Industrial Transfer Bridge
30208	Dyea Old Townsite Road and Lost Lake Road Improvements
34431	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]
34646	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 3]
34648	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 4]
34649	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 5]

CITY AND BOROUGH OF SITKA

NEED ID	PROJECT NAME
27410	Katlian Bay Road Construction
33828	Sitka Industrial Park Haul-out
34624	Sitka Tribe of Alaska Transportation Safety Plan Update

CITY AND BOROUGH OF WRANGELL

NEED ID	PROJECT NAME
11024	Petroglyph Beach Road Improvements
11025	Airport Road Path Construction
16415	Zimovia Highway Path Extension, Phase 1
16426	Stikine Avenue Sidewalk Extension
17383	Zimovia Highway Repaving, Mill Site to Pat's Creek
24098	Industrial Park Road Expansion and Drainage
24117	Residential Resurfacing on Mission Hill
24119	Pave Gravel Residential Streets
24216	Lynch Street Resurfacing and Improvement
24217	Downtown Resurfacing, Cambell Drive and Brueger St
24240	Meridian Street Construction
24242	Pat's Lake Loop Extension
24243	Ocean and Sunset Streets Paving
24244	School Access Improvements, First and Second Streets Paving
27705	Zimovia Highway, Bennet to Case
27708	Ishiyama Drive (Wrangell East) Resurfacing
27710	Airport Loop Road
30211	Non-Motorized Transportation System Development
33787	Downtown Resurfacing - McKinnon St/St. Michael St. and Shakes Street
33788	Shoemaker Bay Park, Rainbow Falls Trailhead - Parking Improvements
33789	Non-motorized Transportation System - Mt Dewey Trail Ext to Evergreen Ave./Petroglyph
33790	Non-motorized Transportation System: Volunteer Park to Etolin Avenue
33791	Shoemaker Bay Parking Lot and Boat Ramp Access Improvements
33792	Pedestrian Pathway Petroglyph Beach to Evergreen Rd to Airport
34323	40-Acre Deep Water Port Development
34521	East Channel Emergency Access Road
34522	Alder Top Village Subdivision Roads and Sidewalks
34523	Sidewalk Rehabilitation (Case Avenue and McKinnon Street)
34524	Second Avenue Sidewalk

CITY AND BOROUGH OF YAKUTAT

NEED ID	PROJECT NAME
2957	Ocean Cape Road and Ankau Slough Bridge #1112 Upgrades
2972	Council Avenue Extension to Gagaandeyi
2973	Monti Avenue Extension
3035	Porter Hill Access Roads, Improvements
3037	Post Office Street Upgrade and Extension
3068	Yakutat Avenue Reconstruction
3105	Railroad Trail from the Airport to Situk River.
3120	Areawide Street Lighting Installation
10259	Forest Highway 10 Bituminous Surface Treatment
15320	Miller Creek Erosion Protection
16058	Dangerous River Road Fish Passage Enhancements
16262	Cannon Beach Road Paving
16263	Lost River Road
16284	Situk Lake Road Surfacing
16285	Russell Fjord Road Surfacing
16287	Sawmill Cove Road Bituminous Surface Treatment
16288	South Addition Road Bituminous Surface Treatment
16289	West Addition Road Bituminous Surface Treatment
16290	Gagaandeyi Extension and Bituminous Surface Treatment
16291	Ridge Road Paving
16292	Alaska State Housing Authority Subdivision Road Paving
16293	Forest Highway 10 (FDR 9955 to Ahrnklin River) Bituminous Surface Treatment
16294	Forest Highway 10 (Ahrnklin to Dangerous River) Bituminous Surface Treatment,
27706	Dangerous River Road Paving
34266	Alaska State Housing Authority (ASHA) Yakutat Subdivision Road Resurfacing
34267	Ankau Bridge and Road Project

COMMUNITY TRANSPORTATION WORKSHOP PRIORITIES

The following is a summary of projects recommended for mention in the final SEATP from feedback given at transportation workshops held in planning area communities.

COMMUNITY	PROJECT SHORT NAME	CATEGORY	TRANSPORTATION MODE
Coffman Cove	Maintenance of AMHS ferry terminal in Coffman Cove	Maintenance and Operations	Waterways
Craig, Klawock	Craig-Klawock Multi-Use Path	Capital Projects	Active Transportation
Gustavus	Wilson Road Drainage & Four Corners Flooding	Capital Projects	Roads & Highways
Gustavus	Good River Bridge Preservation & Bank Stabilization	Capital Projects	Roads & Highways
Gustavus	Docks & Breakwater Improvements	Capital Projects	Waterways
Haines	Letnikof Harbor	Capital Projects	Waterways
Haines	Haines Sidewalks	Capital Projects	Active Transportation
Haines	Chilkat State Park Roads	Capital Projects	Roads & Highways
Hoonah	Hoonah Garteeni Rehab & Sidewalk	Capital Projects	Roads & Highways
Hoonah	Hoonah City Streets Expansion and Improvements	Capital Projects	Roads & Highways
Hydaburg	Hydaburg Road Reconstruction (Realignment and Safety Improvements)	Capital Projects	Roads & Highways
Juneau	Juneau-Douglas North Crossing	Capital Projects	Roads & Highways
Juneau	Egan-Yandukin and Glacier Hwy Connection	Capital Projects	Roads & Highways
Juneau	Juneau Trail Master Plan	Policy and Planning Engagement	Active Transportation
Kake	Kake Access Road	Capital Projects	Roads & Highways
Kake	Little Gunnuk Creek Culvert	Capital Projects	Bridges and Culverts
Kake	Kake Fuel Dock	Capital Projects	Waterways
Ketchikan	Ketchikan Airport Ferries	Capital Projects	Aviation
Ketchikan	Harris Street Bridge	Capital Projects	Roads & Highways
Ketchikan	Ketchikan Downtown Pedestrian Improvements (address narrow sidewalks and pedestrian safety)	Capital Projects	Active Transportation
Klawock	Klawock-Hollis Highway Sidewalk (Bayview Blvd. to J Street)	Capital Projects	Active Transportation
Klawock, Hollis	Klawock-Hollis Highway	Capital Projects	Roads & Highways
Petersburg	Papke's Landing Reconstruction	Capital Projects	Waterways
Petersburg	Scow Bay Haul-out & Harbor	Capital Projects	Waterways

COMMUNITY	PROJECT SHORT NAME	CATEGORY	TRANSPORTATION MODE
Petersburg	Airport Access Road	Capital Projects	Roads & Highways
Prince of Wales	Plowing Strategy and Schedule Coordination	Maintenance and Operations	Other
Prince of Wales	Black Bear Road Improvements	Capital Projects	Roads & Highways
Saxman	Totem Row Safety Improvements	Capital Projects	Waterways
Saxman	Ferry between Saxman and Annette Bay	Service	Waterways
Saxman	Traffic light at Three Bears; Reduced speed limit through Saxman	Maintenance and Operations	Roads & Highways
Sitka	Lincoln Street Improvements	Capital Projects	Roads & Highways
Sitka	Halibut Point Road Multi-Use Path	Capital Projects	Active Transportation
Sitka	Blue Lake Road Improvements	Capital Projects	Roads & Highways
Skagway	Dyea Road Resurfacing	Capital Projects	Roads & Highways
Skagway	Main Street Rehabilitation	Capital Projects	Roads & Highways
Skagway	Safety Action Plan	Policy and Planning Engagement	Planning/Policy
Skagway	Ferry Terminal Improvements	Capital Projects	Waterways
Thorne Bay	Thorne Bay Road	Capital Projects	Roads & Highways
Wrangell	Emergency Access Road/Back Loop Road	Capital Projects	Roads & Highways
Wrangell	Barge Ramp Relocation & Replacement	Capital Projects	Freight
Wrangell	Rock Slope Mitigation	Maintenance and Operations	Other
Wrangell	Ishiyama & Shoemaker Road Improvements	Capital Projects	Roads & Highways
Yakutat	Gravel Crusher	Coordination	Other
Yakutat	Small Boat Harbor - Supplemental Funds	Programmatic and Funding	Waterways
Yakutat	Ferry Access and Service	Service	Waterways

