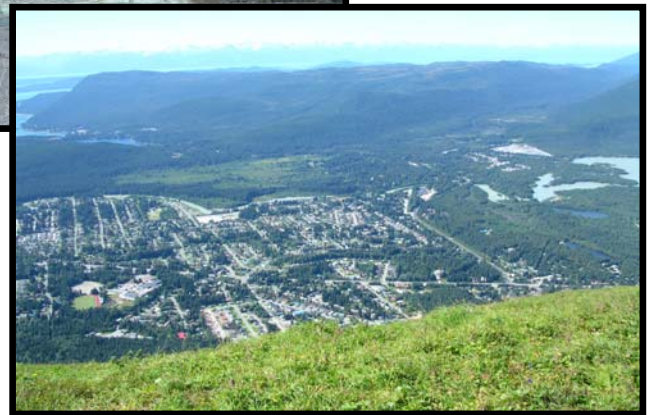


# Central Council Tlingit and Haida Indian Tribes of Alaska

## 2022 - LONG RANGE TRANSPORTATION PLAN UPDATE

Tribal Transportation Program

Number: E09801-CENTRAL COUNCIL TLINGIT & HAIDA INDIAN TRIBES OF ALASKA



*Prepared For:*

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Eagle River, Alaska 99577

March 2022

# **Central Council Tlingit and Haida Indian Tribes of Alaska**

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*Prepared For:*  
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**March 2022**

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## EXECUTIVE SUMMARY

The Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) Tribal Transportation department retained Rodney P. Kinney Associates, Inc. (RPKA) to assist in developing this 2022 Long Range Transportation Plan (LRTP). This LRTP includes and incorporates prior tribal transportation plans including the Central Council Tlingit and Haida Long Range Transportation Plan prepared in 2011, 2012, 2015, and 2018. This 2022 LRTP also includes the transportation priorities in the community and its surrounding boundaries that have become crucial to the community's transportation needs since the original transportation planning was completed in 2011.

The Federal Highway Administration (FHWA) will administer CCTHITA's Tribal Transportation Program (TTP) Tribal Share funds which will support the planning and construction of the projects discussed in CCTHITA's previous LRTPs, LRTP Updates, and this LRTP Addendum, as established by 23 U.S.C. § 202. The Bureau of Indian Affairs (BIA) updated the TTP regulations, 25 CFR Part 170, with the final rule effective as of December 2016. The Fixing America's Surface Transportation Act (FAST Act) is the current funding bill for the Tribal Transportation Program.

This LRTP reflects a more in depth understanding of the immediate opportunities to add value to the Tribe. This plan calls for strategic application of the Tribe's National Tribal Transportation Facility Inventory (NTTFI) tribal share funds to support the transportation needs of tribally owned facilities and to partner with other Native organizations and community providers (i.e. Health Care and Housing) in the delivery of their services and development of needed transportation infrastructure.

CCTHITA has approximately 249.7 miles of NTTFI routes currently inventoried, and 1.3 miles of existing and proposed routes to be submitted as updated inventory for 2022. The Tribe developed an updated list of inventory roads they feel are needed over the next 20 years to serve the CCTHITA service area and the surrounding community. These routes, in addition to the priorities discussed in previous transportation plans, are necessary for everyday transportation and transit needs of CCTHITA's tribal citizens. CCTHITA's transportation system provides access to and supports movement of goods and services, access to employment, housing, health care, schools along with access to lands and resources for economic and cultural development, subsistence activities, and to enhance surrounding public safety. The updated inventory list for 2022 can be found in Section 4.2, and updated inventory routes can be viewed in Section 4.3 – 2022 National Tribal Transportation Facility Inventory Figures.

In analyzing their future transportation goals, the CCTHITA looked at projects that would best benefit the Tribe and the surrounding community. The prioritized list of transportation projects, shown below, is an addition to the priorities identified in the original plan and subsequent updates.

- CCTHITA Parking Facility Improvements
  - 3202 Malissa Drive (*Rt. 2064*)
  - 6205 Alaway Avenue (*Rt. 2065*)
  - 5750 & 5740 Concrete Way (*Rt. 2066*)
  - 1921 Allen Court (*Rt. 2067*)
  - 2631 Channel Drive (*Rt. 2068*)
  - 400 Willoughby Avenue (*Rt. 2069*)
  - 410 Willoughby Avenue (*Rt. 2070*)
  - 1721 Anka Street (*Rt. 2071*)
- Kowee Creek Subdivision (*Rt. 2072*)

## INTRODUCTION

Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is the Tribal Government representing more than 28,000 Tlingit and Haida Indians. CCTHITA is a sovereign entity and has a government-to-government relationship with the United States of America. Founded through an Act of Congress in 1935, the Central Council of the Tlingit and Haida Indian Tribes of Alaska was established to pursue a land suit on behalf of the Tlingit and Haida people. The organization of Central Council evolved out of the struggle of the Tlingit and Haida Indians' ability to retain to a way of life strongly based on subsistence. That struggle included the Tlingit and Haida Indian's rights to claim lands they used from time immemorial, lands that they were not given claim to under the Western concept of land ownership.

CCTHITA is comprised of 21 separate Community Council Chapters that represent the Tlingit and Haida native population. Central Council's headquarters are in Juneau, Alaska, however CCTHITA is committed to serving the Tlingit and Haida people located throughout the traditional homelands in southeast Alaska, the State of Alaska, and the United States of America. CCTHITA's transportation program and this Long Range Transportation Plan focus on the Tribal members that live in the Juneau service area. Juneau is located in Southeast Alaska and is the State Capital. Juneau is 900 air miles north of Seattle and 600 air miles southeast of Anchorage. The economy is based on government, tourism, mining, logging, and fishing. Juneau is not connected to any main road system. The Tlingit and Haida Juneau population does not have a specific village boundary where all the members reside. The CCTHITA Tribal members and the Juneau residents share all modes of transportation, educational and health facilities, community resources, public facilities, recreational parks and trails, and subsistence access routes.

The goal of this LRTP Update is to ensure that transportation improvements and the development of new transportation facilities reflect the changing and growing transportation infrastructure, providing revised planning and updated inventory that allows convenient and safe movement throughout CCTHITA's existing and future transportation system. This in turn will provide improved access to subsistence areas, increase economic growth, and preserve cultural values.

CCTHITA is a regional tribe, one of only two in Alaska. This presents unique challenges. Many other Southeast Alaska Native tribes are based in the Region and are recognized by the federal government either through the Indian Reorganization Act or as Traditional Councils. CCTHITA respects these tribes as sovereign entities and acknowledges their jurisdictional boundaries. Also, proximate to the Juneau service area, are several governmental and Native organization landowners which makes transportation planning and coordination complex. However, CCTHITA's unique status creates the opportunity to contribute and work with the City and Borough of Juneau, (CBJ), the State of Alaska, the U.S. Forest Service, Tlingit and Haida Regional Housing Authority (THRHA), and the Southeast Alaska Regional Health Consortium (SEARHC) on transportation projects that will benefit the community as a whole. All groups affiliated with CCTHITA's Long Range Transportation Plan had the opportunity to review and comment on the report prior to finalization. A copy of the notice is included in Appendix C.

## **1.0 EXISTING TRANSPORTATION SYSTEM**

### **1.1 Transportation System Characteristics**

Within the City and Borough of Juneau (CBJ) boundary is land owned by the U. S. Forest Service, the State of Alaska, the Bureau of Land Management (BLM), Gold Belt Village Corporation, Sealaska Regional Corporation and the incorporated CBJ. There are approximately 249.7 miles of official NTTFI routes currently inventoried for the CCTHITA and 0.5 miles of proposed routes which are to be submitted as updated inventory for this fiscal year of 2022. In accordance with 25 CFR Part 170.443, once built all new roadways will be open to the public. The CCTHITA is considered a public authority that intends to own and maintain public access for any proposed roadways that are constructed.

CCTHITA's demographics and its proximity within the populated State Capital, make it unlike most rural villages in the state of Alaska in many ways, but very similar in the fact that they are still an isolated and remote community. Although, tribal members are settled largely among an urban community as well as throughout southeast and have many benefits and opportunities that other rural villages do not; they still have limited accessibility by air and waterways to neighboring towns and villages. The terrain and characteristics of Alaska alone, affect villages both in rural and urban settings with unique transportation challenges. It can be expensive to construct even small-scale transportation projects with these resource, transportation, accessibility, and fuel limitations.

Most development within the core area of CBJ is connected by the main road system in Juneau, but residents have no road access outside of the Juneau area. However, Juneau is connected to the National Highway system via the Alaska Marine Highway, providing a connection over water to the national road network. CCTHITA tribal members and Juneau residents rely on air and marine transportation to access areas outside of their community. The road network within the CBJ core area is made up of minor collector routes and a major highway that feed into the local transportation network. All of these roads, whether they are State, CBJ, U.S. Forest Service or privately owned, are part of the transportation system that CCTHITA utilizes daily. All State routes are built to the standards specified in the American Association of State Highway and Transportation Officials (AASHTO) policy manual. Other streets and roads within the CBJ are designed and constructed to the standards specified by the CBJ.

### **1.2 Trip Generators**

Looking at the CBJ service area, the main trip generators are similar to those of any town. Traffic congestion through the roads that access the schools, healthcare facilities, and stores are the highest. Midday traffic and the transportation of students in the morning and afternoon to and from school are critical times when traffic gets overly congested. The main highway, collector routes and local streets around town are busy throughout the day and traffic increases during the hours when residents are commuting to work and school.

The Juneau transportation network is unique in that it is made up of several populated areas all linked together. The main State roads that connect provide a long access route that starts at the southern end of Juneau with Thane Road which leads into the Capital center and downtown Juneau, where tourist cruise boats dock and the Juneau-Douglas Bridge provides access to Douglas Island. The main highway turns into Egan Drive and goes through the populated Lemon Creek area and then into the Mendenhall Valley. The Mendenhall Valley provides a gorgeous view of Mendenhall Glacier, houses the main airport for Juneau, and is the main residential area. Egan Drive becomes the Glacier Highway and goes to Auke Bay where the main ferries and barges come into the Bay. The Glacier Highway goes for roughly another 15 miles before ending, providing access to several homes, facilities, trails, and docks. This long extension of highways provides access to all the populated areas in Juneau available for expansion away from the coastline. Each area provides a service that is needed by the community. Whether it is the airport, hospital, shipping yard or housing, this combination of main highways links the community together. Smaller collector roads off the main highway provide access to local streets and recreational and subsistence trails and waterways.

Design standards for roads are based on the amount of traffic use a road experiences over a full day referred to as the Average Daily Traffic (ADT). The design parameters of a road are established based on the type, speed, and amount of traffic that a particular route generates. Most State roads have ADT values and CCTHITA has initiated a traffic count program to refine these calculated values. CCTHITA plans to continue a traffic count program and future inventory updates will reflect this more accurate assessment of use.

### 1.3 Population Growth

Juneau has grown at a rate of nearly 4% in a 20-year period between 2000 and 2019 according to U.S. Census Data, shown in Table 1. In conjunction with the increasing population in the southeast, the Alaskan Native population in Juneau has also grown. With the increase in population throughout the CBJ and Southeast Alaska it is important to focus on the transportation needs and issues that the existing and future community will need to address. Population growth affects the traffic volume in congested downtown corridors, residential areas, and school zones as well as the volume of commuters on the main highways. Many of the main roads through Juneau that are included in CCTHITA's inventory are projected for rehabilitation and expansion over the next 20 years to adequately facilitate the estimated growth in population and traffic volume.

**Table 1: City of Juneau & Alaska Native Population in the Juneau Area:**

Year	City of Juneau Population	Alaska Native Population	% Alaska Native Population
2000	30,711	3,496	11.4
2010	31,275	3,690	11.8
2019	31,974	3,943	12.3

*Source: US Census Data*

#### **1.4 Agencies Responsible For Maintenance**

CCTHITA is considered a public authority and will maintain public access for any routes constructed on CCTHITA land or facility. The highway bill (SAFETEA-LU) authorized a percentage of TTP funding for maintenance. CCTHITA can utilize a portion of its annual construction funds for maintenance on routes they construct or facilities they own. Most roads in Juneau are maintained by the State or the CBJ, apart from CCTHITA's tribal roads. Ownership boundaries and the purpose of a route determines who maintains the other roads that CCTHITA members use daily. As previously mentioned, the CBJ is responsible for the maintenance of most of the roads within the borough boundary, some of which are only maintained seasonally. The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains most State roads and most bridges within the Borough. The U.S. Forest Service maintains roads and trails on Forest Service land, even though they are within the CBJ boundary.

#### **1.5 Construction Material Sources**

There are several local and State borrow sites in the CBJ. It will not be difficult for the CCTHITA to find construction materials when the time comes to build some of their priorities. With the availability of usable material in the area the CCTHITA will have the opportunity to procure a supplier that will work best with the organization.

### **2.0 MASTER PLANNING OF TRANSPORTATION IMPROVEMENTS**

#### **2.1 Regulations for Transportation Improvements**

Under state law, organized boroughs have the authority for planning, platting, and land use regulations within their boundaries, or may delegate authority to certain entities depending on the circumstances. The routes currently inventoried by CCTHITA are either the responsibility of the CBJ, the State or the U.S. Forest Service, except for routes on CCTHITA Tribal lands. The CCTHITA is required to obtain all permits, design, and construct to specific standards, and comply with all regulations set forth by the appropriate authority. Land use requirements for specific road projects will vary depending on the project location. As applicable, road improvements are subject to Federal, State, Borough regulations, community requirements, and private landowner's approval, except those on Tribal lands. CCTHITA has the authority to develop roads to their own standards within their Tribal lands. CCTHITA standards meet or exceed those required under 25 CFR part 170.

#### **2.2 Long Range Transportation Planning**

In analyzing their future transportation goals, the CCTHITA looked at projects that would best benefit the Tribal members and the Juneau community. The following list of transportation projects takes into consideration the community's current needs and the Tribe's priorities documented in this report.



The need for expansion is also a concern for residents. Because Juneau is located along the coastline and the terrain from the coast quickly climbs steep mountains the Capital has expanded narrowly along the coastline. Further expansion is being considered on North Douglas Island that is directly across Juneau and has only a single access bridge. New roads within Douglas and an additional crossing at the North end of the Island are desired for expansion and to relieve congestion over the single bridge accessing Douglas. During accidents or emergencies, the single access route can be blocked and cut off access to the emergency facilities and airports. Furthermore, with the increase in population and the Island being the most feasible place for expansion the single access route is starting to become congested. Congestion will only increase as future expansion on Douglas Island continues. The additional crossing will help to alleviate traffic congestion and provide an alternate route on and off the Island.

Another issue discussed is Juneau's limited outside access. The issue of a proposed road to Skagway or an improved marine highway system continues to be the subject of study and debate. Included below is a list of transportation priorities that are based on community meetings, Juneau's overall transportation needs, and CCTHITA's transportation objectives. The following priority list focuses on the transportation needs most desired by the CCTHITA at this time.

### 2.3 Transportation Priorities

In analyzing their future transportation goals, the CCTHITA looked at projects that would best benefit the Tribal members and the Juneau community. The following list of transportation projects takes into consideration the community's current needs and the Tribe's priorities documented in this report. Furthermore, transportation priorities outlined in CCTHITA's previous LRTP editions are incorporated herein by reference.

- **Parking Facility Improvements**

CCTHITA is planning several projects to rehabilitate and expand parking facilities at the following locations owned by CCTHITA:

- |  |   |
|--|---|
| ▪ 3202 Malissa Drive ( <i>Rt. 2064</i> )       | ▪ 2631 Channel Drive ( <i>Rt. 2068</i> )    |
| ▪ 6205 Alaway Avenue ( <i>Rt. 2065</i> )       | ▪ 400 Willoughby Avenue ( <i>Rt. 2069</i> ) |
| ▪ 5750 & 5740 Concrete Way ( <i>Rt. 2066</i> ) | ▪ 410 Willoughby Avenue ( <i>Rt. 2070</i> ) |
| ▪ 1921 Allen Court ( <i>Rt. 2067</i> )         | ▪ 1721 Anka Street ( <i>Rt. 2071</i> )      |

The proposed improvement projects will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Kowee Creek Subdivision** (*Rt. 2072*)

CCTHITA is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Kowee Creek Subdivision. The proposed 9-phase project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

## **2.4 Cultural and Traditional Subsistence Routes**

The subsistence and traditional lifestyle that many Alaskans live compels residents to travel outside of town to seek the resources they need. The areas important for subsistence needs can be many miles from the town itself. CCTHITA members and Juneau residents use the roads and waterways scattered all throughout the Southeast Region during subsistence and harvest seasons. The highway offers access to roads that lead to trails, which provide access to lands, mountains, rivers, and oceans that supplies many Alaskans with their food for the year. Cultural reports prepared for the region document the Tlingit and Haida's history and mention some of the traditional routes used for travel and resource gathering. They state that many of the existing roads were originally established as subsistence routes used by the Tribe during their annual migrations in search of resources and food. Although the routes listed in this update focus on the road network in and around the CBJ, some of the routes are used to access cultural sites and subsistence areas that are close by. Improvements to these routes will allow the community to continue their subsistence lifestyle. These roads will provide access to hunting and fishing locations, as well as traditional berry-picking and resource-gathering areas. Providing the tribe with access to these destinations allows them to preserve their cultural way of life and increase their economic prosperity.

Some of the traditional routes and subsistence locations used by the Tribe in the past are still used today. There are several subsistence areas within the CBJ boundary and surrounding areas accessed by waterways that access fishing grounds, as well as berry, plant, and resource gathering areas (such as timber and mining operations). These sites are used by Tribal members and are important to the people for both subsistence and economic purposes. Other traditional inventoried trails are not only used by the Tribe, but also by other Alaskan residents and visitors to the State. Most of these are recreational trails used for hiking, camping, and various outdoor sports. However, some directly access subsistence areas or are used to access other trails for hunting and fishing. The majority of these trails are owned and maintained by the U.S. Forest Service, but some are the responsibility of the CBJ depending on their location.

## **2.5 Marine and River Transportation and Facilities**

Marine and river facilities are unique transportation needs in rural and urban Southeast Alaska alike. Due to the limited road system, aircraft and boats are common modes of transportation in this region, proving access to areas not accessible by road. Watercrafts offer access to many homes, businesses, recreational properties, and subsistence areas that are reachable only by water passages. Boats and ferries provide transportation for residents and tourists and offer lightering services off barges transporting freight. They are also used to access subsistence resources and to get to recreational destinations. Improving and constructing marine facilities such as docks, boat harbors, ports, barge landings, ferry terminals and breakwater structures is an important part of transportation in Southeast Alaska.

Three areas of marine transportation that are being heavily looked at in the CBJ are: (1) the development of new facilities and the maintenance of existing facilities and vessels, (2) supplementary ferry operations serving additional villages more frequently, (3) access improvements to resource and tourist locations to boost economic growth. Juneau's port connects CBJ residents and businesses to surrounding communities and shipping points beyond Alaska. Implications of future development and improvements to the port are important to commuters, landowners, and for economic growth. As the CBJ continues to grow and develop, more marine infrastructure will be needed. More frequent routes and improved vessels will be conducive in providing alternative haul routes for materials, bulk items, consumer goods and passenger transportation.

The Alaska Marine Highway System (AMHS) and other waterway transportation development are vital for the CCTHITA and the community future prosperity. The AMHS provides services include passenger travel for worker, recreationists, tourists, and the transportation of freight. Additional ferry services would aid in sustaining the economies of the area and support development by reducing the travel time between the surrounding communities and assisting in freight transportation. The development of new vessels that have the capability to transport freight, vehicles, and pedestrians are being produced in Alaska and could be used in additional marine systems. CCTHITA supports the development of ferry systems that would service all the surrounding Tlingit and Haida villages from the major Southeast hubs of Juneau and Sitka.

## **2.6 Transit Program**

CCTHITA has identified the CBJ's Capital Transit Program and the Catholic Community Transit Services both as important services to be used by tribal members. These transit programs provide transportation for those in the community who may be less privileged, disabled, young, or elderly. They provide services that range from transporting commuters who travel between the surrounding communities and the CBJ to specific services for different organizations. The main transportation service for the CBJ is the Capital Transit System (CTS) that serves downtown Juneau, Mendenhall Valley, Lemon Creek and Auke Bay, which are the main population centers. CTS also offers an Express/University route that covers the main route to the airport and Douglas Island, the other main population center for the borough. Revenue to sustain CTS comes from user fees, federal operating funds, federal capital funds, and local subsidies. Care-A-Van is another transportation service that provides prescheduled transportation through the Juneau area. This program is designed for senior citizens and persons unable to ride a Capital Transit bus due to disability.

Through the FTA Transit Plan, CCTHITA will identify transit opportunities and seek funds for items such as: pick-up and drop-off facilities, the purchase and operation of a transportation vehicle or even supporting the existing community transit programs.

Several native tribes throughout the State of Alaska have started their own transit program that focuses on serving the members of their own native community, but also includes tying into other transit services in the surrounding communities to complete an effective transit network that encompasses the entire service area. The CTS is a good example of what can be accomplished through a well-developed public transportation service. CCTHITA is interested in collaborating with the existing Capital Transit system and the Care-A-Van program on ways to improve and provide more services throughout the community. Depending upon the fluctuating amount of funds each year, the Tribe could use TTP funds for transit facilities and services. This would allow for the planning and development of a transit program that would either provide a new transportation system in the community or contribute to existing programs.

## **2.7 Trails, Boardwalks, and Hardened Trails**

Boardwalks are not used as primary transportation routes like they are in the delta regions of Southwest Alaska. However, the rainforest conditions in Southeast Alaska require the use of boardwalks along wet trails and because towns are predominantly built along the coast, boardwalks are used around harbor facilities. Several of the subsistence and recreational trails inventoried have at least small segments of boardwalks or hardened trail material crossing wet sections or small creeks. Boardwalks, docks, and piers are used along the harbors and marinas as well as providing access to marine facilities along the water's edge. These structures are extremely important in coastal communities that have nearly the same number of boats as they do vehicles. Boardwalk construction and hardened trail improvements are needed to provide a more efficient and safe access to or across water bodies, wetlands, and trails the people use for subsistence fishing and annual resource gathering.

## **3.0 COMPREHENSIVE TRANSPORTATION PLANNING**

The need for comprehensive and coordinated transportation planning is to ensure that the transportation system will be capable of handling the CBJ's expected growth over a span of 20 years. A community can find itself virtually gridlocked if transportation planning and improvements are not accomplished in an insightful manner. After reviewing comprehensive and transportation plans produced by various organizations in the CBJ it is evident that similar goals and comparative objectives are being sought. Listed below are comprehensive transportation goals that are important to both CCTHITA and CBJ. The list combines both short term and long-term goals and gives both an overview and specific transportation objectives that could be reached in the future as the affiliated organizations work together.

With the slow but increasing population growth that the CBJ has experienced, traffic congestion has slowly become a concern for residents and commuters. Peak traffic hours coupled with seasonal traffic increases requires a robust roadway maintenance effort. Expanding neighborhoods and the deterioration of roads due to use and weather are a continual concern. Listed are four areas of transportation improvement that are needed to facilitate the inevitable future growth and provide solutions to promote fluid traffic flow and enhance the local economy and quality of life. The comprehensive goals listed below are a mutual priority to the CCTHITA and CBJ. Specific priorities important to the CCTHITA are discussed in detail in Section 2.2.

**1. Roadway Improvement Projects and Maintenance Improvements**

- a) Construct bypass routes around congested areas in town and consider construction of an additional route to Douglas Island.
- b) Extend existing road system connecting major transportation corridors. Connect Juneau by road to the main Highway System in Skagway and possibly to the Haines Highway via a short ferry shuttle from Skagway.
- c) Upgrade existing roads, improving efficiency and ability to handle future traffic flows.
- d) Improve traffic signals and walkways around busy intersections and highly used pedestrian crossings.
- e) Improve winter maintenance to accommodate pedestrians and keep them off the roadways.

**2. Public Transportation Improvements**

- a) Support and promote the expanding public transit system throughout the Capital, surrounding populated areas, and the CBJ.
- b) Provide a transit system and program that can serve the present community and can expand as the need and popularity of public transportation grows.
- c) Coordinate and combine programs to utilize vehicles and make efficient route schedules.
- d) Coordinate with existing programs to build a future transit program that specifically targets the elderly population.

**3. Marine Transportation System Improvements**

- a) Develop supplementary ferry routes and purchase additional vessels that can facilitate the needed stops and increase travel frequency.
- b) Replace old and no longer cost-effective vessels that transport passengers and goods.
- c) Support a ferry system that will more effectively connect Juneau to the road system outside of CBJ.
- d) Advocate for rural port and harbor projects within the region.

**4. Recreational Transportation System Improvements**

- a) Improve walking trails along major transportation routes in residential area and downtown to provide a transportation alternative for pedestrians and cyclists.
- b) Improve traditional and recreational trails to preserve access along traditional routes, improve access to subsistence areas, and promote recreational activities adding to the appeal of a growing community.

Project complexity and regulatory requirements set forth by the Federal and State Governments will affect the reality and time frame of the projects mentioned above. However, the controlling factor for any of the projects is the funding allocation. The magnitude of most of these projects will require joint funding from several organizations. The Tribe, CBJ, federal and state organizations, and the community will have to combine resources and grants to accomplish any of these goals. The transportation and planning publications produced by the community indicate that improved roadways and transportation improvements are the top priority for community members. Creative means of financing and joint efforts will have to be pursued to meet these mutual transportation goals.

## **4.0 ROADWAY FACILITY NEEDS**

### **4.1 Transportation Needs Assessment**

The transportation mission and assessment standard for each inventory route is to improve the transportation system within the service area that the Central Council Tribal members and community residents share. Upgrading and improving the inventoried routes will ensure the transportation network is safe, efficient, and economical, while addressing the growing transportation needs of the community. The transportation needs are based on the updated long range transportation goals described in Section 2.2, the comprehensive community goals listed in Section 3.0, and general safety concerns from the public. Priority status for each route is based on existing levels of services, proposed land use, economic and cultural development, subsistence activities, tourism, recreation, housing, commercial development, and health benefits. The following two sections provide the inventory that the CCTHITA chose as a benefit to their community and transportation system that they utilize. Section 4.2 provides a list of the updated inventory to be submitted for 2022. Section 4.3 has figures that give the location and route identification for the updated inventory list.

## 4.2 - 2022 National Tribal Transportation Facility Inventory List

**CCTHITA Updated Inventory for 2022**  
Central Council Tlingit & Haida Indian Tribes of Alaska – E09801

<b>Route Number</b>	<b>Section Number</b>	<b>Route Name</b>	<b>Length (Miles)</b>
2064	10	CCTH2064	0.1
2065	10	CCTH2065	0.1
2066	10	CCTH2066	0.1
2067	10	CCTH2067	0.1
2068	10	CCTH2068	0.1
2069	10	CCTH2069	0.1
2070	10	CCTH2070	0.1
2071	10	CCTH2071	0.1
2072	10	KOWEE CREEK SUBDIVISION	0.5
2072	20	KOWEE CREEK SUBDIVISION	0.1



#### 4.3 – 2022 National Tribal Transportation Facility Inventory Figures

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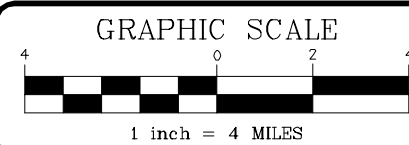
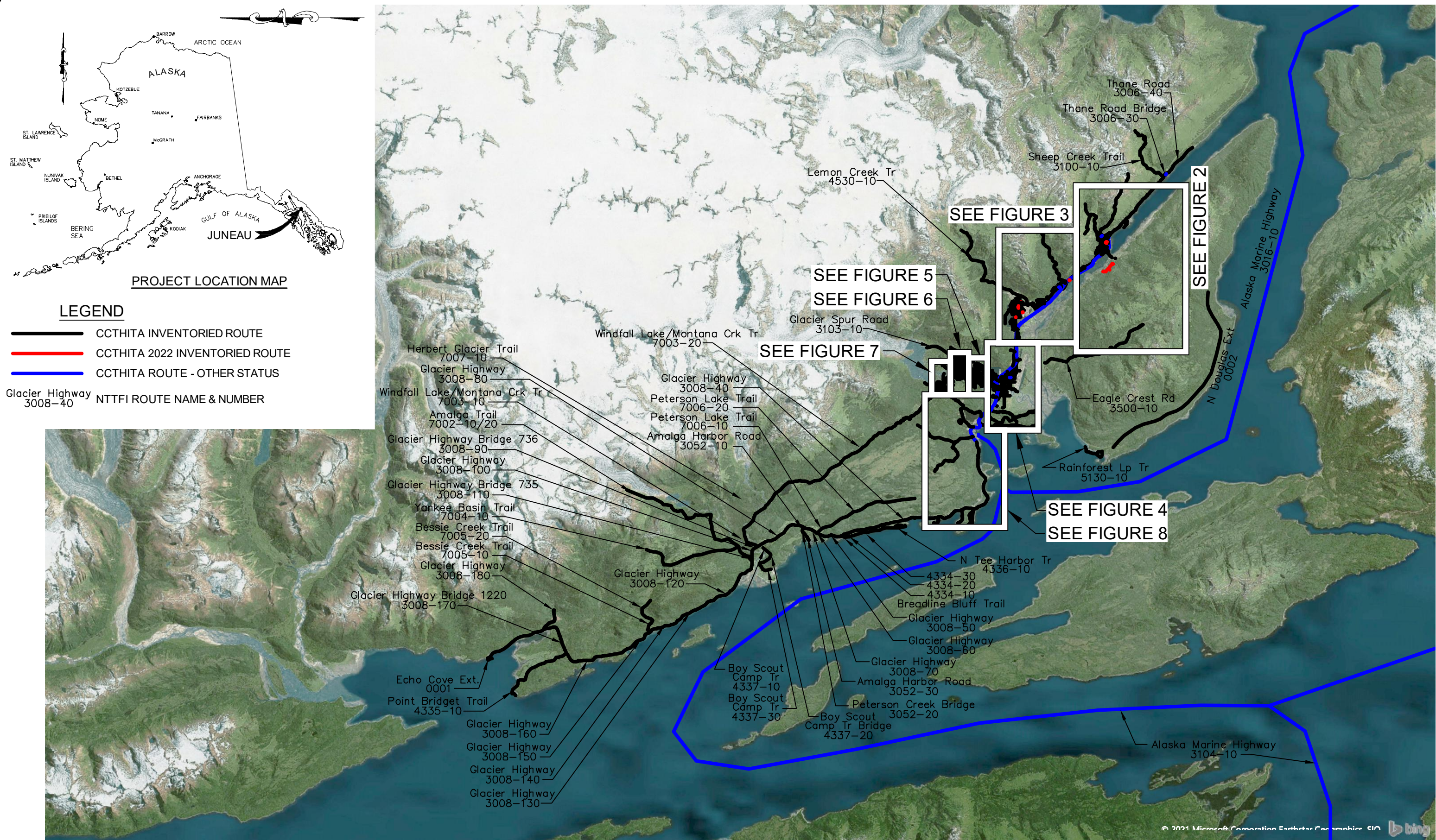
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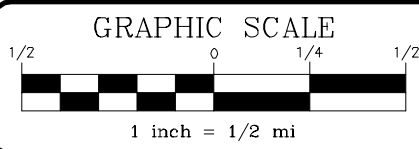
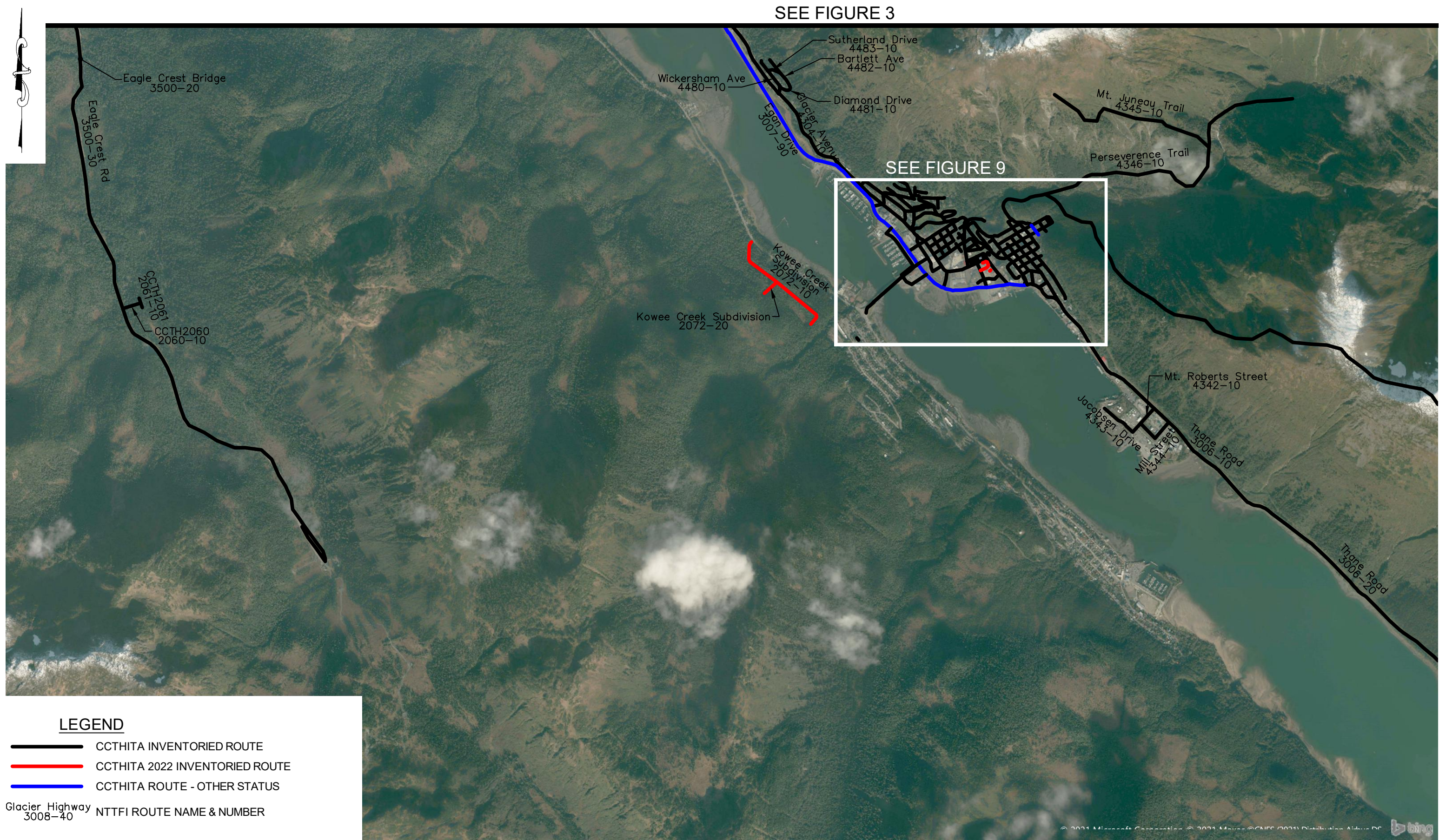
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2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM

OVERVIEW MAP  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=4 MILES

FIGURE 1





**CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA**  
300 W. WILLOUGHBY Ave, SUITE 300  
JUNEAU, ALASKA 99801  
PHONE: (907) 586-1432 FAX: (907) 586-8970

**TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM**

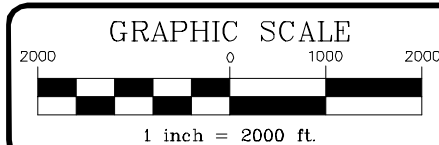
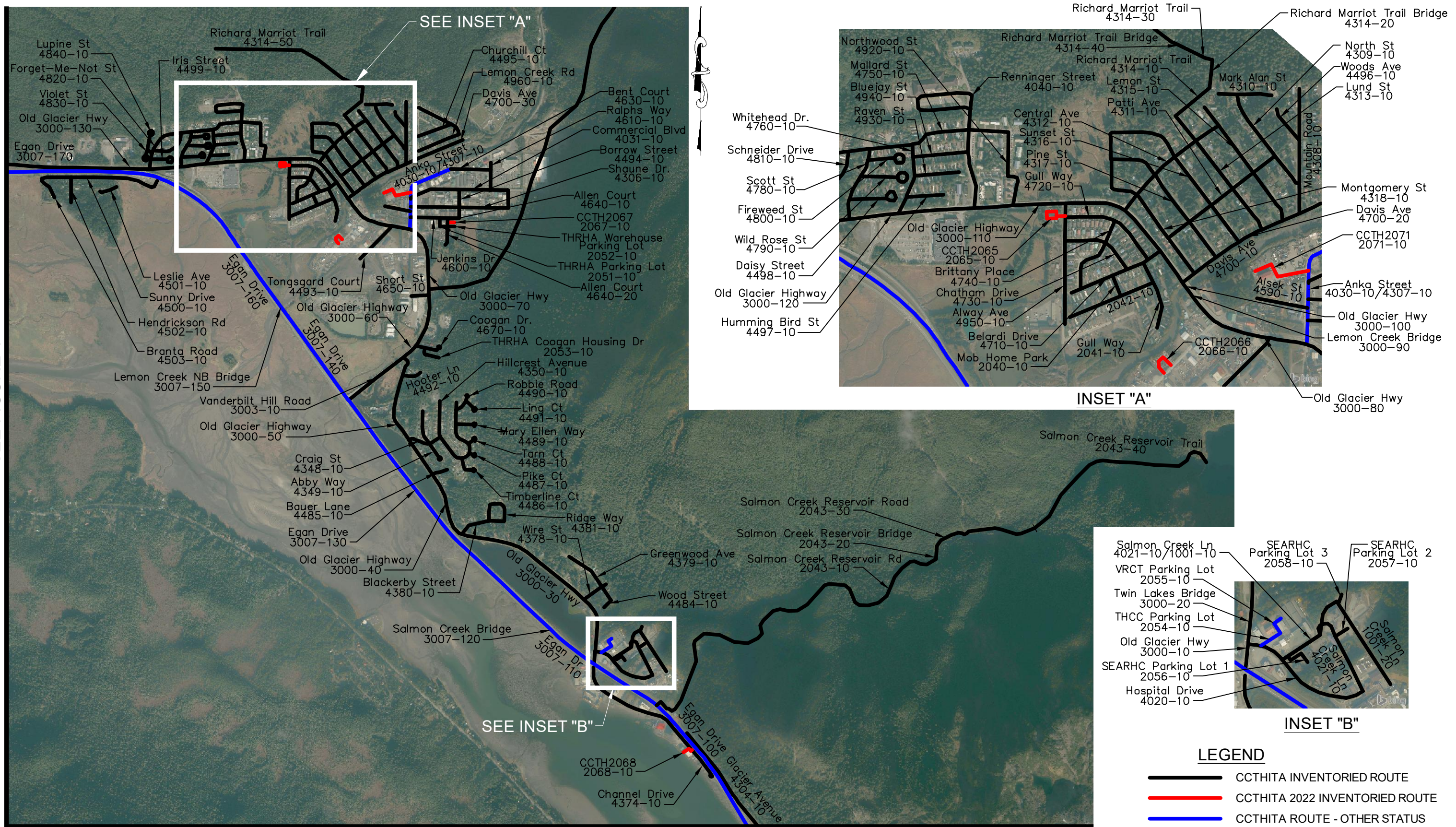
**JUNEAU / DOUGLAS AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP**

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=1/2 MILE

**FIGURE 2**



SEE FIGURE 4



CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA  
300 W. WILLOUGHBY Ave, SUITE 300  
JUNEAU, ALASKA 99801  
PHONE: (907) 586-1432 FAX: (907) 586-8970

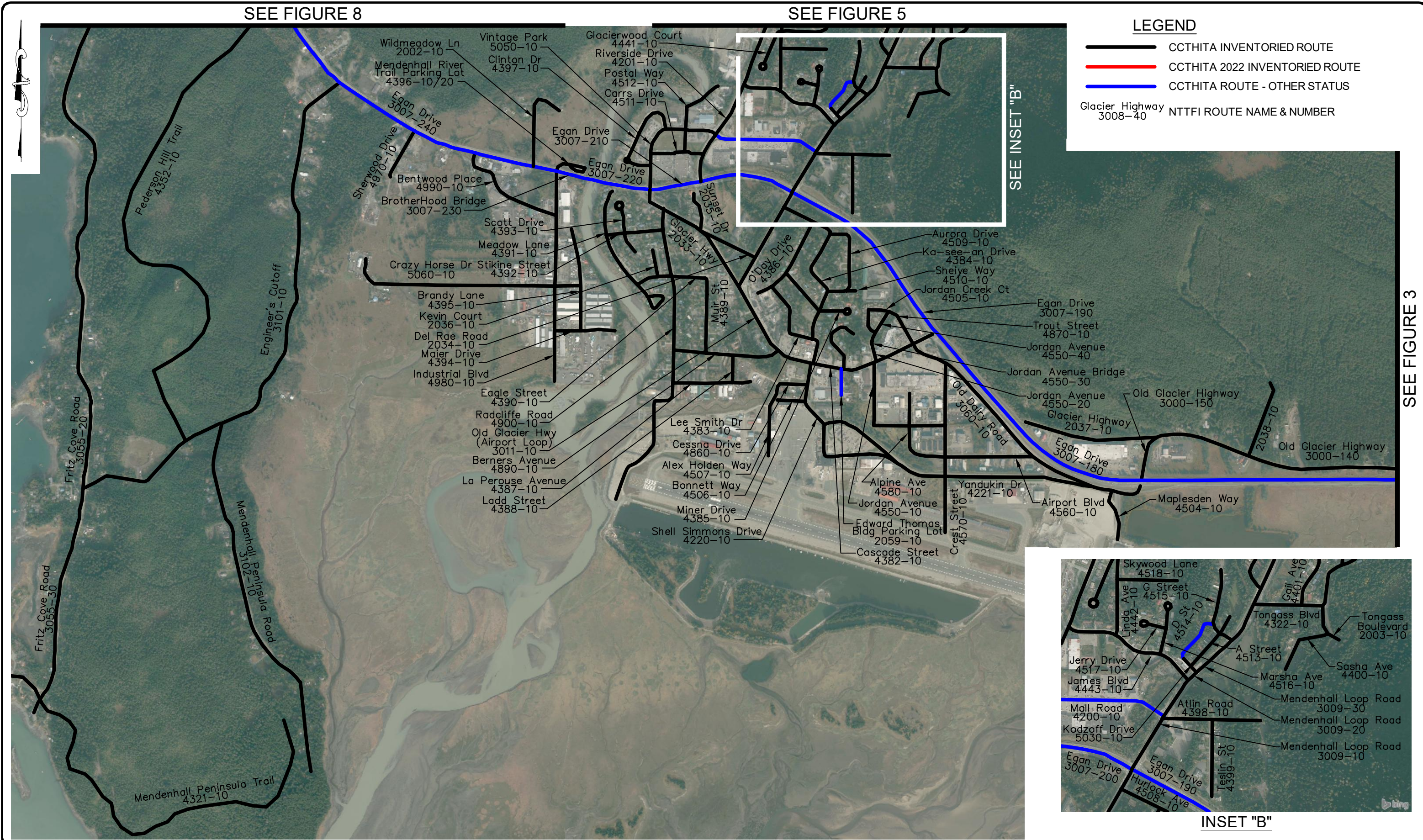
TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM

LEMON CREEK AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY: BLP  
DRAWN BY: SPK  
APPROVED BY: BLP  
DATE: MARCH 04, 2022  
SCALE: 1"=2000'

FIGURE 3



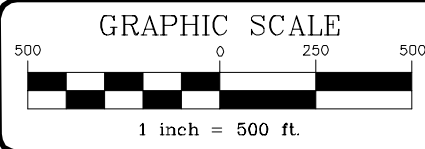




SEE FIGURE 6



SEE FIGURE 4



CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA  
300 W. WILLOUGHBY Ave, SUITE 300  
JUNEAU, ALASKA 99801  
PHONE: (907) 586-1432 FAX: (907) 586-8970

TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM

MENDENHALL VALLEY AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=500'

FIGURE 5



SEE FIGURE 7

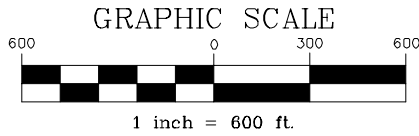


SEE FIGURE 5

LEGEND

- CCTHITA INVENTORIED ROUTE
- CCTHITA 2022 INVENTORIED ROUTE
- CCTHITA ROUTE - OTHER STATUS

Glacier Highway 3008-40 NTTFI ROUTE NAME & NUMBER



CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA  
300 W. WILLOUGHBY Ave, SUITE 300  
JUNEAU, ALASKA 99801  
PHONE: (907) 586-1432 FAX: (907) 586-8970

TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM

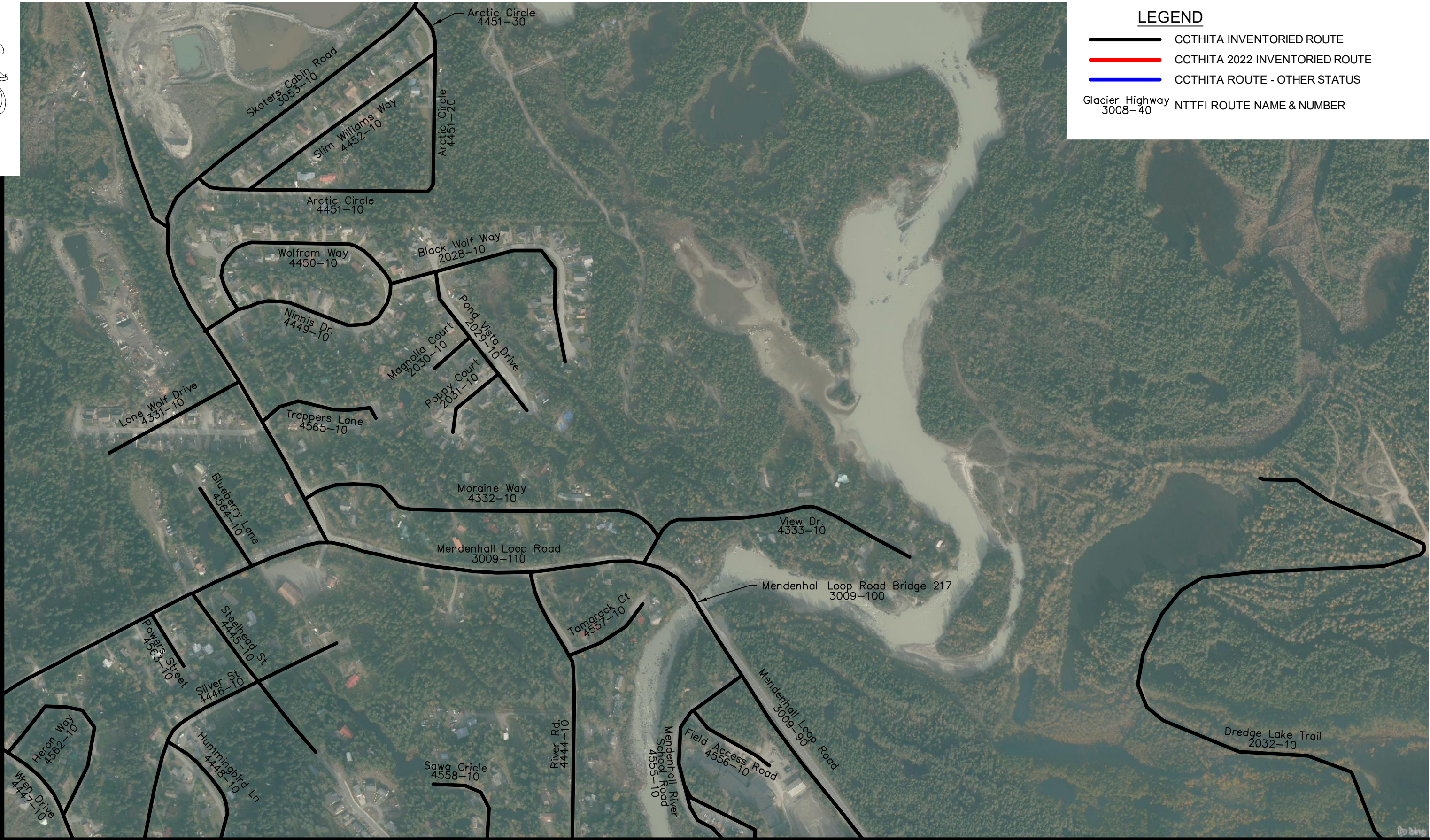
MENDENHALL VALLEY AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=600'

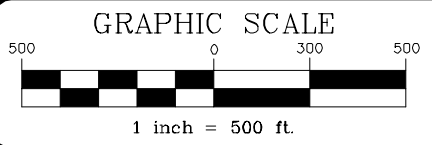
FIGURE 6



SEE FIGURE 8



SEE FIGURE 6



CENTRAL COUNCIL TLINGIT & HAIDA  
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2022 LONG RANGE  
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MENDENHALL VALLEY AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=500'

FIGURE 7





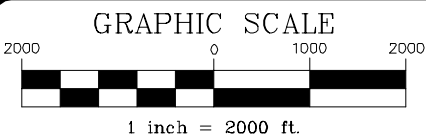
SEE FIGURE 7

SEE FIGURE 4

**LEGEND**

- CCHITA INVENTORIED ROUTE
- CCHITA 2022 INVENTORIED ROUTE
- CCHITA ROUTE - OTHER STATUS

Glacier Highway 3008-40 NTFI ROUTE NAME & NUMBER



**CENTRAL COUNCIL TLINGIT & HAIDA  
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TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
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AUKE BAY AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=2000'

FIGURE 8





**CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA**  
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**TRIBAL TRANSPORTATION PROGRAM  
2022 LONG RANGE  
TRANSPORTATION PLAN ADDENDUM**

**DOWNTOWN JUNEAU AREA  
NATIONAL TRIBAL TRANSPORTATION  
FACILITY INVENTORY MAP**

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 04, 2022
SCALE:	1"=500'

**FIGURE 9**