



Central Council of the Tlingit & Haida Indian Tribes of Alaska Meeting Summary

Monday, May 18, 2026

- **1:00 pm – 2:00 pm.**
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The Alaska Department of Transportation and Public Facilities (DOT&PF) hosted a virtual meeting with the Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) to discuss the Southeast Alaska Transportation Plan (SEATP) Update on May 18, 2026. The session began at 1:00 pm.

The purpose of this meeting was to share information about the SEATP Update, share the proposed Plan Vision and Goals, gather Tribal input, and identify local transportation priorities.

Three attendees joined on behalf of CCTHITA.

The session included:

- Project overview
- Family of Plans
- Project Status
- Round 1 Public Engagement Summary
- Proposed Vision
- Proposed Goals
- Identified Risks
- Project Priorities Rising to the Top
- Next Steps and Schedule for the SEATP Update process
- Feedback Opportunities, including the SEATP website and project contact information
- Discussion of Tribal priorities and transportation needs

Resources shared during the meetings included:

- SEATP website: southeastalaskatransportationplan.com
- Interactive StoryMap: gis.dowl.com portal
- Contact: Email SEATP@dowl.com | Phone (907) 562-2000





Questions and Comments Summary

Policy and Land Use

- Tribal priorities emphasize connectivity (especially marine system access), land/infrastructure access, and coordination with local development.
- Participants emphasized that rapidly changing federal policies and land management decisions are creating both uncertainty and opportunities for long-range transportation planning. Discussion included potential elimination of the Roadless Rule, and whether that could:
 - Enable new road connections between Southeast communities (e.g., Haines-Juneau, Hoonah-Tenakee, others).
 - Reduce reliance on ferries or decrease ferry stops.
- Participants brought up additional land-related considerations, including:
 - Goldbelt's planned dock development on the west side of Douglas Island in Juneau, and potential resulting transportation impacts.
 - Increased use of logging roads and United States Forest Service (USFS) lands.
 - Tribal land selections and implications for access and development.
- Participants expressed strong interest in partnering with agencies including the USFS and Alaska Department of Natural Resources (DNR) to coordinate plans, explore opportunities to improve Tribal access to Tribal lands, reduce costs, and enhance regional connectivity.
 - Project team noted that the plan includes a Trails-Easements-Rights-of-Way Technical report including an inventory of access corridors across non-state lands.

Education Campus (Juneau)

- Attendees noted that CCTHITA has plans to build an Education Campus behind the Fred Meyer near the proposed extension of Lemon Spur Road to the Egan Drive/Glacier Highway intersection near McDonalds.
 - Attendees noted advance planning will be necessary as the new connection will be a high-traffic intersection with increased interaction between motorized and non-motorized users.
- Key considerations and requests raised by participants:
 - Early coordination on road design and implementation.
 - Interest in a roundabout at the intersection.

North Douglas Development

- Participants identified the Cowee Creek Project (large subdivision development) in North Douglas as a major priority project. Discussion topics included:





- Anticipation of a significant increase in traffic on North Douglas Highway and increased demand on the single bridge connection to Juneau.
 - Development scale remains uncertain; zoning (B18) allows mixed density.
 - Timing depends on funding, infrastructure development, and design process.
- Participants also noted the planned construction of two new Goldbelt docks on West Douglas, which they expect to increase traffic on North Douglas.

Priority Transportation Projects

There was strong emphasis on coordinating SEATP recommendations with local and Tribal development projects. The following projects/needs were identified as priorities:

- Second Douglas Crossing
 - This project was indicated as critical to supporting the North Douglas development and improving system redundancy and capacity.
 - Currently, the project has ongoing coordination with the City and Borough of Juneau (CBJ) and DOT&PF. Participants perceive the final alignment as a key decision to move the project forward. The project team noted the final alignment will be determined through NEPA analysis.
 - Participants expressed strong interest in continuing to partner with CBJ.
 - The Tribe has begun narrowing focus on alignment, with a desire to announce their preference, potentially by Fall 2026, depending on internal discussions.
- Egan/Yandukin Intersection
 - The Egan/Yandukin Intersection was also identified as a priority for near-term coordination with DOT&PF, described as time-sensitive.
 - Discussion included potential cultural considerations, and participants requested a follow-up discussion between Tribal representatives and DOT&PF.
- Cultural Connectivity and the Alaska Marine Highway System (AMHS)
 - Cultural connectivity was a major theme throughout the discussion.
 - A concern was the significant reduction in ferry services and connectivity in the Southeast region. These reductions have made cultural connection between the various communities difficult.
 - The loss of direct travel routes, formerly available through AMHS, between communities (e.g., Kake-Sitka, Angoon-Sitka) has put increased strain on cultural connectivity.
 - These losses have led to an increased reliance on air travel, which is more expensive, time-consuming, and logistically difficult for travelers, especially when transporting goods (e.g., blankets, supplies).





- The project team affirmed cultural connectivity as a common theme heard during public engagement and has incorporated these concerns into the updated vision and economic vitality goals. The project team also noted that the SEATP will align with the AMHS LRP.

E-Bikes and Safety Concerns

- Participants noted strong concern with the growing use of e-bikes, particularly during tourist season. Concerns included their high speeds and frequent use on pedestrian and shared facilities.
- It was noted that e-bikes lack a clear classification (motorized vs. non-motorized vehicles) and lack regulation (no licensing, unclear rules).
- An incident involving an e-bike was also noted, which involved high-speed e-bike use (not leading to any fatalities luckily).
- Participants recommended including language in the SEATP addressing safety across user types and interactions between motorized users, non-motorized users, and e-bikes.

Tribal Transportation Planning Coordination

- CCHITA is developing its Long-Range Transportation Plan (LRTP) and anticipate sharing final LRTP with DOT&PF for coordination. They expect to submit it to BIA by July 15, 2026.
- Community leaders noted the Tribal Transportation Improvement Program (TTIP) functions as the budget/implementation tool for transportation projects and ties directly to the Tribal LRTP. Projects must be included in the Tribal LRTP to be eligible for funding.

