Whittier Moves

City of Whittier
Transportation Master Plan

JUNE 2026

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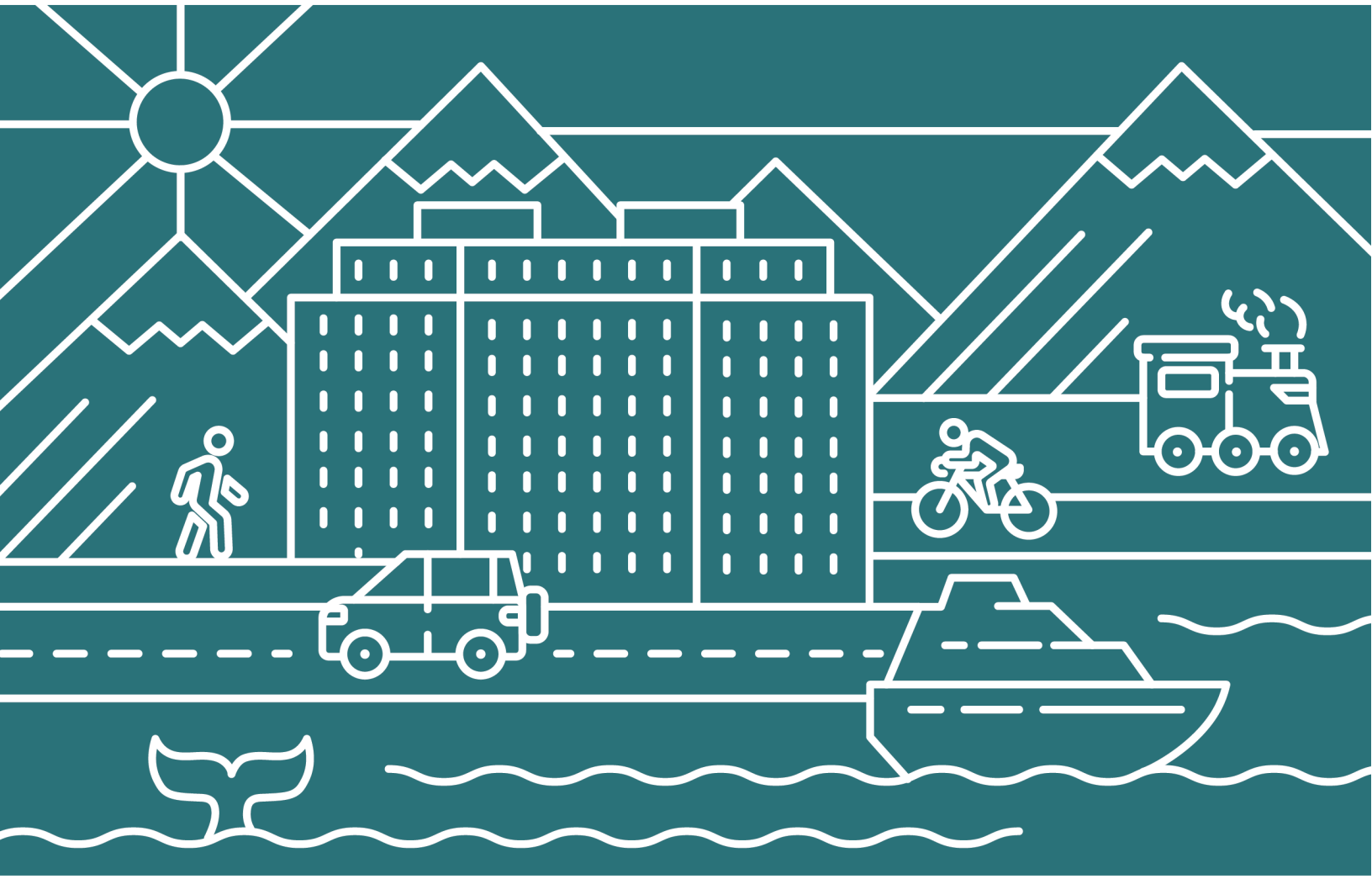
ACRONYMS

AAC	Alaska Administrative Code
AADT	Annual Average Daily Traffic
AASP	Alaska Aviation System Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
AMHS	Alaska Marine Highway System
ARRC	Alaska Railroad Corporation
AS	Alaska Statute
CLAA	Cruise Line Agencies of Alaska
CLOI	Conditional Letter of Intent
CORs	Continuously Operating Reference Stations
DNR	Department of Natural Resources
DOT&PF	Alaska Department of Transportation & Public Facilities
EMS	Emergency Medical Services
HCM	Highway Capacity Manual
HOB	Head of the Bay
IEM	Whittier Airport (FAA Identifier)
LOS	Level of Service
NPIAS	National Plan of Integrated Airport Systems
PET	Post-Encroachment Time
SAP	Safety Action Plan
SS4A	Safe Streets for All
TAC	Technical Advisory Committee
TCS	Tunnel Control System
TSS	Train Signal System
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
USDOT	United States Department of Transportation
WCST	Whittier Cruise Ship Terminal
WEDP	Waterfront and Economic Development Plan
WMC	Whittier Municipal Code of Ordinances
WTMP	Whittier Terminal Master Plan

1 Introduction



1. Introduction

Whittier Moves is the City of Whittier's Transportation Master Plan. It identifies future transportation investments in and around Whittier over a 20-year planning horizon to support future land uses, activities, and movement patterns. This plan has been developed through a partnership between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the City of Whittier (the City), in close coordination with interested parties to foster collaboration among various organizations, creating a cohesive and agile transportation master plan. This plan will serve as a tool to guide transportation investment in the City, help with securing discretionary grant funding, and support future project development opportunities.

The City operates under a City Manager form of government where both elected officials and the City Administration play important roles in planning, policy development, and implementation. This master planning process included Whittier's City Manager and Assistant City Manager and was guided by a Technical Advisory Committee comprising the DOT&PF and City staff, the Alaska Railroad Corporation, Chugach Electric Corporation, Federal Land Managers, State Troopers, tourism and economic development organizations, local businesses and resident representatives.

Concurrent with the development of the Transportation Master Plan, the City of Whittier developed a Safety Action Plan leveraging a Safe Streets for All (SS4A) Grant awarded to the City by the United States Department of Transportation (USDOT). The Safety Action Plan complements this Transportation Master Plan to support transportation investment, so Whittier Moves in a way that is safe, connected and provides for all modes and users into the future.

1.1 Master Plan Overview

Whittier's location, infrastructure, and unique character make it a central transportation hub for tourism, freight, and the Alaska Marine Highway System (AMHS). The community, accessed via the Anton Anderson Memorial Tunnel (the Tunnel), was originally established as a military base at the head of Passage Canal. It provides access to wildlife viewing and recreational opportunities, including two cruise ship terminals, extensive access to day cruises and other tourism activities, and an interwoven military history highlighted by the Buckner Building and the small population of residents who mostly live in the Begich Towers. A key legacy of Whittier's military history is its land ownership, which is predominantly held by the Alaska Railroad Corporation (ARRC) who also owns the barge slip and freight uplands, the Tunnel, and extensive track configurations to support freight and passenger trains as well as passenger and freight vehicle traffic through the Tunnel.

1.2 Master Plan Area

Whittier's city limits encompass approximately 17 square miles, including most of Passage Canal, all of Shotgun Cove, and a small portion of Blackstone Bay (Figure 1). Whittier's land area is around 12.3 square miles and is characterized by mountainous terrain, Sitka Spruce and Hemlock Forest, rocky areas with minimal topsoil, heavy run-off and streams, muskeg, and glaciers. Due to the steep terrain (grades of 30 to 60 percent) and limited suitable soils, development in Whittier is constricted and concentrated along the south shore of Passage Canal.

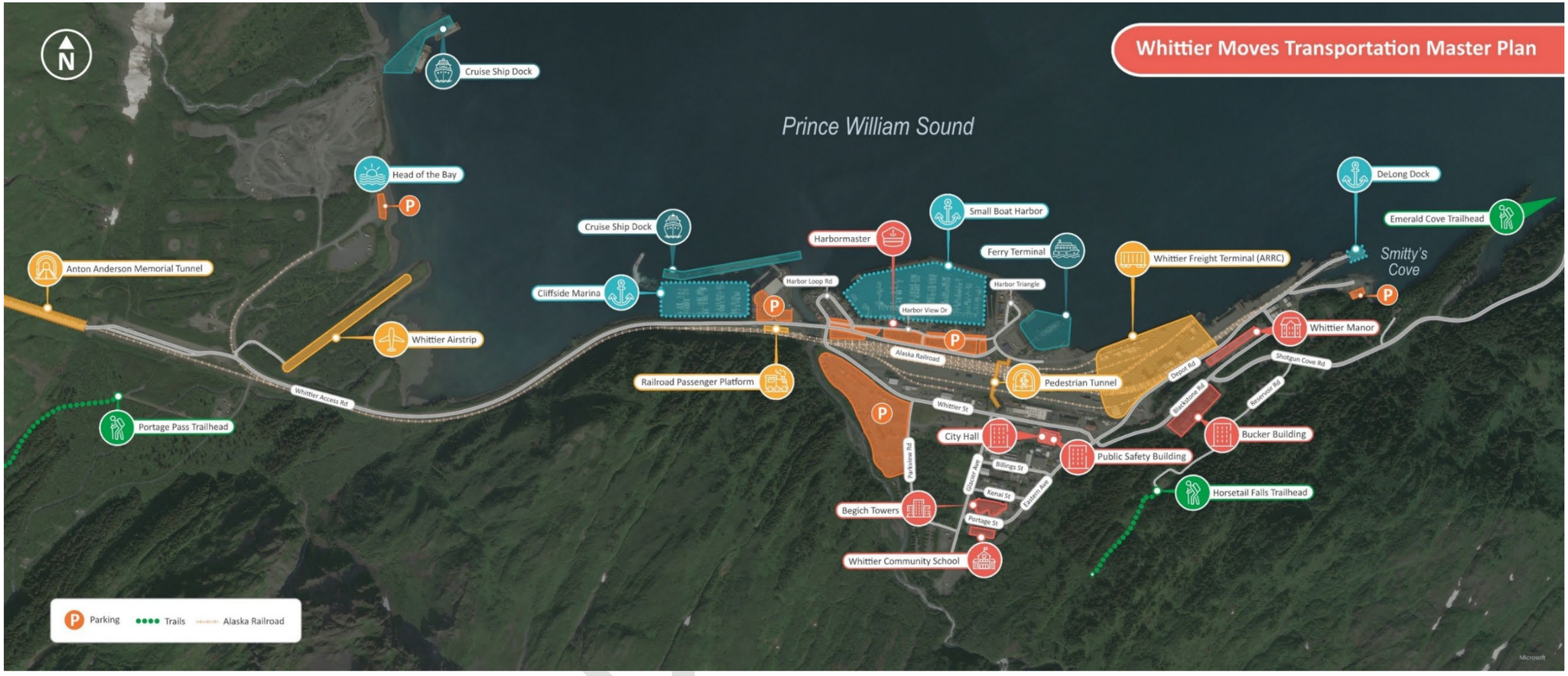


Figure 1: Whittier Moves Transportation Master Plan Area

1.3 Whittier Moves Objectives

To guide the development of Whittier Moves, the following objectives have been identified.

Establish a Transportation Vision: Define a clear and compelling vision of Whittier's future transportation system that aligns with the City's strategic goals and future land use.

Identify Incremental Improvements: Outline specific improvement projects that support future usage needs and improve movement to and between various activities within Whittier.

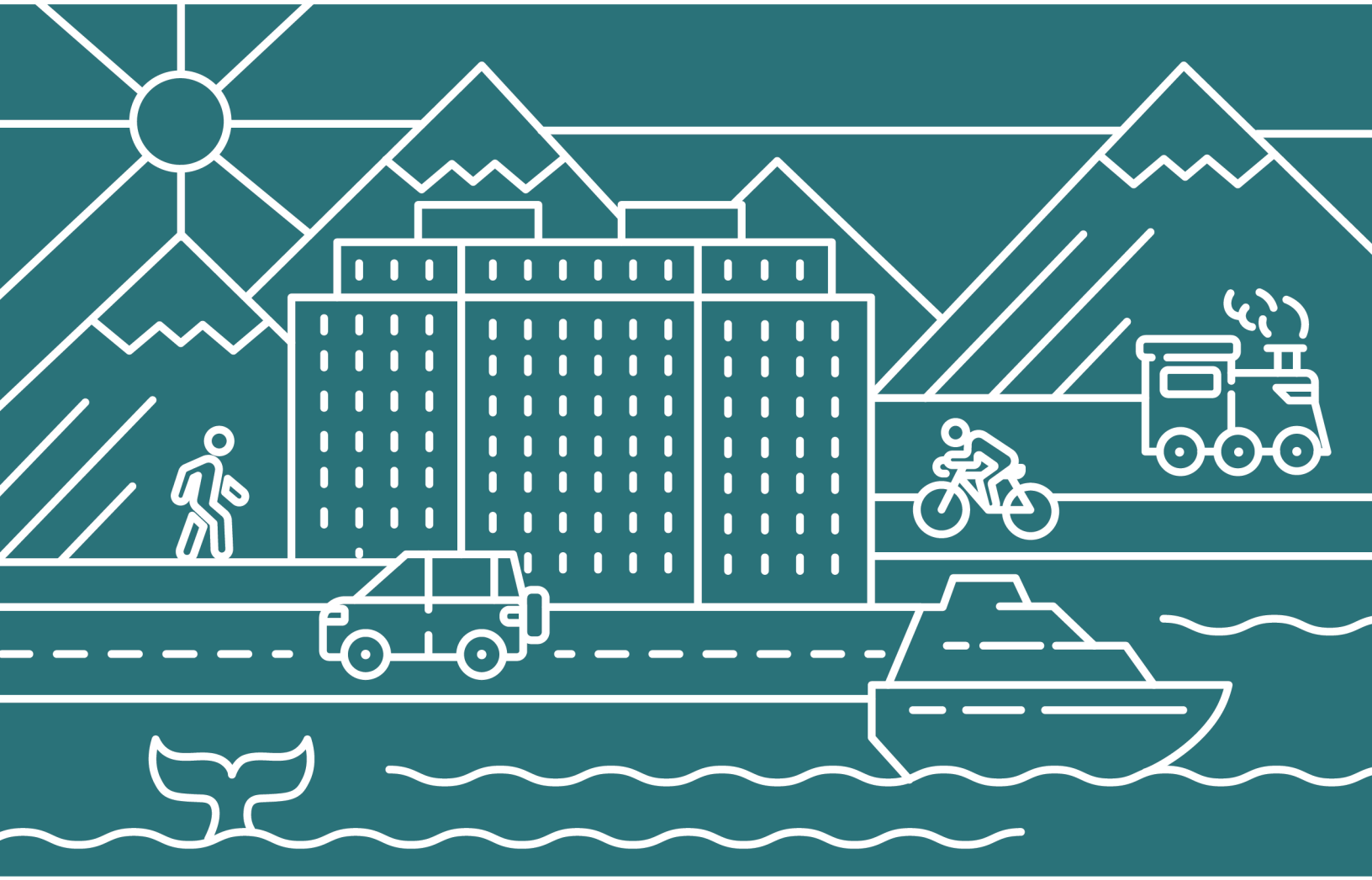
Incorporate Interested party Input: Create a plan that actively gathers and uses feedback from a broad range of interested parties and the public.

Explore Funding Options: Identify and evaluate innovative funding opportunities to support the realization of transportation improvements.

Practical Implementation: Provide an actionable plan that remains relevant and usable.

Promote Multimodal Transportation and Intermodal Connectivity: Create a master plan that identifies and improves multimodal transportation and intermodal connectivity for a wide range of users.

2 Public Involvement

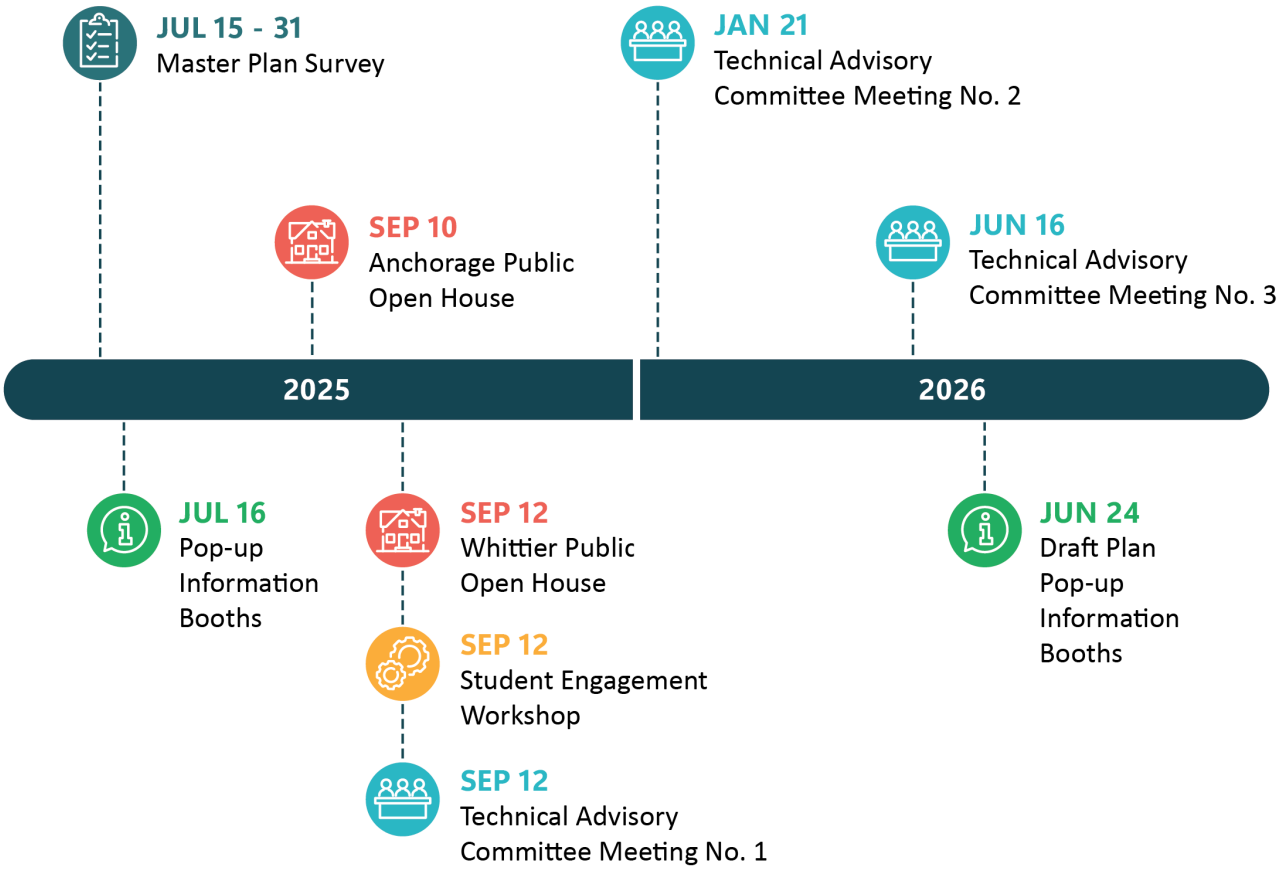


2. Public Involvement

Public involvement is a critical component in the transportation master planning process and has been a primary focus for Whittier Moves. Throughout this Plan's development, interested party and community feedback has been prioritized to help shape the contents of this document and inform project and strategy selection. To support meaningful and detailed engagement, a Technical Advisory Committee (TAC) was formed, comprising community members and interested parties who provided ongoing input throughout the process. Additional public involvement activities were conducted to maximize opportunities for participation by interested parties and the public. A full summary of public involvement efforts, including summaries of events and feedback received, is included in Appendix A: Public Involvement.

2.1 Timeline of Public Involvement Activities

A detailed timeline of public involvement activities and events is included below.



2.2 Public Involvement Opportunities

Consistent public involvement throughout the planning process helped identify strategies and projects that align with and properly reflect community needs and priorities. The planning team has sought to provide adequate opportunities for feedback on priorities, needs, and potential projects to be included in the plan. The subsections below summarize the public involvement opportunities conducted during the planning process. Feedback received through these efforts was reviewed, analyzed, and incorporated into the Plan where appropriate.

2.2.1 Technical Advisory Committee

The TAC was established to guide the development of Whittier Moves. The TAC brought together key agency partners and community representatives to foster collaboration, build shared understanding, and support a sense of support for the Plan's recommendations and outcomes. TAC membership is multi-jurisdictional, consisting of residents of the City, City Mayor Victor Shen, DOT&PF staff, federal government employees, ARRC, Emergency Management Services, and representatives from local organizations and businesses. The TAC had a key role in identifying transportation issues and needs and evaluating potential projects and other solutions to enhance transportation and connectivity over the life of the plan. The TAC also helped guide development of the City's Whittier Safety Action Plan (SAP), a transportation safety plan developed concurrently with Whittier Moves to identify strategies and improvements that enhance safety throughout the community. In total, the TAC met three times between September 2025 and June 2026. These workshops are outlined in Table 1.

Table 1: TAC Meetings

MEETING	DATE	DESCRIPTION
TAC Meeting No. 1 (Whittier City Building, hybrid meeting)	September 12, 2025	Focused on orienting the TAC members to their role, presenting key themes, discussing initial public input, and working through a prioritization matrix which included broad recommendations. The prioritization activity allowed the planning team to gain an understanding of the types of improvements desired and facilitate the identification of potential projects by the TAC.
TAC Meeting No. 2 (virtual meeting)	January 21, 2026	Focused on discussing project development and prioritization for both Whittier Moves and the Whittier SAP. TAC members received the full list of potential solutions identified through the analysis of the existing conditions, relevant plans review, traffic and safety analyses, as well as potential projects identified by the TAC during TAC Workshop 1.
TAC Meeting No. 3 (virtual meeting)	June 16, 2026	Focused on reviewing and discussing the Draft Whittier Moves, this workshop took place during the public comment period.

2.3 Pop-Up Booths and Community Survey

The Whitter Moves planning team hosted four pop-up information booths throughout Whittier on July 16, 2025, to share plan information, listen to local perspectives, and gather input from the community (Image 1). The temporary booths were set up at Glacier Creek Cruise Ship Terminal, the Harbor waterfront near the Harbormaster, Begich Towers, and Cliffside Marina. Each booth location was outfitted with a tent, table, fact sheets, maps, e-mail sign up forms, and a QR code to a Whittier Moves Survey. Staff from the planning team were present to answer questions, facilitate conversations, and gather feedback. The informal pop-up booth format allowed participants to engage at their own convenience and provided an approachable way for the public to participate in the planning process.

Image 1: Planning team hosting a pop-up booth; Photo by Yereth Rosen/Alaska Beacon

A survey was also shared with the community through email invitations, posted flyers, news media, QR code cards distributed at the Bear Valley payment kiosk, and word of mouth. The survey was open from July 15 to July 31, 2025, and consisted of optional multiple-choice and free-response questions, which were tailored based on respondents' self-reported connection to Whittier: resident, visitor, or commuting worker. In total, the planning team received 448 responses, ten percent of which were from individuals who identified themselves as Whittier residents.

Community feedback gathered through the survey and information booths reflected a wide range of interests and concerns regarding the plan, goals, timelines, and projects prioritized. This feedback has informed the development of Whittier Moves.

2.3.1 Open House Meetings

Two public open house meetings were hosted during the Plan development process to provide an interactive setting for community input. Open house meetings were held on September 10, 2025, in Anchorage, and another on September 12, 2025, in Whittier. Whittier Moves materials were also available at the Whittier SAP Safety Summit, which was held on January 21, 2026, in Whittier.

During the open house meetings, information boards displaying details about Whittier Moves were arranged around the room for attendees to review at their own pace. A central roll plot map of Whittier invited

participants to mark locations with their ideas, concerns, and suggestions. A dedicated comment table was also available for written feedback. Throughout the meeting, members of the planning team were available to answer questions, gather input on transportation issues and needs in Whittier, and discuss potential solutions. Public feedback included improved signage, implementing shuttle services to improve mobility, parking limits, and additional infrastructure to support active transportation.

Image 2: Idea Board at an Open House Meeting

2.3.2 Student Engagement Workshops

Two student engagement workshops intended to facilitate conversations with youth in the community were hosted on September 21, 2025, at the Whittier Community School. These workshops were held simultaneously, one with elementary students and the other with middle and high school students.

Elementary Students

The planning team talked with students about how they moved around the community, what they were doing, who traveled with them, and whether they felt safe. Afterwards, students received a Whittier Moves coloring sheet, and the planning team engaged with them as they colored. Students shared the careers they hope to have in the future and discussed the types of transportation they may use to get to their future jobs.

Middle and High School Students

The planning team provided a five-minute overview on transportation master planning. Afterwards, students received a map of the project area with guiding questions about how they moved around Whittier, what modes of transportation they used, safety issues, and ideas to make transportation in the community safer. Students were asked to mark up and provide their responses on the map. The

Image 3: Coloring Page from Student Engagement Workshop

planning team engaged with students throughout the workshop. Feedback received included putting in speed bumps near City Hall and the school for safety, concerns about weather conditions and maintenance, and clearer signage around Whittier.

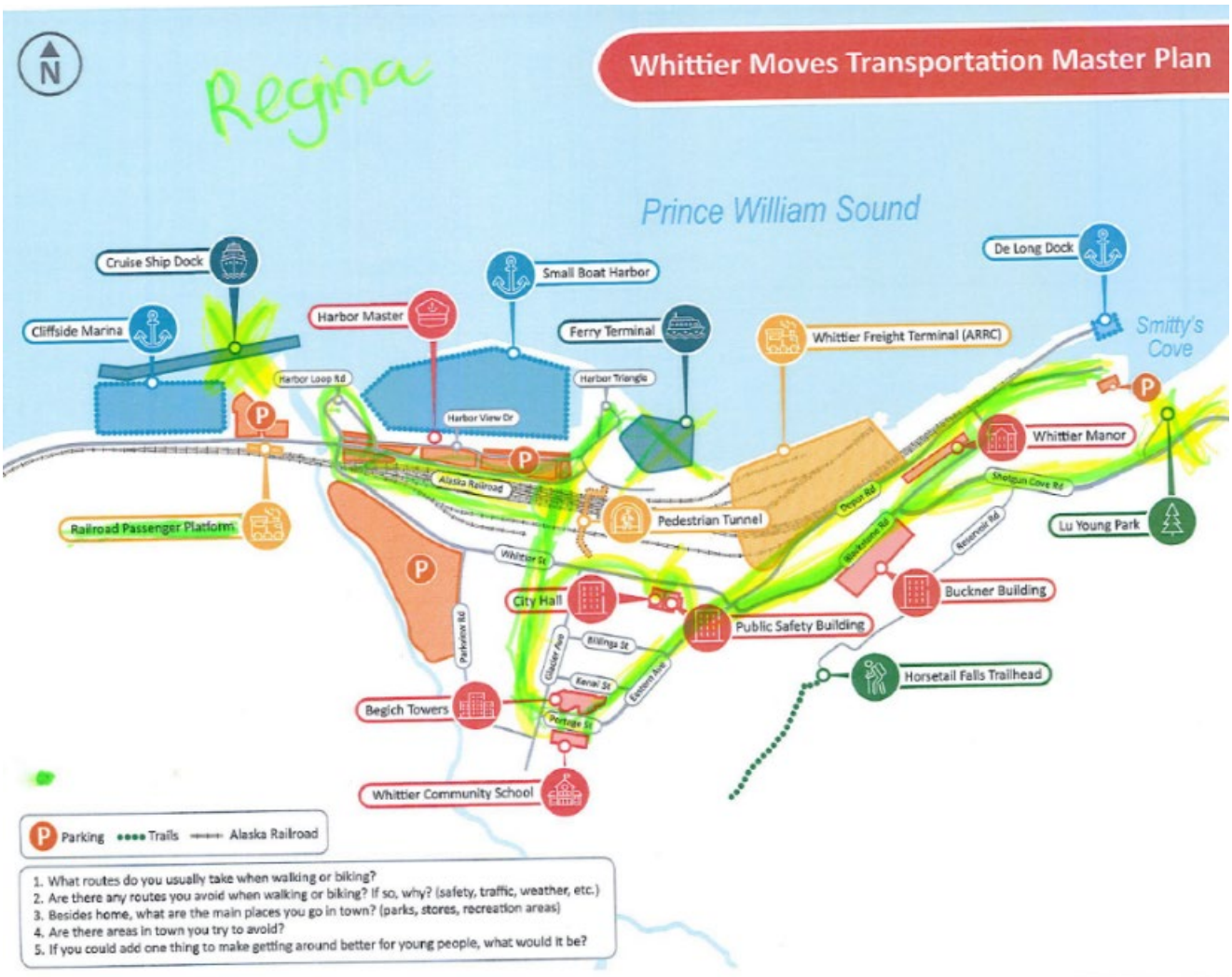


Image 4: Map from Student Engagement Workshop

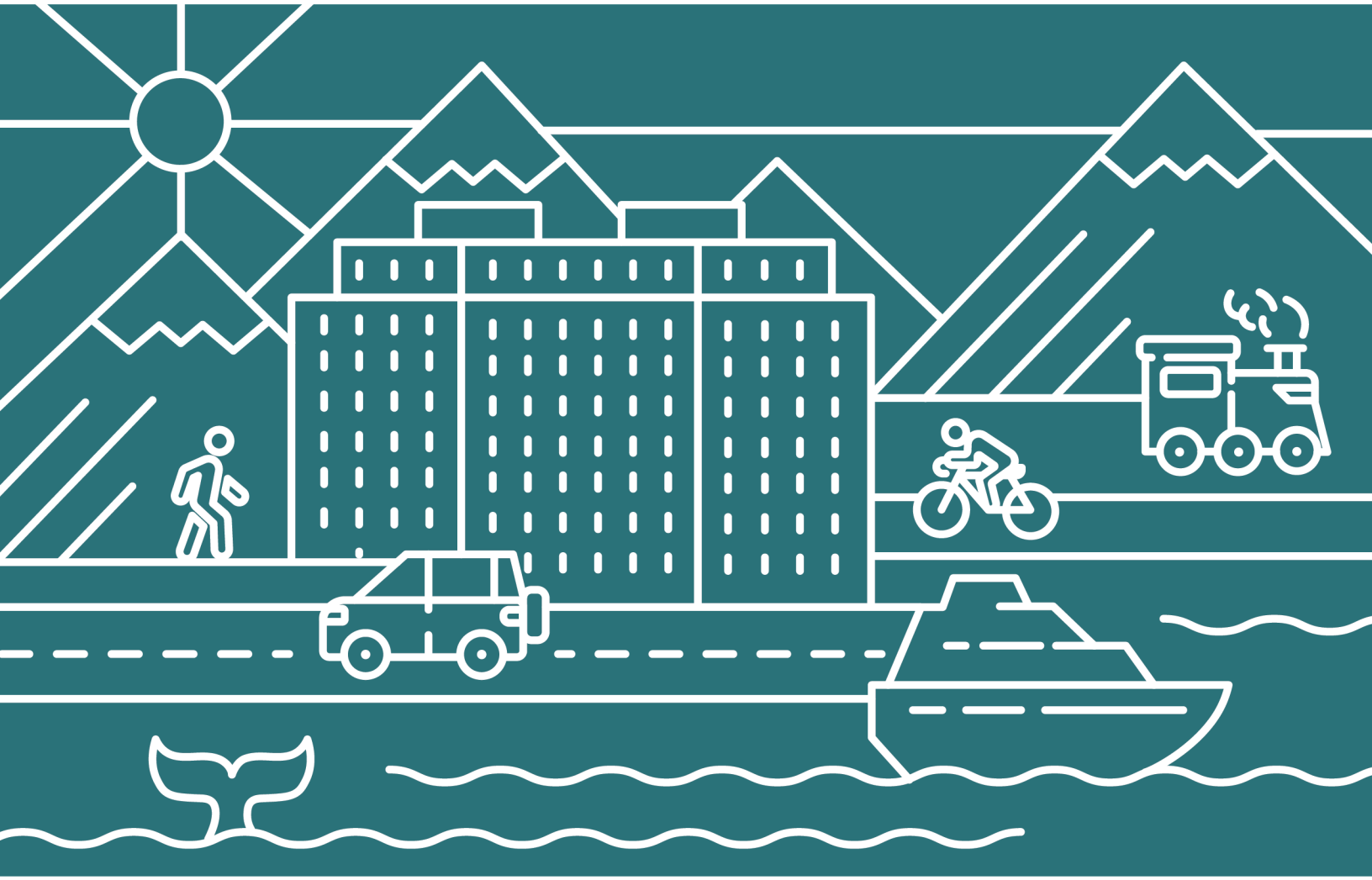
2.3.3 Draft Plan Pop-Up Information Booths

[Placeholder for the final round of public involvement]

2.3.4 Website

Whittier Moves established a website (www.Whittiermoves.com) to provide a centralized way to share information. The website was maintained with a Plan overview, map of the planning area, current schedule, meeting information, Plan documents, information about public involvement activities, and contact information for the planning team. Outreach efforts, such as comment submissions, and community engagement opportunities have been published on the project website to facilitate engagement with this Plan. The website included mechanisms for interested parties to request to be added to the Plan's email distribution list and to submit comments.

3 Existing Conditions



3. Existing Conditions

This section provides a snapshot of the current state of the planning area, establishing a baseline for understanding present-day characteristics, challenges, and opportunities. This section synthesizes available data and observations related to land use, transportation systems, and infrastructure to document how the system functions today. By documenting how the system functions today, it creates a foundation for identifying gaps, assessing performance, and informing future planning decisions. The information presented supports a clear, evidence-based evaluation of existing conditions and guides subsequent analysis and recommendations.

The existing conditions summarized in this chapter are further detailed in Appendix B: Existing Conditions Report.

3.1 State, Regional, and Local Plans

Relevant state, regional, and local plans were reviewed to align this document with broader transportation goals. Many of the reviewed plans identify challenges, successes, goals, and strategies that directly impact or are relevant to Whittier's transportation system. The plan review allows for the integration of projects and ideas that are already community-vetted, identifies gaps and overlaps to avoid redundancy, and reflects the current state of the region from a transportation perspective. Summaries of the plans reviewed are included in Table 3.

Table 2: Literature Review Key Takeaways

PLAN TITLE, YEAR	KEY TAKEAWAY
ARRC Whittier Terminal Master Plan (WTMP), 2025	▪ Evaluates current infrastructure conditions and performance while aligning with regulatory requirements and interested party needs. ▪ Prioritizes safety, efficiency, resiliency, and sustainability, identifies rehabilitation and development opportunities, and outlines phased investments to support growing tourism and economic activity, while also addressing operational constraints like rail crossing delays.
City of Whittier Waterfront and Economic Development Plan (WEDP), 2025	▪ Focuses on improving access, parking, connectivity, and recreational infrastructure in Whittier's Waterfront Development Area and Harbor Management Area. ▪ Prioritizes addressing congestion, aging facilities, and limited parking while enabling growth in cruise, harbor, and upland development.
Shotgun Cove Road Extension Final Design Study Report, 2022	▪ Builds on earlier infrastructure investments to expand access to state, federal, and City lands along Passage Canal. The project is intended to support development, improve regional transportation capacity, and unlock economic and recreational opportunities. ▪ Initial segments are already in use or under construction. Full project delivery remains phased and funding-dependent, with additional segments still seeking significant investment.
City of Whittier Comprehensive Plan, 2020	▪ Sets a strategic framework for guiding development and investment, with a strong emphasis on tourism growth, infrastructure modernization, and economic development across key areas like the Harbor District and Head of the Bay. ▪ Identifies alignment on the desire to leverage Whittier's assets, while also highlighting structural constraints, limited land, seasonal demand, and transportation challenges; reflects unresolved tension among interested parties.
Tunnel Operations Study, 2013	▪ Evaluates access to Whittier following the opening of the Anton Anderson Memorial Tunnel in 2000, finding that: - While access to Whittier has significantly improved since the Tunnel opened, capacity and operational conflicts between rail and highway users still create delays, especially during peak summer periods. - Despite adjustments to rail operations, congestion and incident risks persist, highlighting the need for targeted operational changes, improved communication, and minor infrastructure upgrades to optimize efficiency and reduce user frustration.
Prince William Sound Transportation Plan, 2001	▪ Contains recommendations still applicable to Whittier, despite being 25 years old ▪ Surface transportation improvements identified in the plan that have not been completed include: - Lengthen the Whittier airport runway to meet Federal Aviation Administration design standards. - Conduct a study for a new emergency use only airport in Western Prince William Sound. - Execute improvements to the Whittier Ferry Terminal.

3.2 Land Use and Zoning

Whittier plays a critical role in Alaska for the transportation of passengers and goods with its proximity to Anchorage and direct road, rail, and ocean access. However, Whittier's geography creates development challenges and shapes a unique land use pattern for the City.

3.2.1 Existing Development

Existing developments are in a few primary areas in Whittier: The Head of The Bay (HOB), the downtown waterfront, and Core Area located upland, and the area south of the railroad tracks. Limited new development has occurred along Shotgun Cove Road. Figure 2 identifies the primary development areas described in this section.

Figure 2: City of Whittier Points of Interest

The HOB area includes a tank farm (formerly owned and operated by the military), the Whittier air strip, a quarry, the recently constructed Glacier Creek Cruise Ship Terminal, and recreational areas including the Whittier Bay Campground and access to the Portage Pass Trailhead. Additional development is planned in this area by Huna Totem Corporation.

The Downtown Waterfront is home to the Whittier Cruise Ship Terminal (WCST), Cliffside Marina, ARRC passenger depot, Whittier Harbor, AMHS Ferry Terminal, and a major strip of commercial uses including lodging, retail, dining, recreation (such as boat charters and rentals), and parking. South of this area, the railroad tracks run parallel to the waterfront and extend to the east towards the freight terminal, waterfront industrial uses, and DeLong Dock. Past the freight terminal area, there is a boat ramp used primarily for commercial purposes and access to Smitty's Cove.

The Whittier Core Area is located upland, south of the railroad tracks. This area includes Whittier Street, which experiences vehicle and pedestrian traffic from residential, commercial, industrial, and visitor-related uses while also serving as one of the community's primary transportation corridors. Whittier's Core Area is home to the Whittier Museum, however, when compared to the Downtown Waterfront area, this area is less visitor focused. Other key community assets in Whittier's Core Area include the post office, restaurants, City Park, Whittier Community School, City Hall, the Public Safety Building, and the fish processing plant. Most residents live in this area in the Begich Towers and Whittier Manor multifamily residential buildings.

Shotgun Cove Area includes Shotgun Cove Road, which extends out of town to the northeast and is a bench road following the Passage Canal shoreline.. This area is primarily undeveloped, with a small number of single-family lots close to town and the rest of the road being used to access recreation areas and trails. The City of Whittier is currently constructing the Shotgun Cove Road extension, which will improve access to additional City lands and provide future connectivity to adjacent U.S. Forest Service lands. This extension will support recreation, economic development, and the City's long-term transportation objectives.

3.2.2 Land Ownership

Land in Whittier was controlled by the United States military starting in the 1940s. Much of the land remains in federal or state government ownership today – approximately 3,651 acres or 45 percent, and 2,776 acres or 35 percent of the land, respectively. Figure 3 shows additional details of the managing agencies, including the United States Forest Service (USFS), Alaska Department of Natural Resources (DNR) Division of Forestry, DOT&PF, state marine parks or recreation areas, and the ARRC, which is a state-owned corporation.

There is limited privately-owned land in Whittier. Most of the private land is held by the Chugach Alaska Corporation, while most other privately used parcels are leased by private entities.

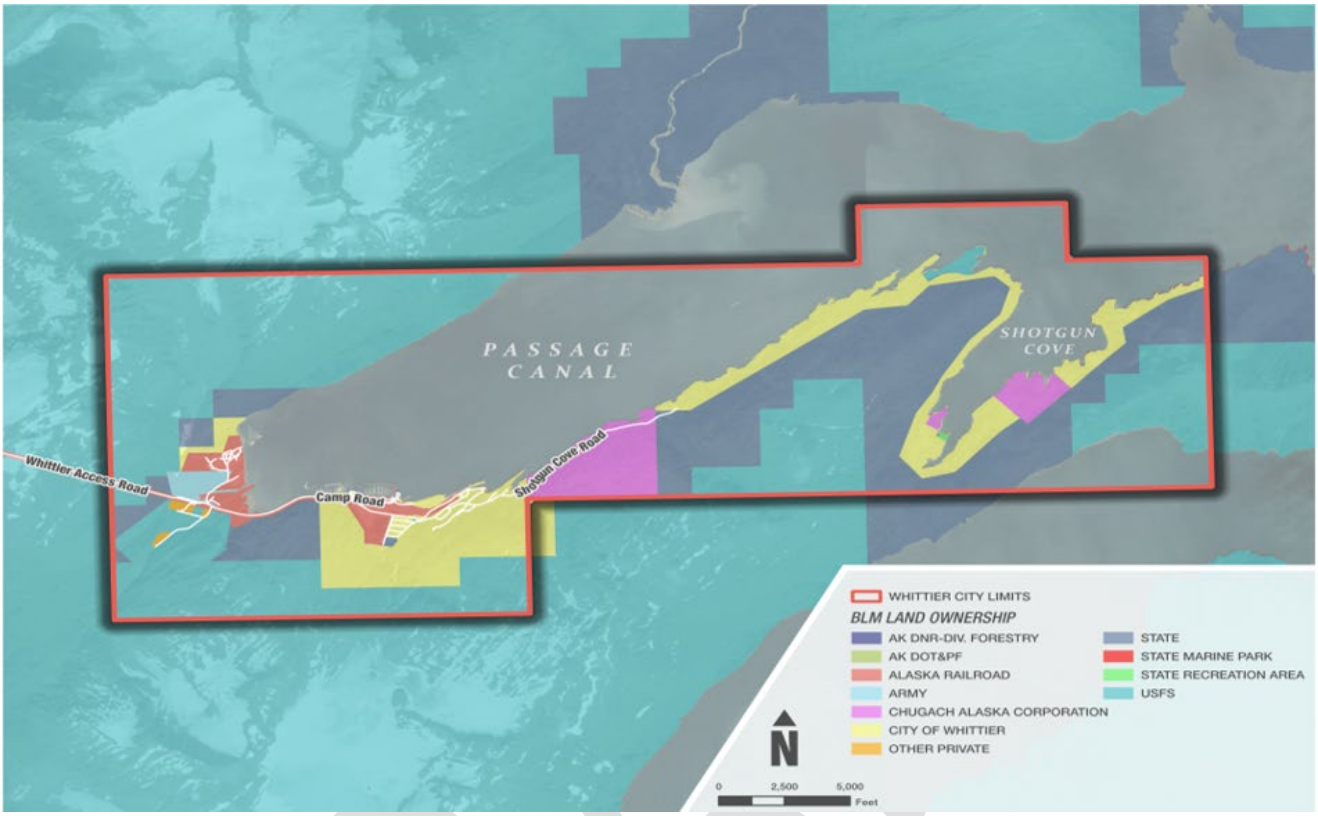


Figure 3: City of Whittier Land Ownership[1]

1 Data sourced from the Bureau of Land Management Alaska Administered Lands online map as of July 2025. Recent ownership changes may not be reflected.

City of Whittier and Alaska Railroad Corporation

In 1998, ARRC and the City signed a Ground Lease and Management Agreement (Master Lease), granting the City the right to use, occupy, and manage approximately 258 acres of land. More recently, the City has been pursuing local ownership of some of the Master Lease properties to allow greater community control over how the land is managed and developed.

The City successfully executed a land trade in 2018 which resulted in the DeLong Dock being deeded to the City. In the following year, 2019, a leasehold parcel including the Whittier Manor was sold to the Whittier Manor Condominium Association. Conversations have continued between the City and ARRC.

Whittier City Council approved a Conditional Letter of Intent (CLOI) with ARRC in December 2025, advancing negotiations of approximately 47 acres, including a portion of the HOB area, the harbor area, and the upland area west of Glacier Avenue, identified in a land sale proposal from ARRC dated September 23, 2025. This approval authorized the City Manager to "proceed with necessary due diligence, survey coordination, legal review, and negotiation of purchase agreements" consistent with conditions as laid out by the ARRC.

In May 2026, House Bill 216[2] authorizing the transfer of specified ARRC lands to the City of Whittier was passed by the Alaska Legislature and transmitted to the Governor where it awaits enactment or veto. [3] The approval by the Alaska Legislature represents a significant step toward local ownership and long-term community development while also increasing local control of key transportation, harbor, commercial, and development areas which will assist in supporting the implementation of Whittier Moves.

2 Approving the transfer of land owned by the Alaska Railroad Corporation to the City of Whittier; and providing for an effective date, HB 216, 34th Legislature (2025-2026). https://www.akleg.gov/basis/Bill/Detail/34?Root=HB%20216#tab1_4

[3] Rosen, Yereth. (2026, May 15). State lawmakers approve Alaska Railroad land sale to port town of Whittier. Alaska Beacon. https://alaskabeacon.com/2026/05/15/state-lawmakers-approve-alaska-railroad-land-sale-to-port-town-of-whittier/

3.2.3 Zoning

The City maintains a zoning map that divides the core development area into zoning districts (Figure 4).

The Whittier Municipal Code of Ordinances (WMC), Title 17 – Zoning, specifies the intent of zoning districts, permitted and conditional uses, and dimensional and other standards. Land proposed for new development or redevelopment must comply with the zoning requirements or be rezoned.

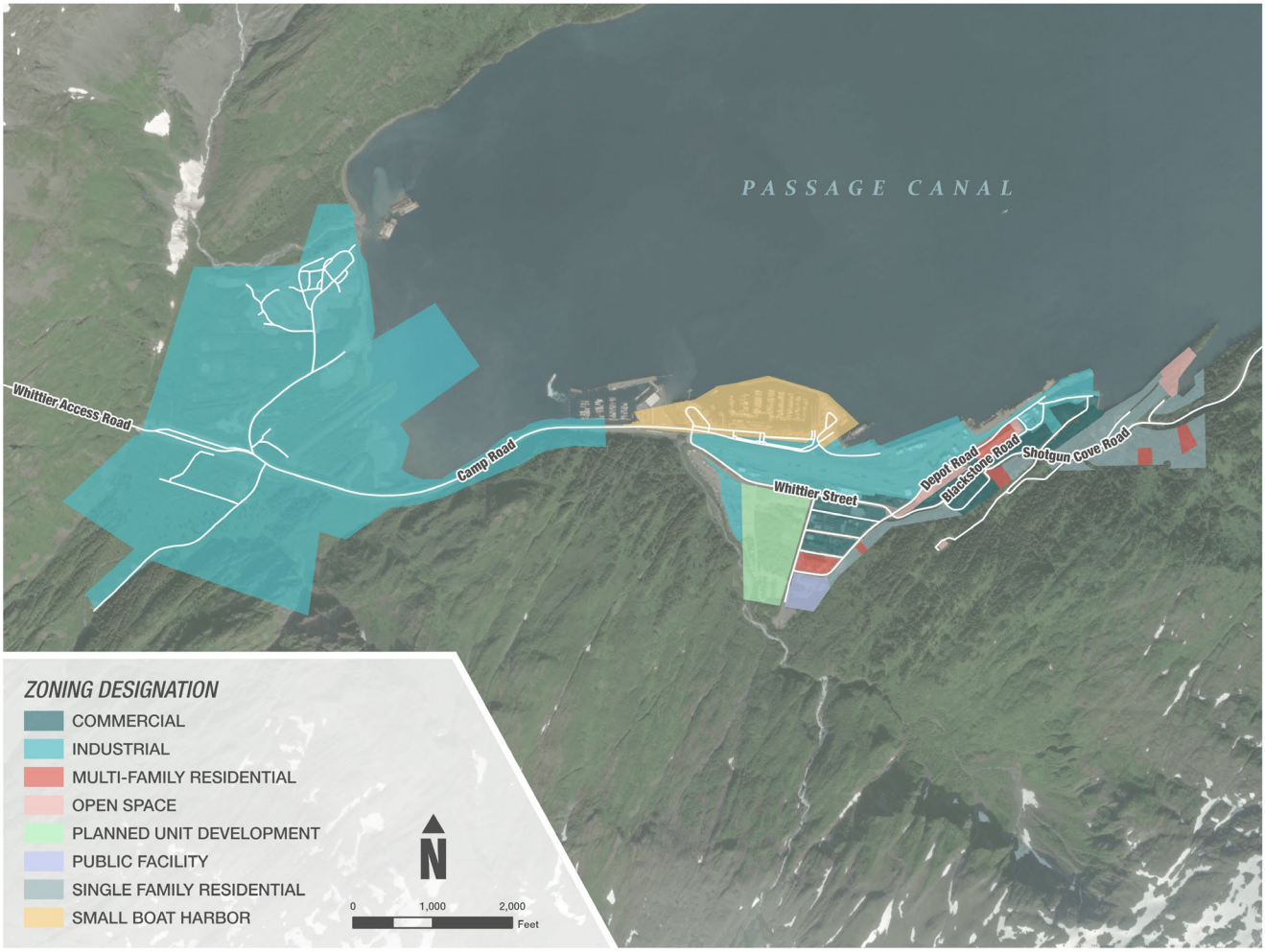


Figure 4: City of Whittier Zoning Map

3.3 Transportation Infrastructure

Whittier serves as a vital transportation hub connecting land, sea, rail, and aviation systems. The Whittier transportation system supports tourism, freight, and local travel, making it an essential link for both residents and visitors.

3.3.1 Roadways

Overall, Whittier is made up of approximately 14 miles of roadway, including the Tunnel. Of these 14 miles, 4.53 miles are gravel while the rest are paved. DOT&PF maintains approximately 6.4 miles of roadway in Whittier, including Whittier Access Road, through the Tunnel, and the length of Camp Road to the Whittier Ferry Terminal, all of which are paved. The remaining roads in Whittier are the responsibility of the City's Public Works Department, the ARRC, private entities, or are otherwise unclear on ownership and maintenance responsibilities.

Many paved roads in Whittier need regular maintenance, which is exacerbated by the volume of large trucks and tour buses that frequently navigate the streets of Whittier, severe weather conditions, and seasonal tourism traffic. The full inventory of roadways in Whittier is included in Appendix B: Existing Conditions Report.

3.3.2 Parking

Whittier has nine distinct parking areas (Figure 5), including options for free public parking, paid parking, cruise ship access parking, and waysides (fee and non-fee) adjacent to recreation areas.

Feedback from harbor users and residents during a July 2025 site visit indicated seasonal parking constraints, particularly during holiday weekends such as Fourth of July weekend. The primary issues identified were limited wayfinding and uncertainty regarding how to pay for parking. It is possible that not all day-use activity is reflected in the data, as some visitors may not have paid due to confusion about the payment process.

Transportation Snapshot

Transportation in Whittier includes:

- Approximately 14 miles of roadway, including the Tunnel
- Nine distinct parking districts, including options for both paid and free parking
- The longest highway tunnel in North America at 13,300 feet long
- Ports, harbors, ferry, rail, and cruise ship terminals
- A 512-foot-long pedestrian tunnel, providing safe passage underneath the railroad
- Two locations with separated multi-use pathways
- One DOT&PF owned and operated aviation facility

Figure 5: Whittier Parking Locations

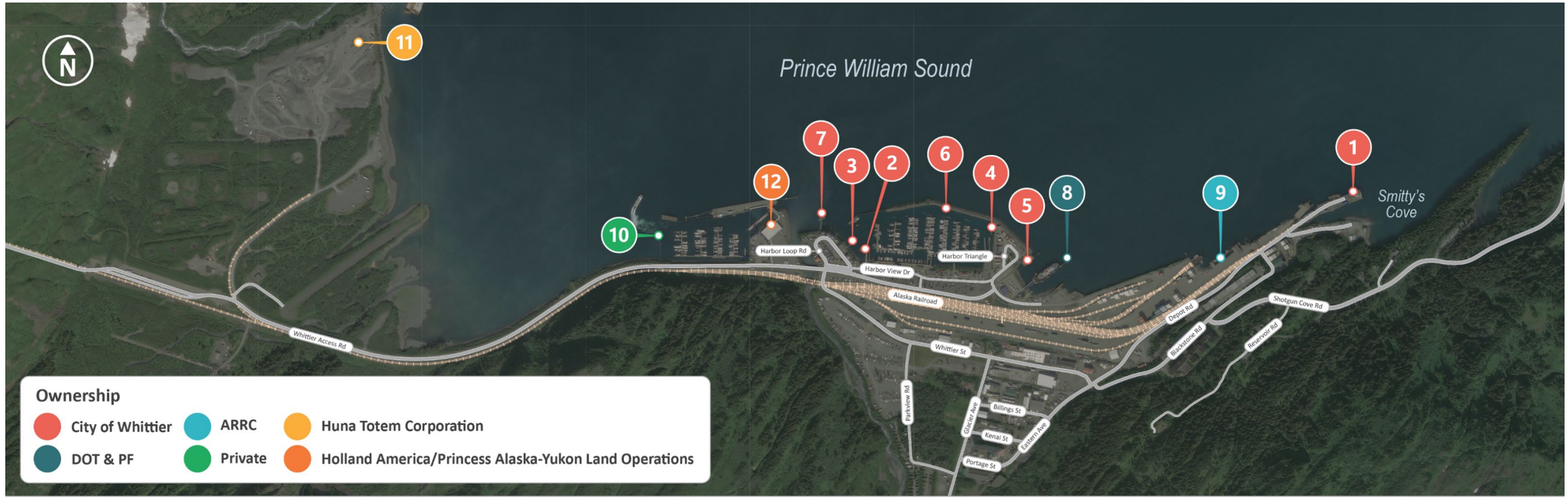
3.3.3 Anton Anderson Memorial Tunnel

The Tunnel is a 13,300 foot-long single-lane tunnel operated by DOT&PF and owned by ARRC. The Tunnel has a unique design that allows for a single lane of vehicle traffic to drive on the railroad track when the track is not actively in use and on a directionally scheduled basis. The Tunnel is the only toll road in Alaska; each ticket is round-trip and fees are dependent on vehicle classification.

Tunnel operations are supported by two computer-based systems: the Tunnel Control System (TCS) and the Train Signal System (TSS), which support safe and efficient alternating use by vehicles and trains. When either of the systems are in operation, the other system is locked out until the tunnel is cleared of traffic. The order in which vehicles are released to travel through the Tunnel is governed by 17 Alaska Administrative Code (AAC) 38.015.

3.3.4 Ports, Harbors, Ferry Terminal, and Cruise Ship Terminals

Whittier's location on Prince William Sound makes it a prime location for marine transportation, ranging from private vessels and charters to ferries, freight, and cruise ships. These waterway-based facilities are included in Figure 6. Both DeLong Dock and City Dock have been reported as being in poor condition and in need of upgrades/replacement. These facilities are both owned by the City and funding opportunities are being pursued for improvement.



1 DeLong Dock
Located west of the Harbor Triangle Area, DeLong Dock was designed and constructed by the US Army Corps of Engineers in 1953 as a temporary docking facility. Ownership was transferred to the City of Whittier in 2018. This facility serves the local seafood industry with two self-elevating barges and 56-feet diameter steel caissons.

2 City Dock
Located within the Harbor View area, City Dock is a pile-supported timber structure accessed by a lift trestle. City Dock is believed to be over 50 years old and has been identified and being in poor condition.

3 Fuel Dock
Located on the west side of the small boat harbor, the Fuel Dock is a 60-ft by 40-ft concrete floating dock supported by steel restraint piles. The facility is currently operated by Shoreside Petroleum and is the only provider of direct fueling for vessels at the small boat harbor.

4 Harbor Grid
Located at the northeast corner of the harbor basis, the Harbor Grid is a timber and steel structure that is accessed by vessels for boat maintenance during low tide conditions.

5 Ocean Dock
Located on the eastern side of the Harbor Triangle, the Ocean Dock serves large day-cruise vessels as well as smaller boutique cruises. Currently, the Ocean Dock has a weight limit of 12,000 lbs. per axle/24,000 lbs. total.

6 Small Boat Harbor (Whittier Harbor) and Launch Ramp
Located in the center of the harbor area, Whittier's Small Boat Harbor provides stalls for over 350 vessels with slip lengths ranging from 24 to 48-ft. Between the Small Boat Harbor and the Whittier Ferry Terminal is the three-lane launch ramp.

7 Transient Floating Dock
Located on west of the harbor entrance, the Transient Floating Dock is primarily used for transient moorage and loading/unloading of vessels.

8 AMHS – Whittier Ferry Terminal
Located within the Harbor Triangle Area, the Whittier Ferry Terminal facilitates AMHS ferry service to and from Whittier.

9 ARRC – Barge Slip
Located near ARRC operations center, the ARRC barge slip functions as a rail link between the lower-48 and Alaska.

10 Cliffside Marina and Yacht Club
Located on city-owned lands and tidelands west of Whittier Creek and the Whittier Harbor, the marina has a 99-slip capacity.

11 Glacier Creek Cruise Terminal
Located at the Head of the Bay, the Glacier Creek Cruise Terminal has facilities to accommodate up to two ships at a time.

12 Whittier Cruise Ship Terminal
Located across from the Alaska Railroad Whittier Deport on Camp Road, the Whittier Cruise Ship Terminal is the docking location for Holland America/Princess Alaska-Yukon Land Operations cruises departing or terminating in Whittier. The Whittier Cruise Ship Terminal can accommodate one ship at a time.

Figure 6: Whittier Waterway-Based Facilities

3.3.5 Active Transportation

Sidewalks with rolled curbs were installed in the Core Area of Whittier by the United States Military during the City's initial design and construction. In 2002, a pedestrian tunnel was constructed to provide a safe connection from Whittier's core to the waterfront, avoiding the rail yard. Additional sidewalks were installed in 2004 to improve walkability within Whittier's waterfront business area from Harbor View Drive to Cliffside Marina. There is a long crosswalk that connects the sidewalk segments across the small harbor boat launch where vehicles are commonly maneuvering boat trailers in reverse. The crosswalk markings are often faded and there is no warning signage for pedestrians or drivers. Additionally, the sidewalks do not connect to the pedestrian tunnel.

In addition to the sidewalks located near the waterfront, there is a narrow boardwalk for foot traffic from the boat launch to the far west end of the Small Boat Harbor.

There are two locations in Whittier that have separated multiuse pathways: one installed by DOT&PF as a continuation of the sidewalk along the waterfront between Camp Road and Passage Canal, and the other an unimproved gravel pathway, spanning from the base of Shotgun Cove Road to the intersection of Cove Creek Road.

3.3.6 Aviation

Whittier is served by a single public-use airport that is owned and operated by DOT&PF that is located north of Portage Glacier Road/Camp Road. The Whittier Airport (IEM) is classified by the National Plan of Integrated Airport Systems (NPIAS) as General Aviation – Unclassified and by the AASP as Community On-Road. A 2024 Airport Inspection Report identifies runway dimensions and condition, Navaids and lighting, vegetation, wildlife, and safety issues at IEM. The findings from this inspection report are detailed in Table 3.

Table 3: Whittier Airport (IEM) 2024 Aviation Inspection Report Findings

INSPECTION CATEGORY	FINDING
Runway Dimensions	1,480' x 60'
Runway Condition	Fair – due to loose rocks on the runway
Navaids and Lighting	One windsock, no other navaids or lighting
Vegetation	Brush and trees up to 35' high surrounding the airport
Wildlife	Moose, bears, and migratory waterfowl in the vicinity
Safety Issues	▪ Airport is unsecure, caution for wildlife, pedestrians, vehicles, and ATV traffic on the runway ▪ Runway surface is deteriorating

Table 4 includes needs identified for IEM in the AASP.[4]

Table 4: Whittier Airport (IEM) Needs Identified in the AASP

IDENTIFIED NEED	NEED TYPE	PRIORITY
Install Continuously Operating Reference Stations (CORs)	Additional Identified Need*	Short
Install markers and cones	Additional Identified Need*	Short
Construct toilet facilities	Community Economic Development Need**	Not Applicable
**These are needs that have been documented and verified but are not yet included in a project* ***These are needs that make an airport more viable for reasons of economic development, community comfort, and may be accomplished through community funds combined with other sources such as the Denali Commission or private sources. Priority for these needs are not tracked.*		

In addition to the information included in the 2024 Airport Inspection Report and the documented needs for IEM, the planning team received input from interested parties emphasizing the facility's importance to the safety of the local aviation community. The comments received highlight how IEM serves as a haven when confronted with unpredictable weather in Whittier and the Prince William Sound and called for the facility to remain open. The comments further imply that the facility is operational sufficient, however, additional amenities such as the availability of fuel would positively impact operations.

3.3.7 Railroad

The ARRC owns most of the land within Whittier and leases land to the City through a Master Lease. This relationship between ARRC and the City is described in more detail in Section 3.2.2 Land Ownership. Whittier is an essential port of access and plays a vital role in connecting Alaska to the Lower 48 this is due in part to it being the only roll-on rail car facility[5] in the State and its direct connection to the ARRC terminal in Seattle, Washington. As previously mentioned, the Tunnel is owned by ARRC and operated by DOT&PF.[6] The ARRC provides both freight and passenger service going into and from Whittier. Between May and September 2024, the ARRC logged 817 trips, both eastbound and westbound, including freight and passenger services.

3.4 Traffic Volumes and Level of Service

Traffic volumes describe the number of vehicles using a roadway or intersection over a defined period and serve as fundamental input for evaluating system performance, identifying congestion points, and forecasting future conditions. Traffic volumes and Level of Service (LOS) for the City of Whittier are explored in detail in Appendix C: Traffic and Safety Memorandum.

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[4] Alaska Aviation System Plan. (n.d.). Airport Needs Directory. https://internal.alaskaasp.com/Reports/Reports.aspx?tab=needs

[5] A roll-on rail car facility is a facility designed to handle the loading and unloading of railcars directly onto and off water-based vessels.

[6] Day to day tunnel operations are carried out by a DOT&PF hired contractor under the guidance of DOT&PF staff

LOS is a performance measure that quantifies how well a transportation facility operates under existing and/or projected traffic volumes. LOS is commonly expressed using a "report card" rating (A through F) based on average time delay (in seconds) experienced by vehicles at the intersection. Based on the characteristics of the streets in Whittier (arterials and collectors in a rural town), the minimum LOS threshold for design is LOS D. Traffic operations in the study area will be assessed according to the *Highway Capacity Manual (HCM) 6th Edition*[7] delay methodology, when possible.

3.4.1 Methodology

Traffic volumes and LOS for the City were identified for the current conditions in 2025 as well as future conditions, 2035 and 2045. This section identifies the methodology used for the identification of both current and future conditions.

The identification of existing and future traffic volumes and LOS within the City were informed via data collected in July 2025 using traffic cameras at five intersections across town. The locations where cameras were placed, their dates of recording, and total hours studied are included in Table 5.

Table 5: Whittier Intersections Analyzed

INTERSECTION	DATES OF RECORDING (2025)	TOTAL HOURS STUDIED
Harbor Road/West Camp Road & Whittier Street	July 15 - 16	16
West Camp Road/Harbor View Drive & Harbor Road	July 15 - 16	16
Whittier Street/Blackstone Road & Eastern Avenue/Depot Road	July 15 - 16	16
Shotgun Cove Road & Blackstone Road	July 15 - 16	16
WCST on West Camp Road (Weekday)	July 15 - 16	16
WCST on West Camp Road (Weekend)	July 12 - 13	48

In addition to the traffic data collected during the summer of 2025, overall traffic assumptions were informed by traffic volumes documented at the Tunnel, the Whittier Ferry Terminal, and a permanent count station located outside the City on Portage Glacier Road on the Bear Valley side of the Tunnel. The base data for these locations are documented in the subsequent sections.

Anton Anderson Memorial Tunnel Traffic Volumes

Vehicle traffic volumes through the Tunnel are seasonally dependent with large increases in traffic during the summer months (May-September). Table 6 and Figure 7 include the traffic volumes by month for the Tunnel over a ten-year period (2014 to 2024).

[7] Transportation Research Board, Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis (HCM 6)

Table 6: Anton Anderson Memorial Tunnel Traffic Volumes 2014 to 2024

TUNNEL TRAFFIC VOLUMES											
MONTH	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	6,148	6,362	5,308	4,700	5,424	6,336	6,048	4,960	4,786	5,450	5,358
February	5,180	5,816	5,742	4,868	5,472	6,694	6,420	5,416	5,294	5,134	4,244
March	8,254	9,502	9,192	7,614	8,478	11,356	7,926	8,694	7,548	8,074	6,758
April	11,636	12,242	13,602	14,484	12,836	14,898	10,738	16,060	14,100	13,224	10,618
May	28,756	30,960	32,308	28,940	28,380	29,420	22,038	29,310	33,688	27,114	25,580
June	39,494	39,276	41,254	42,086	44,574	47,324	26,340	45,018	49,204	41,692	48,564
July	46,626	49,178	51,016	53,888	53,126	56,174	36,664	54,120	52,346	54,430	52,718
August	40,394	43,054	40,098	41,228	43,584	52,860	35,480	52,054	41,086	44,164	43,204
September	20,562	23,522	23,556	24,098	27,978	27,492	21,986	30,160	26,430	26,466	26,466
October	8,798	9,438	9,382	11,078	10,294	12,070	12,252	11,324	11,638	12,278	7,926
November	5,810	5,778	5,936	5,832	6,424	7,504	6,632	6,110	60,014	6,300	4,212
December	5,036	5,204	5,428	5,498	5,608	6,250	5,222	6,698	5,128	4,530	N/A*

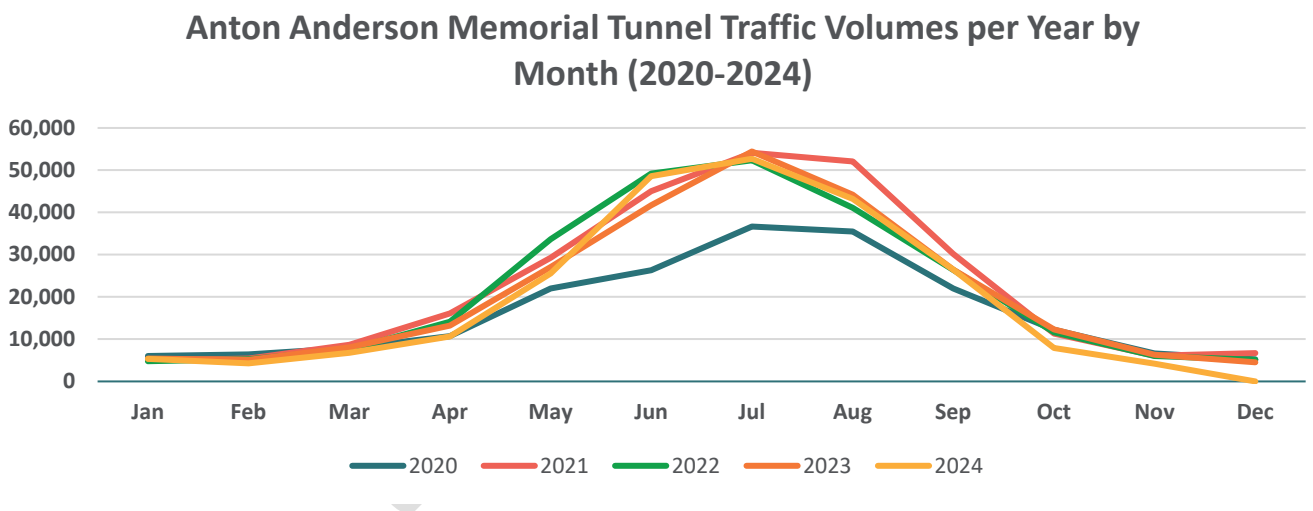


Figure 7: Anton Anderson Memorial Tunnel Traffic Volumes per Year by Month

Further examination of Tunnel traffic revealed the busiest hours of each day may be nearing capacity for Tunnel vehicle throughput.[8] In 2025, the busiest hour of the day during summer months (often within the 5:00 -7:00 PM range) sees 170 vehicles per direction per hour. This suggests the tunnel operates at 94 percent of capacity during peak periods, leaving only six percent available for future growth potential within the same hour. When comparing the existing numbers to the tunnel capacity, the Tunnel's current growth rate of 0.25 percent per year can be sustained over the next 20 years, but the Tunnel will increasingly encounter possible capacity constraints when the composition of vehicles skews toward longer and slower vehicles.

Whittier Ferry Terminal Traffic Volumes

The AMHS ferry service in and out of Whittier includes the movement of vehicles. Table 7 includes embarking and disembarking vehicles at the Whittier Ferry Terminal per month during 2024.

Table 7: Whittier Ferry Terminal Embarking and Disembarking Vehicles in 2024 by Month

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Embarking Vehicles	150	176	236	349	524	745	861	885	514	213	–	27
Disembarking Vehicles	155	185	233	250	491	847	962	980	634	222	–	25

From the figures presented in Table 7, ferry traffic reaches its peak during the months of March through September. These peak months are aligned with the peak traffic volumes document at the Tunnel.

DOT&PF Permanent Count Station

The DOT&PF permanent count station located at milepost 3 of Portage Glacier Road provided the average annual daily traffic (AADT) for the years 2015 through 2024 as well as the percentage change from the previous years, shown in Table 8.

Table 8: DOT&PF Permanent Count Station AADT 2015 to 2024

YEAR	AADT	CHANGE FROM PREVIOUS YEAR
2015	1,083	N/A
2016	1,105	2.0%
2017	1,123	1.6%
2018	1,247	11.0%
2019	1,192	-4.4%
2021	1,120	-6.0%
2022	1,060	-5.4%
2023	970	-8.5%
2024	1,170	20.6%
	Average Change	**1.38%**

[8] Assuming five second headway between standard vehicles, the hourly capacity of the Tunnel is 180 vehicles per direction.

Based on the figures in Table 8, the analysis of future traffic conditions in Whittier suggests an average 1.38 percent per year growth rate.

3.4.2 Existing Traffic Volumes and Level of Service

The existing peak hour turning movement volumes for the City are shown in Figure 8 along with the 2024 Average Daily Traffic (ADT) along West Camp Road.

Figure 8: Peak Hour Turning Movement Counts in Whittier, 2025

As shown, the West Camp Road/Harbor Road and Whittier Street intersection is the central intersection of turning movement volumes in Whittier. There was found to be one peak hour during the weekdays, which was identified as 12:50-1:50 PM.

Table 9 includes the delay in seconds and LOS during the peak hour of 12:50-1:50 PM for the five intersections studied.

Table 9: Existing Level of Service, Whittier Intersections

INTERSECTION (2025)	PEAK HOUR (12:50 – 1:50 PM)	
	DELAY (SECONDS)	LOS
Harbor Road/West Camp Road & Whittier Street	14.1	B
West Camp Road/Harbor View Drive & Harbor Road	10.3	B
Whittier Street/Blackstone Road & Eastern Avenue/Depot Road	9.3	A
Shotgun Cove Road & Blackstone Road	9.5	A
Whittier Cruise Terminal on West Camp Road	0.0	A

Based on the information displayed in Table 9, the five intersections studied in Whittier all meet LOS standards under the current conditions.

3.4.3 Future Volumes and Level of Service

Traffic conditions for the years 2035 and 2045 were estimated with a linear growth rate of 1.38 percent applied to the existing 2025 traffic counts. Based on the data analyzed, there is a higher growth of daily traffic on either side of the Tunnel. This pattern implies there are increased traffic patterns locally that do not extend regionally. Future volumes for 2035 and 2045 are displayed in Figure 9 and Figure 10, respectively.

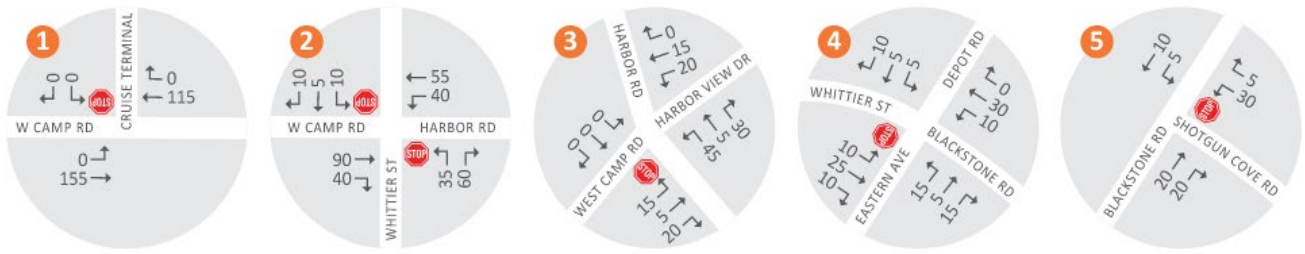


Figure 9: Peak Hour Turning Movement Counts in Whittier, 2035

Figure 10: Peak Hour Turning Movement Counts in Whittier, 2045

The same five intersections analyzed for the existing LOS and delays were analyzed for future LOS and delays. These future conditions for both 2035 and 2045 are displayed in Table 10 and Table 11, respectively.

Table 10: Level of Service, Whittier Intersections 2035

INTERSECTION (2035)	PEAK HOUR (12:50 – 1:50 PM)	
	DELAY (SECONDS)	LOS
Harbor Road/West Camp Road & Whittier Street	16.8	C
West Camp Road/Harbor View Drive & Harbor Road	11.0	B
Whittier Street/Blackstone Road & Eastern Avenue/Depot Road	9.8	A
Shotgun Cove Road & Blackstone Road	10.1	B
Whittier Cruise Terminal on West Camp Road	0.0	A

Table 11: Level of Service, Whittier Intersections 2045

INTERSECTION (2045)	PEAK HOUR (12:50 – 1:50 PM)	
	DELAY (SECONDS)	LOS
Harbor Road/West Camp Road & Whittier Street	19.0	C
West Camp Road/Harbor View Drive & Harbor Road	11.2	B
Whittier Street/Blackstone Road & Eastern Avenue/Depot Road	9.3	A
Shotgun Cove Road & Blackstone Road	10.2	A
Whittier Cruise Terminal on West Camp Road	0.0	A

Based on the data displayed in Table 10 and Table 11, the Harbor Road/West Camp Road and Whitter Street intersection is the worst performing intersection within Whittier's roadway network. This is due to the high volume of turning movements. Despite the low performance at this intersection, all intersections in Whittier continue to meet the applicable standards in the years 2035 and 2045.

3.5 Traffic Impacts and Patterns

Recent and ongoing waterfront-focused development in Whittier, such as the development at HOB, has materially altered travel demand and circulation patterns within the community. New cruise ship infrastructure (Glacier Creek Cruise Ship Terminal) and intensified waterfront land uses are concentrating vehicular and pedestrian activity in a limited geographic area, placing new demands on Whittier's limited roadway network and key intersections.

3.5.1 Head of the Bay Development Impacts

The development of the Glacier Creek Cruise Ship Terminal at HOB in the summer of 2024 has increased Whittier's cruise ship docking capacity to three cruise ships on any given day (this does not include the smaller boutique cruises able to be served at the Ocean Dock). This development, which is not expected to reach full build-out until 2027, has significantly increased demand for roadways, intersections, pedestrian facilities, parking areas, and municipal services. Cruise operations in Whittier generate substantial bus, shuttle, freight, employee, and service vehicle traffic in addition to passenger vehicles.

Cruise Ship industry data shows that the average cruise ship visiting Whittier during the 2025 cruise season holds 3,300 passengers. The cruise ship passengers disembark at Glacier Creek Cruise Terminal and the majority board tour buses and shuttles provided. Peak hour volumes are estimated to be around 180 vehicles per cruise ship in the morning and midday peak hours, which was determined using a travel demand model reflected in Table 12.

Table 12: Cruise Ship Passenger Travel Mode (3,300 Passenger Ship)

CRUISE SHIP TRAVEL MODE	DAILY			AM PEAK HOUR			MIDDAY PEAK HOUR		
	SPLIT	PASSENGERS	PERSON TRIPS1	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Pedestrians/Rail	9%	297	594	0	223	223	223	0	223
Bus/Coach Trips[2]	75%	2,475	4,950	0	1,856	1,856	1,856	0	1,856
Van Trips[3]	15%	495	990	0	371	371	371	0	371
Taxi Trips[4]	1%	33	66	0	25	25	25	0	25
Stay Onboard	0%	-	-	-	-	-	-	-	-
Totals[5]	**100%**	**3,300**	**6,600**	**0**	**2,475**	**2,475**	**2,475**	**0**	**2,475**

[1] Number of trips assumes each assigned passenger disembarks and is replaced by a new embarking passenger.

[2] Average Bus/Coach occupancy measured 25 occupants per bus/coach.

[3] Van occupancy estimated at 4 occupants per vehicle.

[4] Average Taxi occupancy measured 2 occupants per vehicle.

[5] It was determined that 75 percent of passengers disembarked during the AM peak, with the remaining 25 percent disembarking in off-peak hours, and 75 percent of the new passengers embarked during the midday peak, with the remaining 25 percent embarking in off-peak hours. The PM peak did not see any passengers embarking or disembarking.

The top destinations for tour buses and shuttles leaving HOB development are Anchorage and Seward, which require travel through the Tunnel via Portage Glacier Road. Several tour buses circulate through the Core Area while waiting for tunnel access and provide tourists with a brief verbal and visual history of Whittier. This new travel pattern at HOB has significantly increased the volume of turning movements at the Gateway Road and Portage Glacier Road intersection and vehicles using the Gateway Road/Head of the Bay corridor, which has become a critical transportation connection and continues to be the subject of discussion regarding roadway standards, pedestrian safety, drainage, maintenance responsibility, and future improvements. It is important that future transportation investments in the area accommodate continued growth while balancing the needs of residents, businesses, fright operators, and visitors.

3.5.2 Waterfront Growth Impacts on Traffic Patterns

Figure 11 depicts the distribution of vehicle trips ending in Whittier on an average Thursday in Spring 2025. As shown in this figure, a large concentration of the trips in the city end along the waterfront, specifically on Camp Road. Whittier Street also sees a large proportion of the trip ends, but it is focused more along the waterfront. As more development occurs in Whittier, such as commercial, industrial, boat launch, parking, eco-tourism, and transportation related development, this trend of traffic near the water is expected to grow. West Camp Road is not only heavily trafficked due to being the only arterial road into town, but also because of the increasing level of development along it. This trend is also increasing the number of pedestrians in the waterfront area.

Figure 11: Trip Ends in Whittier, Spring 2025

3.6 Safety

Between 2019 and 2023, there were four reported vehicle crashes within or near the City (Figure 12).

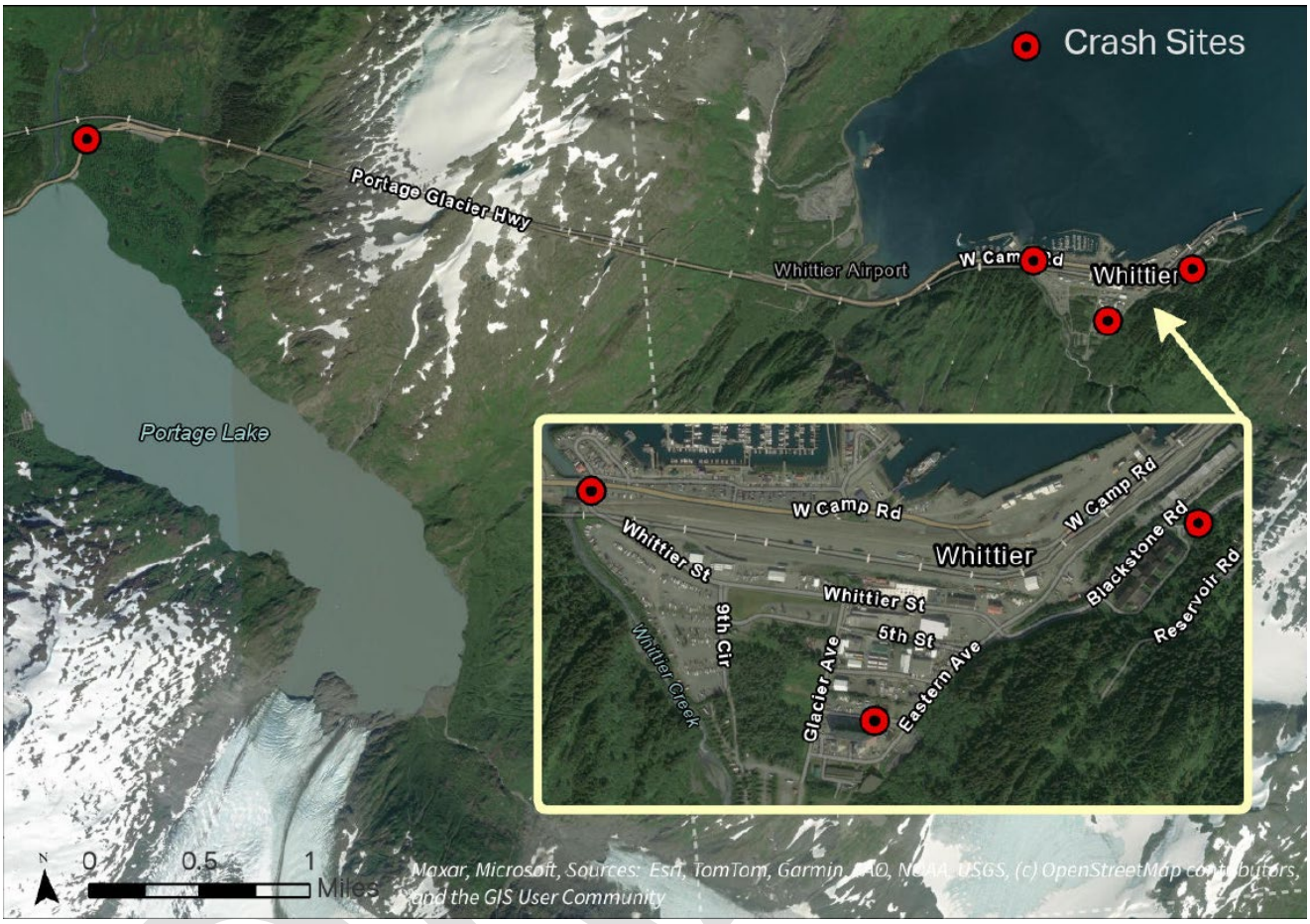


Figure 12: Whittier Crash Sites 2019 through 2023

The locations of the four crashes are spread evenly across town, showing no apparent pattern that would indicate a location of concern. The only common attribute among the recorded crashes is that three took place with snow or ice on the ground, a common issue in Alaska. One crash which occurred on Portage Glacier Highway near the Begich Boggs Visitor Center (outside the City) is included in the data presented. Due to the Portage Glacier Highway crash occurring enroute to/from the City on a DOT&PF facility, it was determined prime for inclusion in this safety overview.

3.6.1 Near-Misses

While conducting public involvement, it was brought to the planning team's attention that the crosswalk providing access between the ARRC passenger platform and WCST is often subject to near-miss incidents. A near miss study was conducted using the traffic camera videos collected. The results of the near-miss study are categorized based on the identified post-encroachment time (PET). PET is a surrogate safety measure that quantifies how close two road users come to colliding (i.e., the time between when one user leaves a conflict point and the second user arrives at the point). The shorter the PET, the higher the collision risk. The Whittier near-miss study categorizes conflicts as critical (less than two seconds) and minor (between two and four seconds)[9]. The results of this study are included in Table 13.

Table 13: Near-Miss Incidents, Whittier

INTERSECTION	TOTAL HOURS STUDIED	TOTAL CONFLICTS	
		CRITICAL PET < 2 SECONDS	MINOR PET BETWEEN 2 -4 SECONDS
Harbor Road/West Camp Road & Whittier Street	16	**1**	**4**
West Camp Road/Harbor View Drive & Harbor Road	16	**0**	**4**
Whittier Street/Blackstone Road & Eastern Avenue/Depot Road	16	**0**	**0**
Shotgun Cove Road & Blackstone Road	16	**0**	**0**
Whittier Cruise Terminal on West Camp Road (Weekday)	16	**0**	**2**
Whittier Cruise Terminal on West Camp Road (Weekend)	48	**14**	**21**

The near-miss data collected helps to identify that while there isn't a major problem with vehicle crashes occurring in Whittier, there are still safety concerns, especially for pedestrians.

3.7 Freight

Whittier is not a large cargo hub by volume; however, it is strategically important due to its status as one of the few true road-rail-marine intermodal connectors within the State with the presence of deep-water, ice-free marine access close to the Railbelt, road connections through the Tunnel, and marine barge-rail service.

[9] Institute of Transportation Engineers. (2020). *Video-based Conflict, Speeding, and Crash Correlation*

Truck freight traffic in Whittier is measured less by the total tonnage provided and more by the operational conflict experienced within Whittier's constrained corridors. On average, truck freight in Whittier accounted for approximately 2.8 percent of the traffic through the Tunnel.[10] Truck freight in Whittier may experience conflicts with Tunnel scheduling and queuing, tourism traffic during summer peaks, access to ARRC freight facilities and the DeLong Dock due to limited roadway geometry and turning space, as well as winter maintenance and reliability.

Marine freight for Whittier arrives at the ARRC-owned and operated barge slip and the City-owned DeLong Dock. Freight moving through Whittier via the barge landing is primarily containerized cargo, railcars loaded on barges, equipment, or fuel. Whittier is one of only two Alaska ports (along with Seward) where railcars arrive directly from ocean barges and transfer to the ARRC mainline. Operations at the DeLong Dock are primarily conducted during the summer months and include the off-loading of seafood for local processing.

3.7.1 Imports and Exports

The 2025 WTMP developed by the ARRC draws on data from the United States Army Corps of Engineers (USACE) Institute for Water Resources' *Five-Year Cargo Reports for 2018 to 2022* to summarize and report cargo tonnage moving through the Whittier terminal. It is important to note that the data included are not solely related to ARRC operations, rather all cargo.

Imports

The WTMP summarizes that, between 2004 and 2022, imported goods arriving in Whittier saw an increase of around 276 percent. The main imports include manufactured equipment, machinery, products, food other than fish, as well as fish. Much of the imported fish arrived to Whittier from other Alaska-based harbors. Like many of the other industries in Alaska and across the nation, imports saw a decrease in 2020 due to the COVID-19 pandemic. Since then, imported cargo tonnage has regained momentum. The WTMP predicts that if the current growth rate were to hold steady, Whittier could see a doubling of import tonnage in the next 12 years.

Exports

The WTMP identifies that exports through Whittier hit a peak during 2019 with approximately 56,000 tons of outbound freight. The main export category is described as manufactured equipment, machinery, and manufactured wood products. Export tonnage accounts for only about ten percent of the import tonnage, meaning most containers or railcars return to the Lower 48 empty. This is often referred to as an empty backhaul, which is not as economically beneficial as returning to the Lower 48 with a full load.

3.7.2 Anton Anderson Memorial Tunnel Constraints and Considerations

Whittier's freight activity is influenced more by constraints and considerations at the Tunnel than at the port. These include truck queuing and delay risk, schedule inflexibility for time-sensitive cargo, restrictions on hazardous materials traveling via truck, and competition with tourist traffic during summer months.

[10] Based on the Anton Anderson Memorial Tunnel Percent of Traffic Volume per Vehicle Class D, 2014 to 2024

3.8 Operations and Maintenance

Operations and maintenance for Whittier roads and infrastructure are the responsibility of DOT&PF, the City, or ARRC depending on the season, location, and/or ownership. Road maintenance in Whittier faces challenges due to its remote coastal location, limited resources, and aging transportation assets. Road maintenance during non-winter months is largely dependent on DOT&PF and the City of Whittier. These areas of responsibility are included in Table 14.

Table 14: Whittier Road Maintenance Responsibility

ROAD MAINTENANCE RESPONSIBLE ENTITY	AREAS OF RESPONSIBILITY
DOT&PF	Portage Glacier Road/Camp Road from the Tunnel to the Whittier Ferry Terminal.
City of Whittier	All roads within Whittier that are not the responsibility of DOT&PF.

Snow removal responsibility in Whittier is spread across ARRC, DOT&PF, and the City as outlined in Table 15.

Table 15: Whittier Winter Road Maintenance Responsibility

SNOW REMOVAL RESPONSIBLE ENTITY	AREAS OF RESPONSIBILITY
ARRC	Responsible for maintaining and clearing snow from the pedestrian tunnel that connects Whittier's downtown to the waterfront.
DOT&PF	Portage Glacier Road/Camp Road from the Tunnel to the Whittier Ferry Terminal.
City of Whittier	Snow removal major roadways within the City. There are some areas that receive either limited services or are unmaintained during the winter. Areas that receive limited services include Shotgun Cove Road. Areas that are unmaintained during the winter include the road spur off Shotgun Cove Road and the roads within the HOB area.

The ARRC is responsible for clearing and maintaining the pedestrian tunnel that provides safe pedestrian access between Whittier's core and the harbor area. Maintenance responsibility for the City and DOT&PF is largely consistent with the areas of responsibility outlined in Table 15 except for areas identified for the City which receive limited or no services during the winter.

3.9 Tourism and Recreation Infrastructure

Tourism and recreation are integral to Whittier's seasonal economy and community identity. As a coastal gateway to Prince William Sound, Whittier serves as a launching point for cruises, fishing, kayaking, hiking, and winter recreation, drawing significant seasonal visitation relative to its small year-round population.

3.9.1 Tourism

Tourism in Whittier is largely centered on the community's role as a gateway to Alaska's marine environments and surrounding forested landscapes. The City reports that during the summer months, Whittier welcomes over 700,000 visitors annually. This number contrasts significantly with the City's year-round population of just 272.

A large portion of Whittier's annual visitors can be attributed to cruise operations. The *Alaska Visitor Volume Summer 2025* report[11], prepared for the Alaska Travel Industry Association, published in February 2026, includes the 2024 and 2025 cruise passenger volumes Whittier (Table 16).

Table 16: Cruise Ship Volumes in Whittier 2024 and 2025

PASSENGER VOLUME		PERCENT CHANGE
2024	2025	
240,800	296,300	+23%

Source: Cruise Line Agencies of Alaska (CLAA) and non-CLAA lines via the Alaska Travel Industry Association's *Alaska Visitor Volume Summer 2025* report

As displayed in Table 16, Whittier saw 240,800 passengers during the 2024 cruise season and 296,300 passengers during the 2025 cruise season—an increase of 23 percent. In addition to passenger volume, the number of cruise ship calls also play an important role in tourism demand and volume. The number of cruise ship calls in Whittier during 2024 and 2025 are included in Table 17.

Table 17: Cruise Ship Calls in Whittier 2024 and 2025

CRUISE SHIP CALLS		PERCENT CHANGE
2024	2025	
46	73	+59%

Source: Cruise Line Agencies of Alaska (CLAA) Whittier cruise ship schedules 2024 and 2025

As displayed in Table 17, Whittier had 46 cruise ship calls during the 2024 cruise season and 73 during the 2025 cruise season – an increase of 59 percent. This increase surpasses the increase seen in passenger volume and is projected to continue to increase with approximately 103 cruise ship calls scheduled for the 2026 cruise season.

The increases between 2024 and 2025 are primarily due to the opening of the Glacier Creek Cruise Ship Terminal at the HOB development site. However, cruise passenger volumes for Whittier are also evaluated in conjunction with Seward, as both ports serve cross-gulf itineraries sailing between Whittier or Seward and ports outside of Alaska.[12] When combined, total passenger volumes at the two ports declined by approximately five percent, indicating that Whittier's cruise passenger growth is more than likely a reflection of the shift in embarkation patterns rather than overall growth in cross-gulf cruise demand.

[11] https://www.alaskatia.org/sites/default/files/2026-02/Alaska%20Visitor%20Volume%20Summer%202025%202.11.26.pdf

[12] Alaska Visitor volume, Page 1

Aside from tourists arriving and departing on cruise ships in Whittier, additional tourist attractions draw in various types of visitors. These attractions include sightseeing day tours, fishing charters, and other marine-based tours. Many of these attractions are owned and operated by businesses local to Whittier. It is important to remember that no matter the reason for visiting Whittier, most, if not all, visitors must travel through the Tunnel by vehicle or train unless they use the AMHS ferry or Whittier Airstrip.

3.9.2 Recreation

Whittier residents and visitors have ample opportunity to enjoy various recreational activities throughout all seasons, with offerings that include hiking, foraging, kayaking, tide pooling, geocaching, biking, snowmachining, and cross-country skiing, among others. Recreation infrastructure includes four trails with varying elevation gain, accessibility, and user experience level required. Additionally, there are two formal camping areas, one located near the HOB and the other located closer to Whittier's core.

3.10 Utility Infrastructure

A full overview of Whittier's key utility systems, the agencies and partnerships involved in their management, and any of the efforts that are underway that may impact future transportation system development can be found in Appendix B: Existing Conditions Report.

Currently, there are few locations within the City that are equipped with utility infrastructure that would benefit future development.

3.11 Emergency Services

The Whittier Public Safety Department handles the provision of police, fire, and emergency medical services (EMS) to residents. These services are all housed in the Whittier Public Safety Building. The responsibility of services is defined within the WMC, as authorized by Alaska Statute (AS) 29.48.180.

During the summer season, there is an increase in the number of calls received for emergency responses. These calls often request emergency response to either of the two cruise ship docks. When emergency response is needed, emergency vehicles are given priority at the Tunnel and may cause delays for cars and trains alike when the predetermined schedule is interrupted. Tunnel operators record the number of emergency vehicles that require passage through the tunnel. In 2024, there were a total of 168 EMS calls for service to Whittier. Of those calls, more than half were during the regular business hours of 8:00 am – 6:00 pm, and nine caused traffic delays. Forty-seven of the calls were directly to cruise ships and were frequently after hours.

3.12 Hazards and Safety

The City identifies hazards and vulnerabilities in the 2022 City of Whittier Hazard Mitigation Plan. Table 18 identifies key hazards and at-risk facilities within the City.

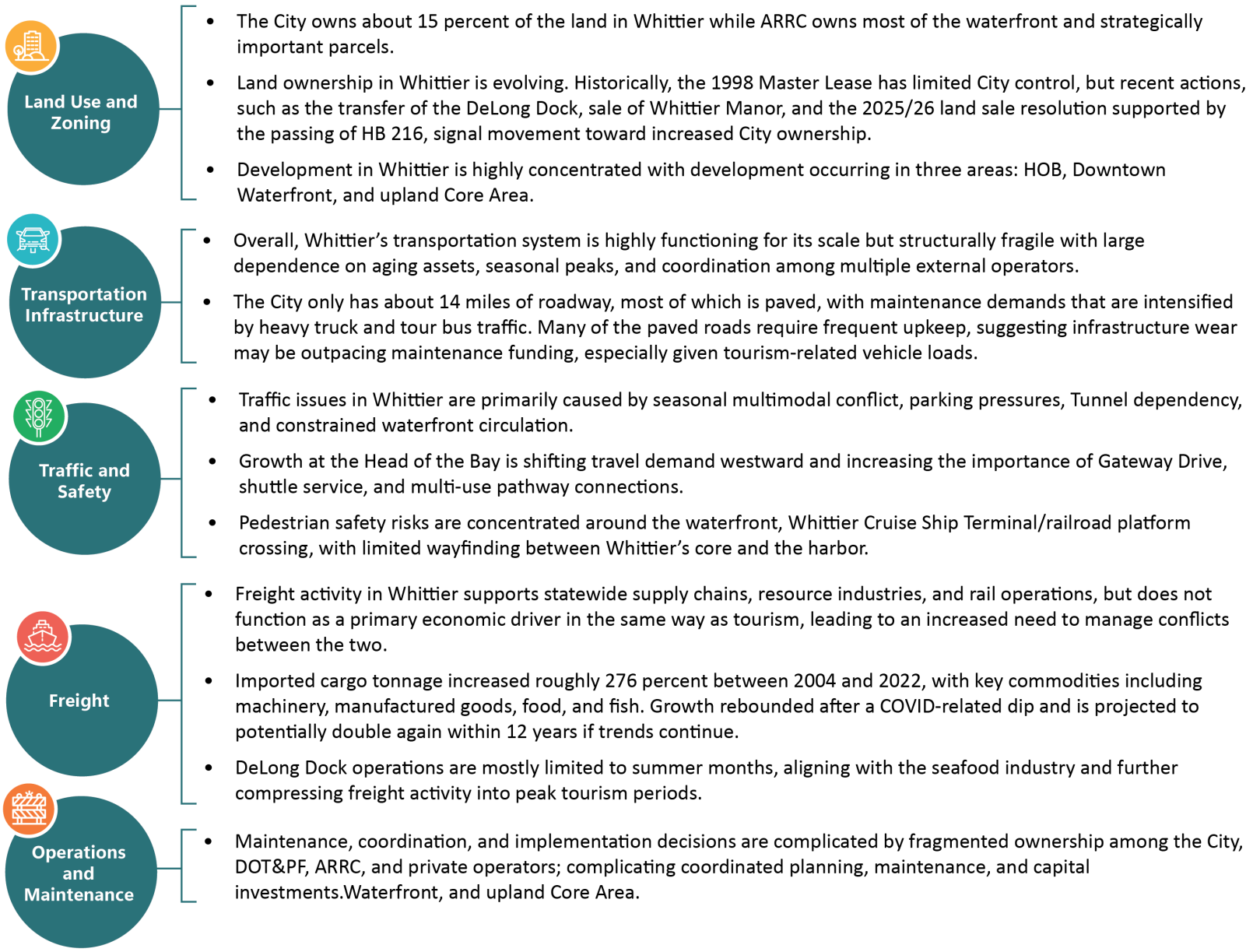
Table 18: Whittier Hazards and at-Risk Facilities

HAZARD	NUMBER OF CRITICAL FACILITIES IN HAZARD AREA	PERCENT OF TOTAL CITY FACILITIES
Climate Chage	31	100
Dam Failure	12	32
Earthquake - Weak-Light	0	0
Earthquake - Moderate	0	0
Earthquake - Strong-Severe	31	100
Hazardous Materials	17	46
Severe Weather	31	100
Tsunami	25	68

3.13 Key Findings

The following Key Findings (Figure 13) synthesize Whittier's conditions, trends, and vulnerabilities identified across land use and zoning, infrastructure, traffic, safety, freight, operations and maintenance, tourism and recreation, utilities, emergency services, and hazards. This section distils the key findings that meaningfully affect community function, capacity, and risk, with emphasis on seasonal population swings, access constraints, and exposure to natural and operational hazards. The intent of this section is to frame the implications and constraints that inform the recommendations to meet the needs of Whittier.

Figure 13: Whittier Moves Key Findings from the Existing Conditions



Tourism and Recreation

- Tourism activity heavily depends on constrained access infrastructure, particularly the Anton Anderson Memorial Tunnel, as nearly all visitors must enter and exit Whittier by vehicle or rail through the Tunnel or via the AMHS ferry. This creates a critical chokepoint for tourism, recreation, and daily community function.
- Recreation assets serve both residents and visitors, creating overlap between community needs and tourism demand that can intensify wear on trails, campgrounds, and access areas during the peak tourist season.
- Whittier's tourism and recreation infrastructure functions near the limits of a small community system, highly sensitive to seasonal surges, access constraints, and shifts in regional travel patterns, underscoring the need for careful coordination with transportation, utilities, and land use planning.

Utilities

- There are few locations within the City that are equipped with utility infrastructure that would benefit future development.

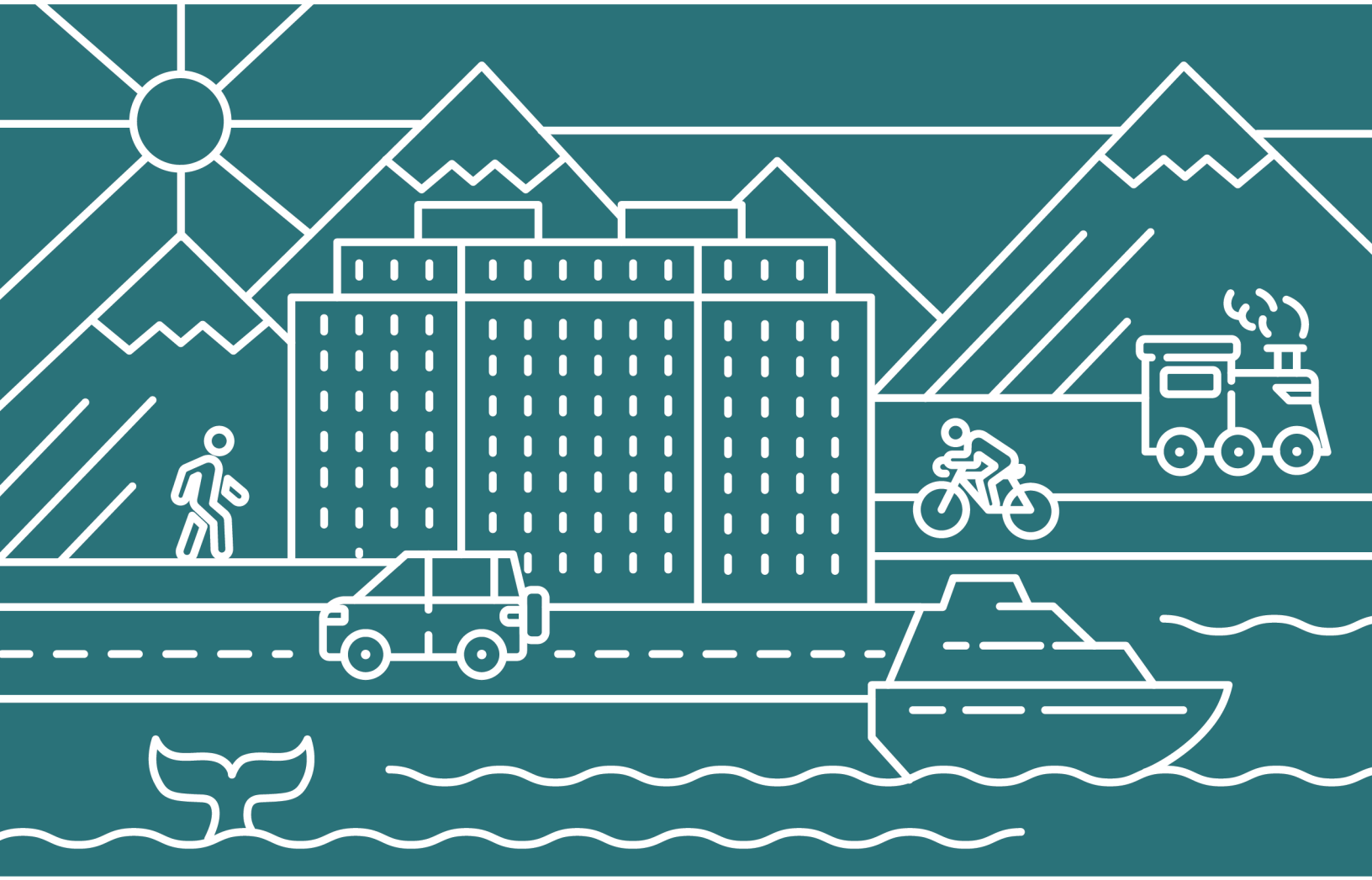
Emergency Services

- Cruise ship activity represents a notable share of EMS demand, with 47 emergency calls in 2024 directly tied to cruise ships, frequently occurring after regular business hours and placing additional strain on staffing and response readiness.
- Emergency responses requiring travel through the Tunnel, while infrequent, have outsized system impacts with nine EMS calls in 2024 causing traffic delays, highlighting the vulnerability of Whittier's single-access transportation system during emergencies.
- The City holds primary responsibility for emergency service provision, as authorized under WMC and AS 29.48.180, placing the operational and financial burden of emergency response on a small community with a limited year round population.

Hazards and Safety

- Freight activity in Whittier supports statewide supply chains, resource industries, and rail operations, but does not function as a primary economic driver in the same way as tourism, leading to an increased need to manage conflicts between the two.
- Imported cargo tonnage increased roughly 276 percent between 2004 and 2022, with key commodities including machinery, manufactured goods, food, and fish. Growth rebounded after a COVID-related dip and is projected to potentially double again within 12 years if trends continue.
- DeLong Dock operations are mostly limited to summer months, aligning with the seafood industry and further compressing freight activity into peak tourism periods.

4 Needs Assessment



4. Needs Assessment

The City's transportation system faces a unique and interrelated set of challenges driven by geographic isolation, constrained access, seasonal tourism surges, limited developable land, and complex multi-agency ownership. While Whittier's scale is small, the intensity of transportation demand, particularly during peak tourism periods, creates outsized impacts on safety, mobility, emergency preparedness, and quality of life for residents and visitors alike. Issues, needs, and potential solutions for Whittier Moves have been significantly informed by community engagement and the TAC.

4.1 Identification of Issues, Needs, and Potential Solutions

The issues and needs identified through community engagement, technical analysis, and review of existing conditions fall into several overlapping categories. Each category is presented through the identification of the issues and needs related to the specific category.

4.1.1 Emergency Access, Safety, and Preparedness

Whittier's reliance on a single surface transportation access, the Anton Anderson Memorial Tunnel, creates increased vulnerability during emergencies. Emergency medical services and public safety responders are constrained by tunnel operating schedules, congestion, and conflicts with rail and vehicle movements. These limitations increase response times and reduce transportation system redundancy during medical emergencies, natural disasters, or infrastructure failures.

Additionally, Whittier lacks clearly established and well-communicated tsunami evacuation routes, signage, and public education materials. Given the community's coastal setting and seismic risk, the absence of a comprehensive evacuation plan and visible wayfinding represents a critical life-safety gap.

Overall need: Improve redundancy, emergency access, evacuation planning, and infrastructure resilience to protect life and property during emergencies and peak demand conditions.

4.1.2 Traffic Operations and Vehicular Safety

Whittier's roadway network experiences congestion and safety challenges disproportionate to its size, particularly at key intersections, the Harbor Triangle, and Tunnel exit points. Limited sight distance, tight turning movements, and conflicts between trucks, trailers, buses, pedestrians, and passenger vehicles contribute to safety risks and operational inefficiencies.

Seasonal surges in traffic from cruise passengers, freight movements, RVs, and boat trailers exacerbate these issues, leading to backups that can extend onto Whittier Street. A lack of consistent traffic enforcement, limited

Overall need: Enhance intersection safety, manage congestion, and improve traffic operations through design improvements, enforcement, and data-driven planning.

traffic calming, and insufficient data on vehicle movements further constrain the City's ability to proactively manage congestion and plan for future growth.

4.1.3 Pedestrian Safety and Accessibility

Pedestrian movement is central to Whittier's transportation system, particularly between the Tunnel, harbor, cruise terminals, parking areas, and downtown destinations. However, pedestrian infrastructure is fragmented, constrained, and in some locations outdated or non-compliant with Americans with Disabilities Act of 1990 (ADA) standards.

High pedestrian volumes intersect with vehicle traffic in key conflict zones, including Camp Road, Harbor View Drive, the Harbor Triangle, and rail crossings. Limited sidewalks, narrow pedestrian areas, insufficient lighting, drainage issues in the pedestrian tunnel, and unclear crossing locations reduce comfort and safety for residents, visitors, and people with mobility impairments.

Overall need: Provide continuous, safe, accessible, and clearly defined pedestrian facilities that prioritize walking as a primary mode while reducing conflicts with vehicles and trains.

4.1.4 Tourism and Community Connections

As a destination community with a large visitor population unfamiliar with local conditions, Whittier experiences significant challenges related to wayfinding, orientation, and first-time navigation. Visitors arriving via cruise ship, train, ferry, or Tunnel often encounter limited signage, unclear directions, and insufficient information about destinations, services, and safe travel routes.

The lack of cohesive wayfinding contributes to pedestrian congestion, unsafe crossing behavior, inefficient vehicle circulation, and diminished visitor experience. Additionally, connections between major generators such as cruise terminals, harbor facilities, downtown businesses, and trailheads are indirect, uncomfortable, or entirely absent, placing a burden on walking and informal shuttle arrangements.

Additionally, Whittier lacks a coordinated local transportation system that connects residents and visitors to key destinations. Cruise passengers primarily rely on private shuttles or face long walking distances to explore all

Overall need: Establish a clear, durable, and intuitive wayfinding and information system while improving physical connections between key destinations for residents, workers, and visitors. The improvement of physical connections includes the expansion and formalization of multimodal transportation options that reduce congestion, improve accessibility, and support both resident and visitor mobility.

Whittier has to offer, while residents also experience limited transportation options beyond walking or personal vehicles.

4.1.5 Maintenance and Collaboration

Transportation system maintenance and improvements are complicated by fragmented land ownership and shared responsibilities among the City, ARRC, and DOT&PF. This fragmentation creates challenges for routine maintenance, snow removal, construction coordination, and long-term planning.

The lack of a coordinated annual maintenance and traffic management framework hampers efficiency and contributes to inconsistent conditions across jurisdictional boundaries. Better interagency coordination is needed to manage Tunnel operations, traffic flow, construction impacts, and seasonal demand.

Overall need: Strengthen interagency coordination, clarify responsibilities, and establish proactive shared maintenance and traffic management practices.

4.1.6 Facility Improvements

Many roads, sidewalks, docks, and transportation-related facilities such as the airport in Whittier are aging, deteriorated, or not designed for current demands. Poor roadway conditions, including rutted roads serving the HOB and aging maritime facilities, such as the DeLong Dock, limit safety, reliability, and economic potential.

At the same time, recreation and marine access demand has increased, creating pressure on parking areas. Insufficient infrastructure capacity forces incompatible uses into shared spaces, intensifying congestion and safety conflicts.

Overall need: Rehabilitate and modernize core transportation infrastructure while expanding capacity in strategic locations to accommodate current and future demand.

4.1.7 Parking

Parking availability and management are persistent challenges, particularly during weekends and peak tourism periods. Demand often exceeds supply in central areas, while unclear signage and limited enforcement reduce turnover and create confusion. Additionally, specialized parking needs, such as long-term, trailer, oversized, or shuttle parking are not adequately accommodated, often contributing to operational inefficiencies and spill over into pedestrian and traffic areas.

Overall need: Improve parking management, clarity, enforcement, and supply in a way that supports economic activity while protecting the safety of all users.

4.1.8 Tunnel Infrastructure and Enhancements

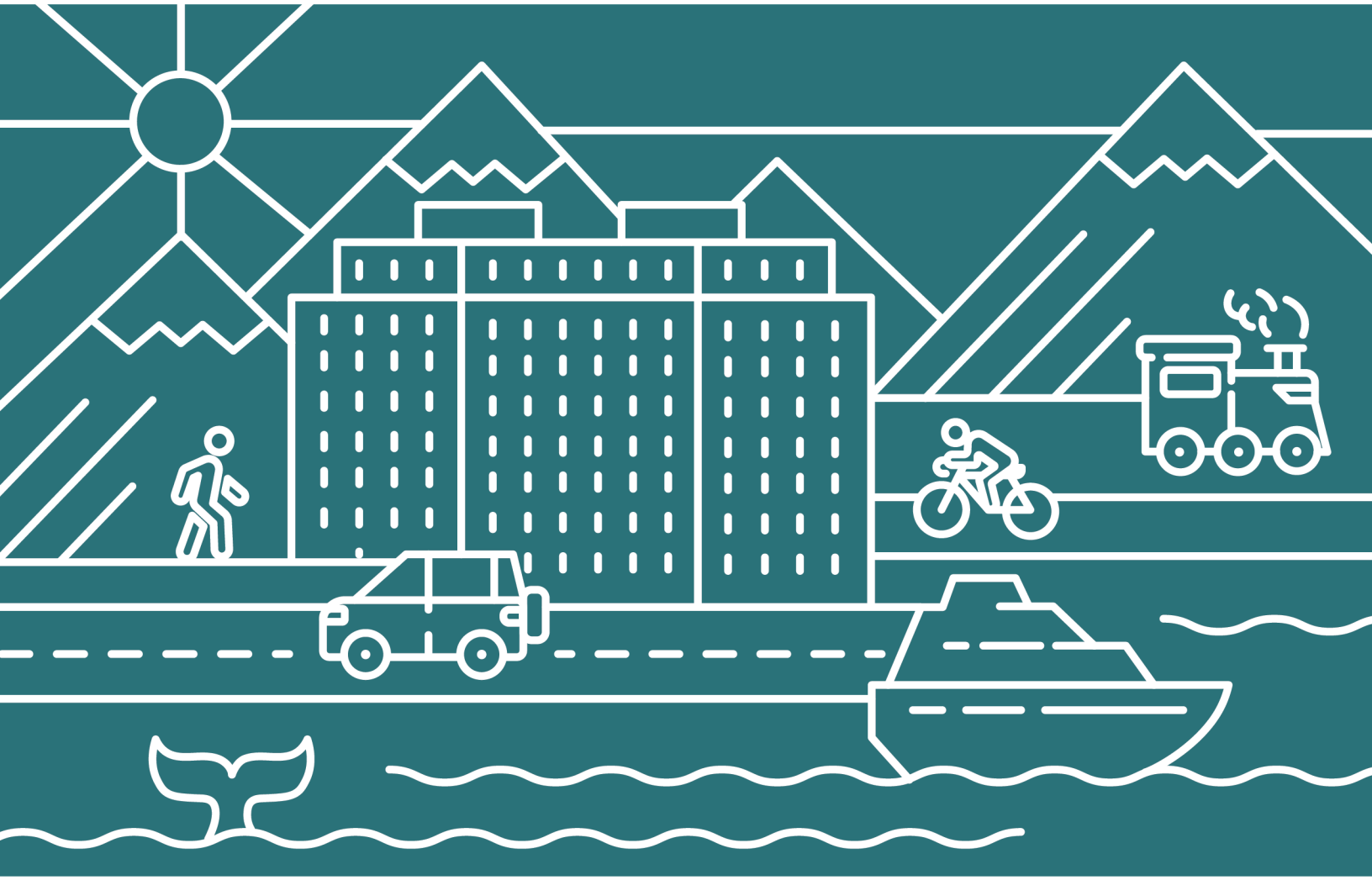
The Tunnel is the community's critical lifeline, yet existing cost structures, schedules, and physical constraints pose challenges for residents and visitors alike. As tourism grows, concerns about capacity, safety, ventilation, staging areas, and visitor accommodations at the tunnel become more acute.

Long queues, limited waiting facilities, and constrained throughput affect safety, experience, and economic competitiveness, underscoring the need to evaluate both near-term operational improvements and long-term capacity investments.

It is important to note federal regulations bars assigning tunnel access priority on any basis other than safety and efficiency. Additionally, current federal laws bar free or reduced fares for residents beyond what has been established in the existing toll schedule. Despite these federal limitations, a desire for tunnel optimization for residents is still included within the plan to accurately reflect the public feedback received. Tunnel efficiency would be increased through the installation of additional safe houses and improving tunnel ventilation.

Overall need: Optimize tunnel operations to better serve residents, safely accommodate tourism growth, and provide long-term reliability of Whittier's only surface access.

5 Improvement Strategy



5. Improvement Strategy

The following section identifies the recommended projects, outlines the approach for prioritization of capital improvement projects, and suggests the Top Five projects for Whittier Moves. Table 19 includes a legend to assist in navigating the tables included throughout Section 5.

Table 19: Legend for Improvement Strategy Tables

CATEGORY	IDENTIFIER
Emergency Access, Safety, and Preparedness	Yellow
Traffic Operations and Vehicular Safety	Blue
Pedestrian Safety and Accessibility	Red
Tourism and Community Connections	Orange
Maintenance and Collaboration	Green
Facility Improvements	Gray
Parking	Dark Blue
Tunnel Infrastructure and Enhancements	Dark Gray
Top Five Project	

5.1 Plans and Studies

Table 20 includes the plans and studies recommended based on the findings presented in the Plan. Each of the recommended projects is presented with the anticipated implementation timeframe.

Table 20: Recommended Plans and Studies

RECOMMENDATION	IMPLEMENTATION TIMEFRAME	IDENTIFIER
Helipad: Evaluate feasibility to support emergency response and tour operations.	**Mid-to-Long Term**	
Whittier Airport: Evaluate alternative sites for a standard airport to serve Whittier. This is recommended to be completed in conjunction with the Prince William Sound Transportation Plan Update.	**Mid-to-Long Term**	
Ferry Terminal Relocation: Explore the relocation of the ferry terminal to Emerald Cove to reduce potential conflicts in the Harbor Triangle.	**Mid-to-Long Term**	
Tunnel Traffic Study and Glacier Creek Terminal Intersection Impact: Conduct a detailed study focusing on the movement of vehicles exiting the Tunnel into Whittier to analyze the impacts of the current and future developments at the Head of the Bay.	**Near Term**	
Pavement and Snow Management: Develop a coordinated annual maintenance approach that includes pavement management, routine maintenance, snow removal responsibilities, and designated snow storage areas.	**Near Term**	
Traffic Management Plan: Develop and maintain an annual Traffic Management Plan addressing tunnel hours, routes, signage, parking, pedestrian paths, and enforcement.	**Near Term**	
Resident-Focused Tunnel Operations: Evaluate ways to better serve Whittier residents, including adjusted tunnel hours and the feasibility of free or reduced tunnel fares.	**Mid-to-Long Term**	

IDENTIFIER	
Emergency Access, Safety, and Preparedness	Facility Improvements
Traffic Operations and Vehicular Safety	Parking
Pedestrian Safety and Accessibility	Tunnel Infrastructure and Enhancements
Tourism and Community Connections	Top Five Project
Maintenance and Collaboration	

5.2 Policy Updates, Education, and Initiatives

Table 21 includes policy updates, education, and other initiatives recommended based on the findings presented in the Plan. Each of the recommended projects is presented with the anticipated implementation timeframe.

Table 21: Recommended Policy Updates, Education, and Initiatives

RECOMMENDATION	IMPLEMENTATION TIMEFRAME	IDENTIFIER
Cruise Origin and Destination Identity: Strengthen Whittier's role as a cruise origin and destination, distinct from Anchorage.	**Mid-to-Long Term**	
Visitor Education and Wayfinding: Use high-visibility locations such as the tunnel, cruise docks, ferry terminal, and train platform to conduct outreach to educate visitors and support wayfinding and pedestrian safety.	**Mid-to-Long Term**	
Interagency Coordination: Strengthen coordination between Whittier, ARRC, and DOT&PF to address land ownership and management challenges.	**Near Term**	
Parking Payment and Signage: Improve parking signage and evaluate mobile payment options.	**Near Term**	
Visitor and Oversized Vehicle Parking: Identify additional parking locations for visitors and designate spaces for trailers, snow machines, and other oversized vehicles.	**Near Term**	
Motorcoach and Shuttle Parking: Designate parking and waiting areas for motorcoaches and shuttle buses.	**Near Term**	

IDENTIFIER	
Emergency Access, Safety, and Preparedness	Facility Improvements
Traffic Operations and Vehicular Safety	Parking
Pedestrian Safety and Accessibility	Tunnel Infrastructure and Enhancements
Tourism and Community Connections	Top Five Project
Maintenance and Collaboration	

5.3 Capital Improvements

Fifty capital improvement projects were identified during the development of Whittier Moves and divided into the eight project themes used throughout the planning process (Table 22) and prioritized using an Impact and Effort Matrix, featured in Figure 14. This method promotes objective decision-making based on data-driven evaluations and helps to highlight tasks with the most significant impact and value.

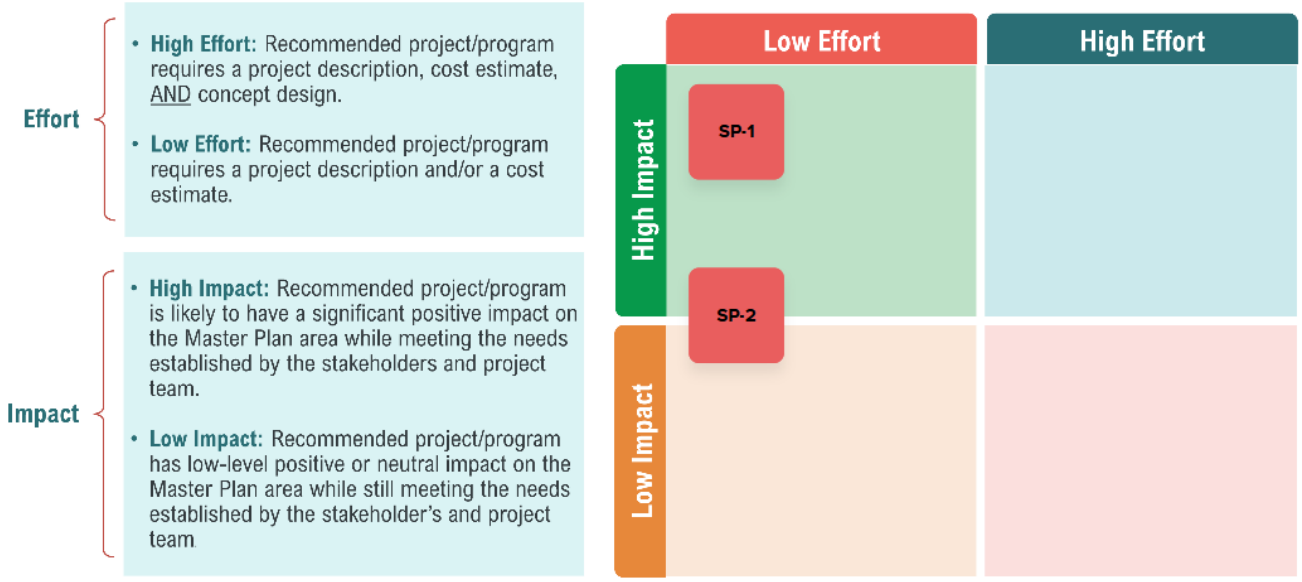


Figure 14: Example Impact and Effort Matrix

Each project was categorized by focusing on the level of effort (high or low) and the likely impact of the project once complete (high or low).

Project Effort

- **High Effort:** Recommended project requires a project description, cost estimate, and concept design.
- **Low Effort:** Recommended project requires a project description and/or a cost estimate.

Project Impact

- **High Impact:** Recommended project is likely to have a significant positive impact on the Master Plan area while meeting the needs established by the interested parties and project team.
- **Low Impact:** Recommended project has low-level positive or neutral impact on the Master Plan area while still meeting the needs established by the interested parties and project team.

Prioritization

All identified projects were presented in a matrix to enable the planning team to assign the project's effort and impact level. Once assigned levels were determined, the projects were sorted into four categories: quick wins, major projects, fill-ins, and for future consideration. The assignment of these categories is based on the following level assignments:

- **Quick Wins:** Capital improvement projects requiring minimal design and engineering work but provide a large impact for the study area. These projects receive rankings of high impact and low effort.
- **Major Projects:** Capital improvement projects requiring major design concepts and engineering efforts while also providing a large impact for the study area. These projects receive rankings of high impact and high effort.
- **Fill-Ins:** Capital improvement projects requiring minimal design and engineering work and provide low impact for the study area. These projects receive rankings of low impact and low effort.
- **For Future Consideration:** Capital improvement projects requiring major design concepts and engineering work yet provide low impact for the study area. These projects receive rankings of low impact and high effort.

The capital improvement projects and their associated impact, effort, and category are presented by project type in Table 23 (Quick Wins), Table 24 (Fill-Ins), Table 25 (Major Projects), and Table 26 (For Future Consideration). Additionally, a list with the "Top Five" projects has been identified for Whittier Moves. These projects are presented in Section 6 with conceptual designs and planning level cost estimates. The identification of these projects allows the planning team to undertake preliminary work which will assist DOT&PF and the City in pursing funding and implementing the projects.

Table 22: Legend for Improvement Strategy Tables

CATEGORY	IDENTIFIER
Emergency Access, Safety, and Preparedness	Yellow
Traffic Operations and Vehicular Safety	Blue
Pedestrian Safety and Accessibility	Red
Tourism and Community Connections	Orange
Maintenance and Collaboration	Green
Facility Improvements	Gray
Parking	Dark Blue
Tunnel Infrastructure and Enhancements	Dark Gray
Top Five Project	

Table 23: Capital Improvement Recommendations – Quick Wins

RECOMMENDATION	IMPACT	EFFORT	IDENTIFIER
Head of the Bay Terminal Road: Pave Gateway Road and Prince William Sound Drive address rutting from RV and bus traffic.	HIGH	LOW	
Harbor Triangle Business Parking: Designate parking and access in the Harbor Triangle for business use only.	HIGH	LOW	
Whittier Street Turning Movements: Add a turning lane(s) to mitigate congestion from boat/trailer traffic on Whittier St/Harbor Dr.	HIGH	LOW	
Near-Term Intersection Sight Distance Improvements: Clear vegetation at Gateway Road/Portage Glacier Drive and Blackstone Road/Depot Road to improve intersection sight distance.	HIGH	LOW	
Harbor Area Pedestrian Access: Focused pedestrian, wayfinding, and signage improvements in Whittier's Harbor Area, including: ▪ Converting angled parking on Harbor View Drive/Camp Road to parallel parking to increase sidewalk width and space for furnishings and landscaping. ▪ Restricting or removing parking at the Harbor Triangle to improve pedestrian access. ▪ Consideration of converting the Harbor Triangle to a pedestrian only park or visitor space.	HIGH	LOW	
Pedestrian Crossing and Safety Improvements: Improvements at Blackstone Road/Deport Road and the Pedestrian Tunnel Pathway: ▪ Add pedestrian warning signage at Blackstone Road/Depot Road. ▪ Relocate the stop bar and add a marked crosswalk at the pedestrian tunnel pathway crossing.	HIGH	LOW	
Wayfinding and Directional Signage: Implement the Economic Development Corporation Wayfinding Plan to improve directional signage and support pedestrian safety for key destinations, parking areas, access points, and year-round users, using durable signage suitable for coastal conditions.	HIGH	LOW	
Shuttle Connections: Create shuttle services to better connect cruise ship docks, harbor, train, trailheads, airport, and town, and pursue grant funding for implementation.	HIGH	LOW	
Tunnel Staging Area Congestion Management: Add more lanes to the Tunnel staging area at the Tunnel entrance in Whittier to reduce congestion and improve emergency response times.	HIGH	LOW	
Covered Sand and Gravel Storage: Provide covered sand and gravel storage at the boat ramp to make sure that sand and gravel are available for use on pedestrian walkways throughout the winter.	HIGH	LOW	
Intersection Safety Improvements: Replace the yield signs with stop signs at Gateway Road/Portage Glacier Road and Blackstone Road/Depot Road.	HIGH	LOW	

IDENTIFIER				
Emergency Access, Safety, and Preparedness	Pedestrian Safety and Accessibility	Maintenance and Collaboration	Facility Improvements	Top Five Project
Traffic Operations and Vehicular Safety	Tourism and Community Connections	Tunnel Infrastructure and Enhancements	Parking	

Table 24: Capital Improvement Recommendations – Major Projects

RECOMMENDATION	IMPACT	EFFORT	IDENTIFIER
Visitor Information Services: Add a visitor center or expand public information signage.	HIGH	HIGH	
Harbor and Core Area Roadway Improvements: Rehabilitate or replace roads and sidewalks.	HIGH	HIGH	
Small boat harbor development: Develop a small boat harbor at Shotgun Cove.	HIGH	HIGH	
Head of the Bay Boat Launch and Parking: Develop a boat launch facility with large-scale parking to reduce congestion and transportation conflicts.	HIGH	HIGH	
Replace DeLong Dock*	HIGH	HIGH	
Tunnel Capacity for Tourism Growth: Improve tunnel infrastructure and services to support future tourism growth, including upgrades to ventilation, lighting, and safe houses to increase vehicle throughput during Tunnel openings.	HIGH	HIGH	
Pedestrian Tunnel Upgrades: Improve lighting and drainage in the pedestrian tunnel that runs underneath the train tracks.	HIGH	HIGH	
ADA Sidewalk Compliance: Identify and reconstruct sidewalks that do not meet ADA accessibility standards.	HIGH	HIGH	
West Camp/Whittier Access Road Lighting: Additional street lighting to provide increased visibility along this high-use corridor.	HIGH	HIGH	
ARRC Passenger Platform Crossing Improvements: Improve railroad and pedestrian safety at the ARRC Passenger Platform through enhanced crosswalks, ADA-compliant ramps, advance stop bars, and improved warning signage.	HIGH	HIGH	
Enhance Multi-Use Pathway Network: Provide a continuous multi-use pathway from the Glacier Bay Terminal area to Ferry Terminal Road and the Harbor Triangle, including the Whittier Creek Bridge and north side of Harbor Road and Whittier Street from Harbor Road to Glacier Street. Consider connection to Portage Pass Trailhead and covered walkways in town to improve year-round pedestrian comfort.	HIGH	HIGH	

*In April 2026, the City of Whittier was awarded $4.1 million through the USDOT Port Infrastructure Development Program to advance the DeLong Dock Replacement Project

IDENTIFIER				
Emergency Access, Safety, and Preparedness	Pedestrian Safety and Accessibility	Maintenance and Collaboration	Facility Improvements	Top Five Project
Traffic Operations and Vehicular Safety	Tourism and Community Connections	Tunnel Infrastructure and Enhancements	Parking	

Table 25: Capital Improvement Recommendations – Fill-Ins

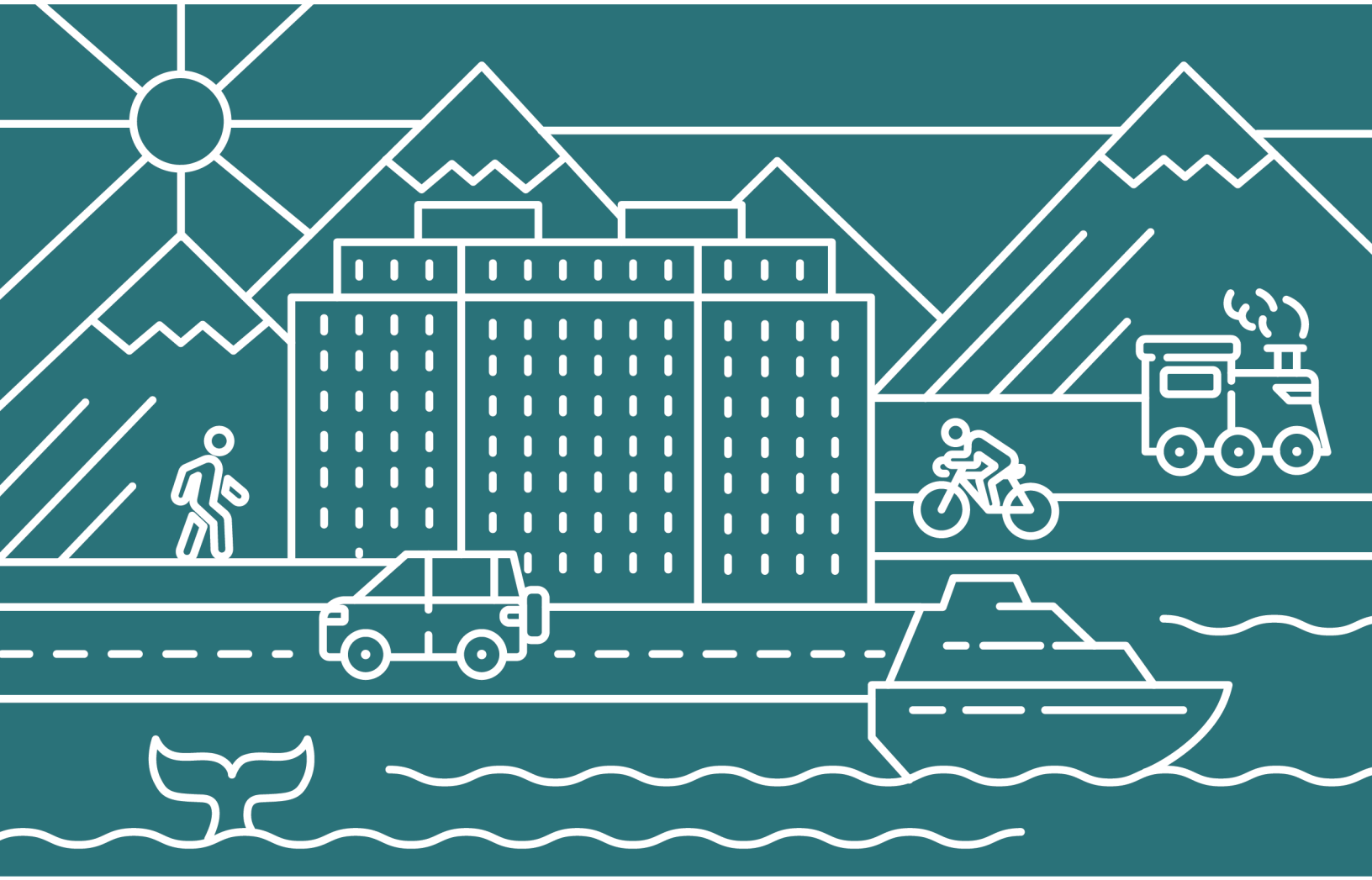
RECOMMENDATION	IMPACT	EFFORT	IDENTIFIER
Public Kayak Launches: Install public kayak launches with parking and kayak racks between Head of the Bay and Smitty's Cove.	LOW	LOW	
Ferry Terminal Parking: Provide additional parking for city use at the ferry terminal.	LOW	LOW	

Table 26: Capital Improvement Recommendations – For Future Consideration

RECOMMENDATION	IMPACT	EFFORT	IDENTIFIER
Airport Infrastructure Improvements: Improve airport infrastructure to support emergency and weather-dependent operations, including runway extension, winter maintenance capability, a larger apron with aircraft tie-downs, upgraded weather equipment and windsock, and a small camping or lodging area. Explore the ability to provide aviation fuel at the airstrip.	LOW	HIGH	
Tunnel Staging Area Pavilion: Add a pavilion at the Tunnel staging area to provide a designated safe waiting space for visitors outside their vehicles.	LOW	HIGH	

IDENTIFIER				
Emergency Access, Safety, and Preparedness	Pedestrian Safety and Accessibility	Maintenance and Collaboration	Facility Improvements	Top Five Project
Traffic Operations and Vehicular Safety	Tourism and Community Connections	Tunnel Infrastructure and Enhancements	Parking	

6 Top Five Strategies



6. Top Five Projects

The following projects received both a conceptual design and cost estimate and will provide a high impact for Whittier while also meeting the objectives identified through Whittier Moves. Having a conceptual design and preliminary cost estimate for these projects increases the likelihood of these projects being recommended for future funding opportunities as there is greater clarity on design and cost. Several engineering assumptions were used to create conceptual designs and cost estimates:

- Improvements or changes to DOT&PF or City owned roadways (e.g. turn lanes, acceleration/deacceleration lanes, safety signage, removal of existing pullouts) are at the discretion of DOT&PF or the City. Some safety recommendations are made for select projects, but ultimately, any inclusion of improvements to DOT&PF or City owned roads are to be determined at the time of final project design and implementation.
- Cost estimates are high-level. These estimates are based on 2026 costs and include contingencies for variable pay items including earthwork and assumed environmental permitting costs. The ranges established for the cost estimates include projections for 2027 and 2032.
- Cost estimates do not include any anticipated maintenance and operations costs.

6.1 Head of the Bay Terminal Road

Access to Glacier Creek Cruise Terminal at HOB is provided via Gateway Road and Prince William Sound Way. Currently, the full extent of Gateway Road and most of Prince William Sound Way are unpaved. The traffic along this route is primarily heavier vehicles such as shuttle buses, tour coaches, and RVs. Paving this route is a cost-effective upgrade that addresses damage caused by larger vehicles carrying heavier loads. Additionally, paving this route improves access for individuals walking from the terminal or campground to Whittier's core area. This project may be implemented in partnership with Huna Totem Corporation. The high-level cost estimates for this project are included in Table 27.

The conceptual design for this project (Figure 15) includes:

- Clearing and grubbing – 0.4 acres
- Removal of existing pavement to mitigate chances of buckling – 1,950 Square Yards
- Paving Gateway Road – 0.4 miles
- Paving Prince William Sound Way – 0.3 miles
- Signing
- Striping

Table 27: Head of the Bay Terminal Road Estimated Costs

PROJECT	ESTIMATED COST
Gateway Road	$2.9M - $3.5M
Cost per Linear Foot	$744.49
Prince William Sound Way	$2.7M - $3.2M
Cost per Linear Foot	$900.05
Total	**$5.6M - $6.7M**

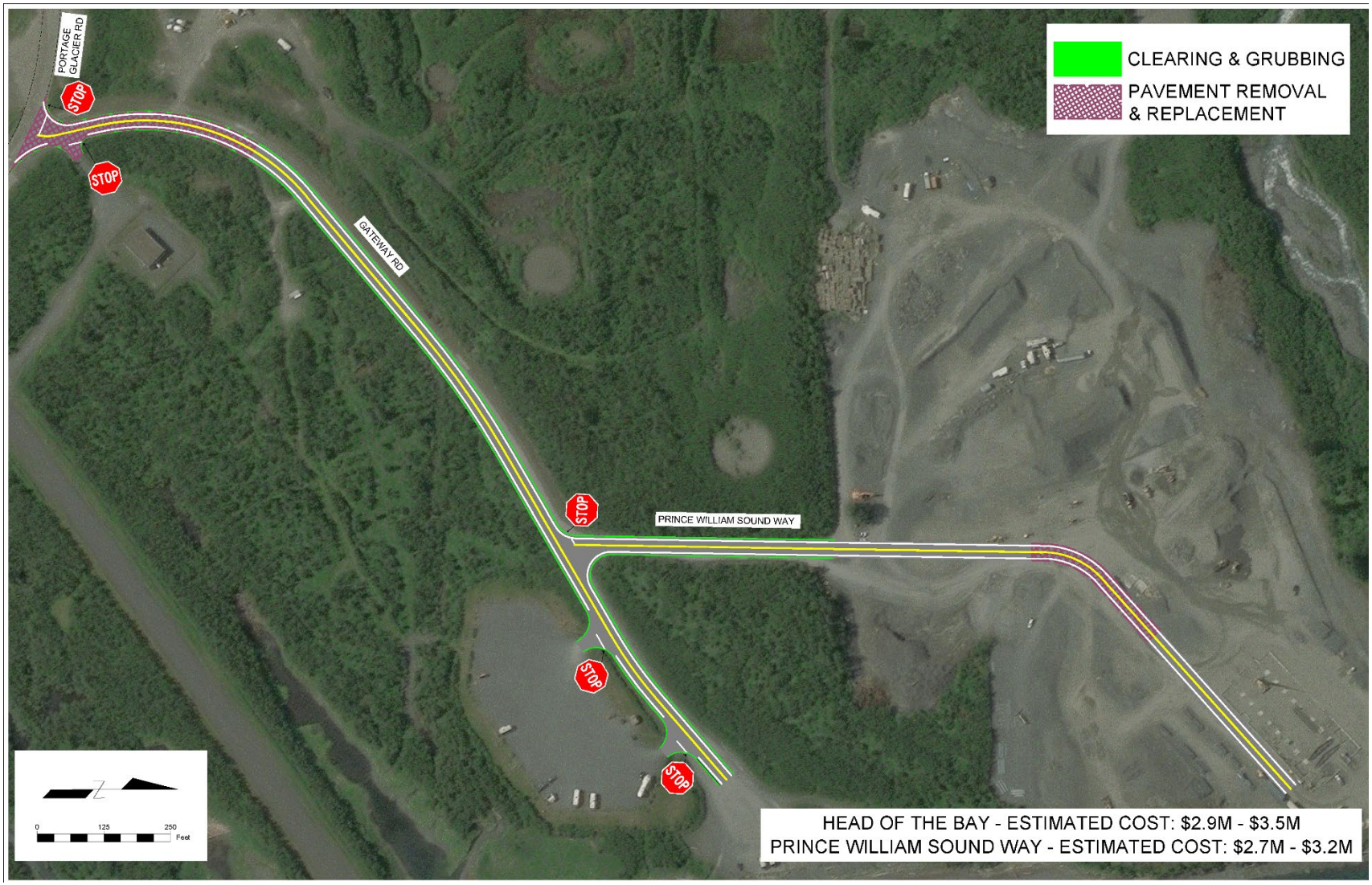


Figure 15: Conceptual Design - Head of the Bay Terminal Road

6.2 Whittier Street Turning Movements

Whittier's boating access to Prince William Sound creates significant congestion during the summer months. Visitors queuing to launch their boats from Whittier's boat launch located near the small boat harbor is a common sight, particularly on weekends. Individuals generally park their vehicles at the large paid parking area located off Whittier Street after launching their boat. Access to the parking area from the boat launch takes vehicles away from the harbor via Harbor Road, requiring a left-hand turn from Harbor Road onto Whittier Street, crossing the railroad tracks. Two variations of this project have been created, both designed to alleviate traffic congestion between the boat launch and parking area off Whittier Street. Estimated costs for both variations are included in Table 28.

Variation A: This design, Figure 16, includes the installation of a left turn lane from Harbor Drive onto Whittier Street. The conceptual design for this project includes:

- Widening the bridge to accommodate an additional lane
- Removing existing pavement for road widening – 3,350 square yards
- Curb and gutter replacement – 467 feet
- Paving
- Signing
- Striping

Variation B: This design, Figure 17, includes the installation of a right turn lane from Whittier Street to Harbor Drive. The conceptual design for this project includes:

- Clearing and grubbing – 0.2 acres
- Removal of existing pavement for road widening – 2,250 square yards
- Curb and gutter replacement – 90 feet
- Paving
- Signing
- Striping
- Coordination with Alaska Railroad to widen the railroad crossing

Table 28: Whittier Street Turning Movements Estimated Costs

PROJECT	ESTIMATED COST
Variation A: Left Turn Harbor Drive to Whittier Street	$4.0M - $4.8M
Variation B: Right Turn Lane Whittier Street to Harbor Drive	$1.7M - $2.1M

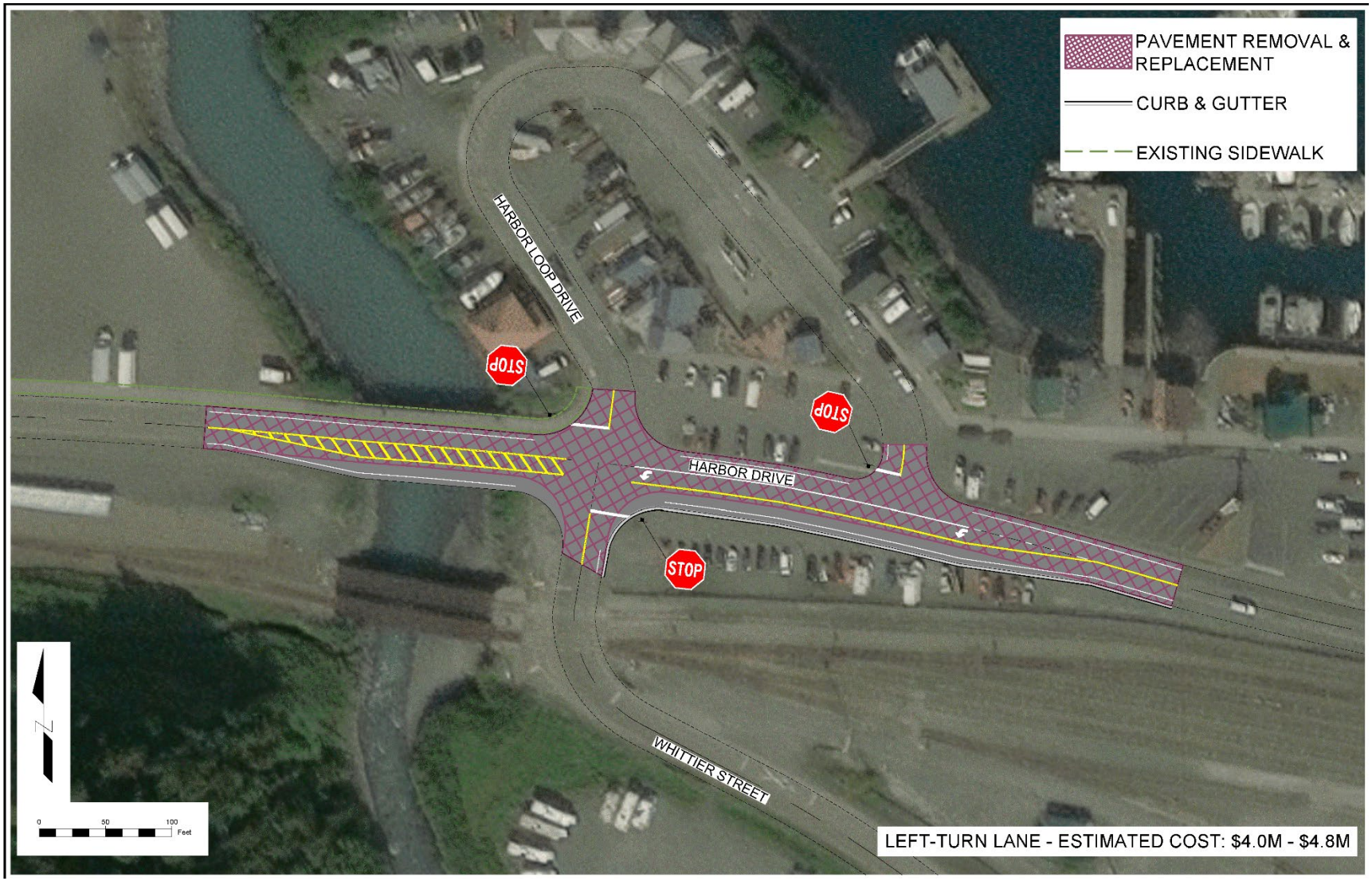


Figure 16: Conceptual Design - Whittier Street Turning Movements Variation A

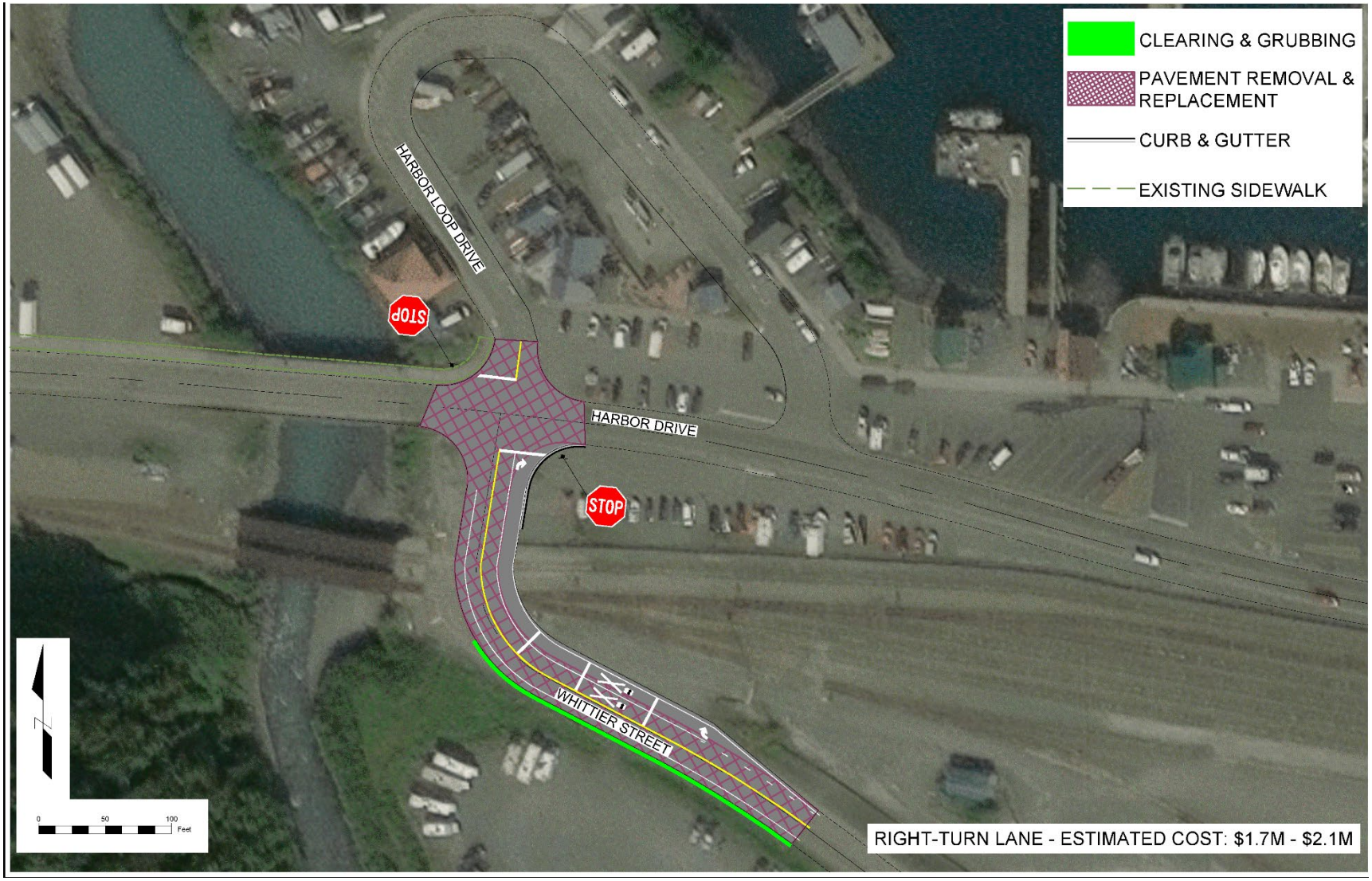


Figure 17: Conceptual Design - Whittier Street Turning Movements Variation B

6.3 ARRC Passenger Platform Crossing Improvements

The ARRC Passenger Platform located along Camp Road provides a covered terminal for passengers as they embark or disembark for their rail travel. Many of the passengers who embark or disembark at the ARRC Passenger Platform are cruise ship passengers traveling to or from Whittier. Currently, the pedestrian crossing adjacent to the ARRC Passenger Platform is delineated by worn pavement markings and pedestrian warning signage that is hard to see. This project includes improvements to the crosswalk, advance stop bars, and warning signage. This project includes two estimated costs in Table 29, one for basic signage and the other for enhanced signage which includes flashing lights.

The conceptual design for this project (Figure 18) includes:

- A new ADA-compliant curb ramp
- New sidewalk from new curb ramp to meet existing sidewalk – 52.3 square yards
- Curb and gutter – 67 feet
- Signing, which includes signage at the crosswalk, and advance pedestrian warning signage
- Striping, which includes new high visibility crosswalk striping, and mid-block vehicle stop lines

Table 29: ARRC Passenger Platform Crossing Improvements Estimated Cost

PROJECT	ESTIMATED COST
Improvement with Signs	$125K - $151K
Improvement with Enhanced Signs	$134K - $161K

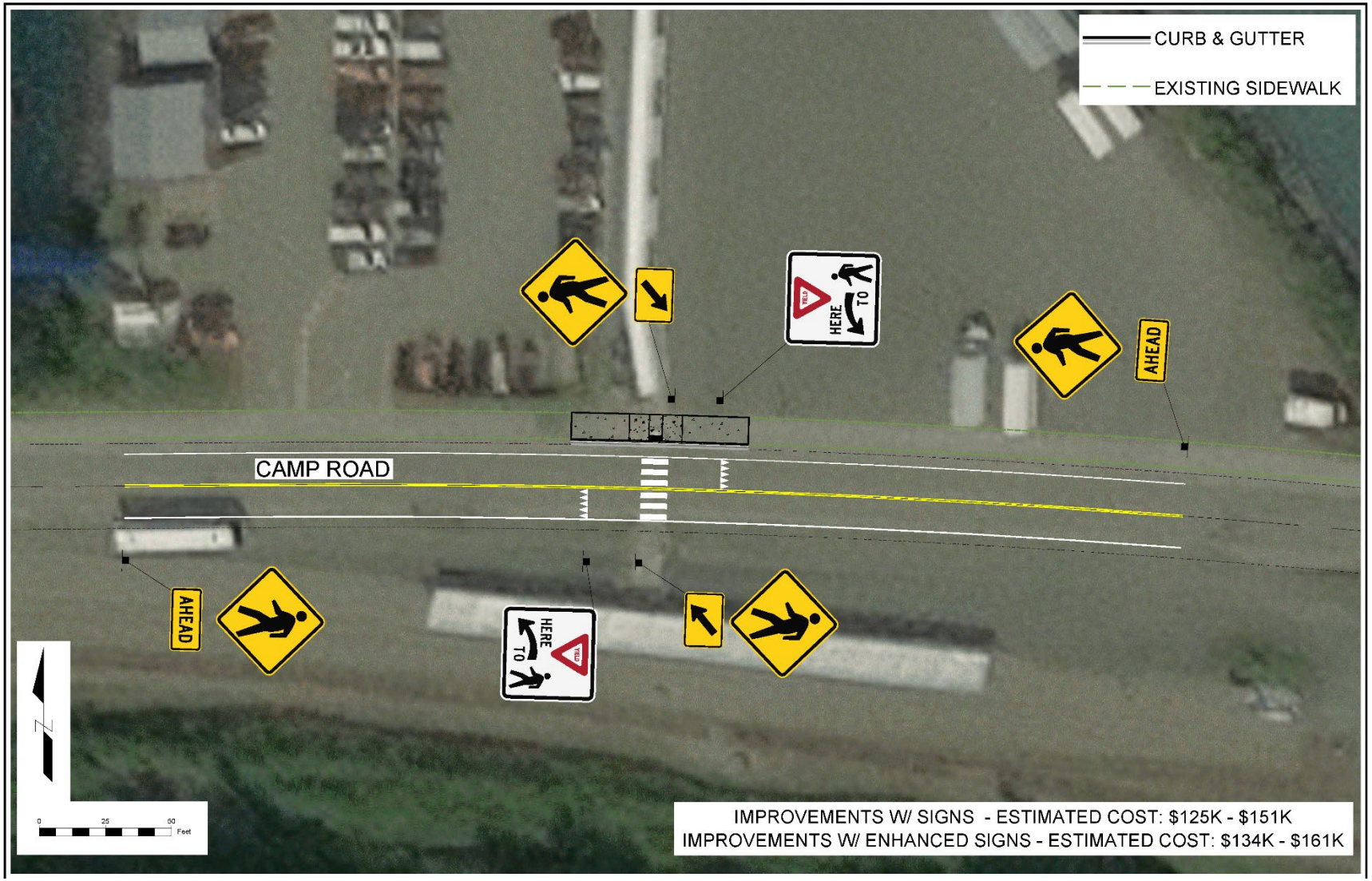


Figure 18: ARRC Passenger Platform Crossing Improvements Conceptual Design

6.4 Wayfinding and Directional Signage

This project provides for the implementation of wayfinding and direction signage similar to that developed by Prince Wiliam Sound Economic Development District. The overall look and feel of the signs are at the discretion of the City, however, the conceptual design included in Figure 19 identifies locations that are well suited for signage. The estimated cost for this signage is included in Table 30.

The conceptual design for this project includes:

- Regulation DOT&PF road vehicle signing
- Specialized/non-regulation vehicle signing
- Specialized/non-regulation pedestrian signing

Table 30: Whittier Wayfinding Signage Estimated Cost

PROJECT	ESTIMATED COST
Wayfinding Signage	$110K - $132K

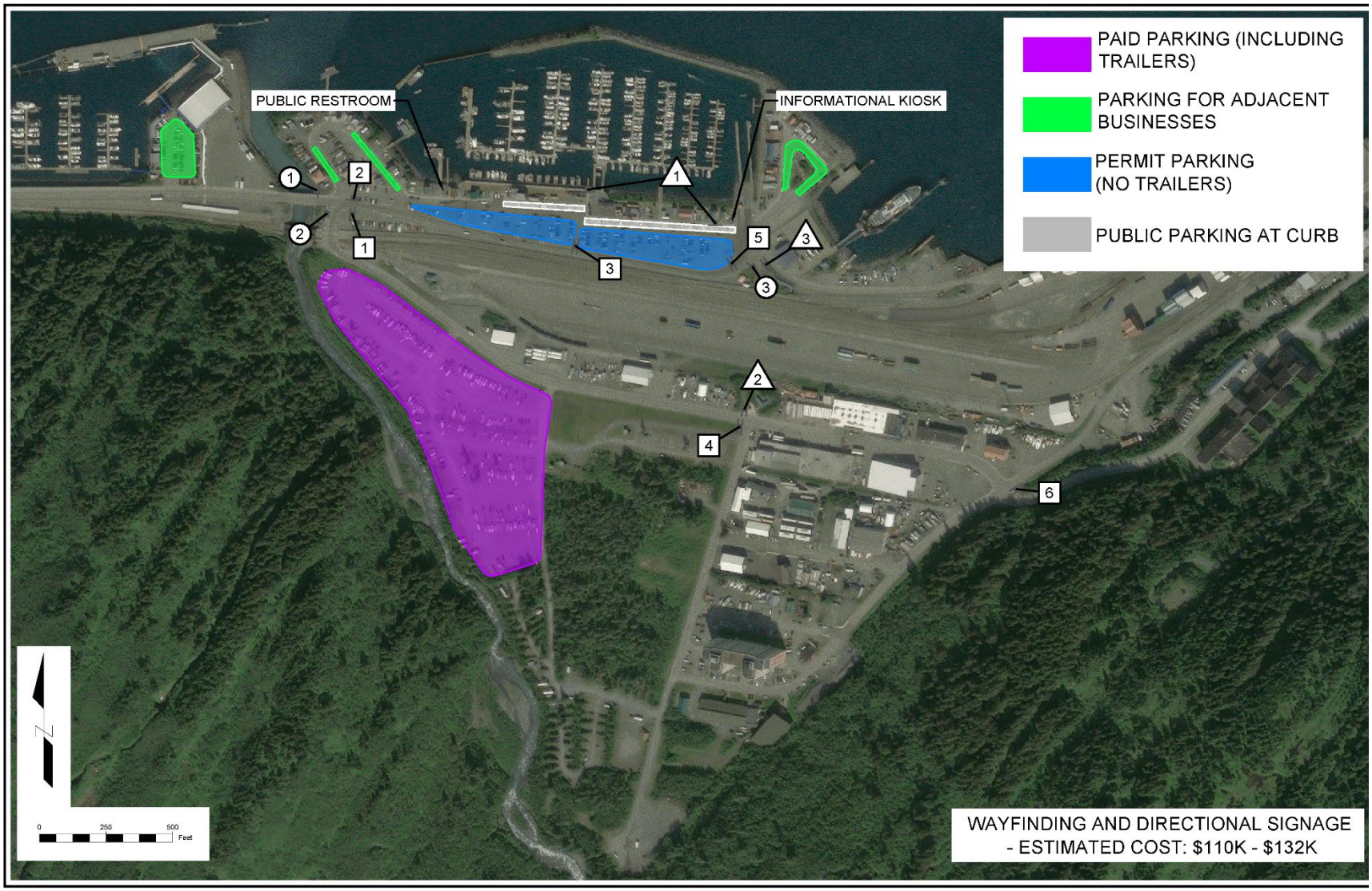


Figure 19: Wayfinding and Directional Signage Conceptual Design

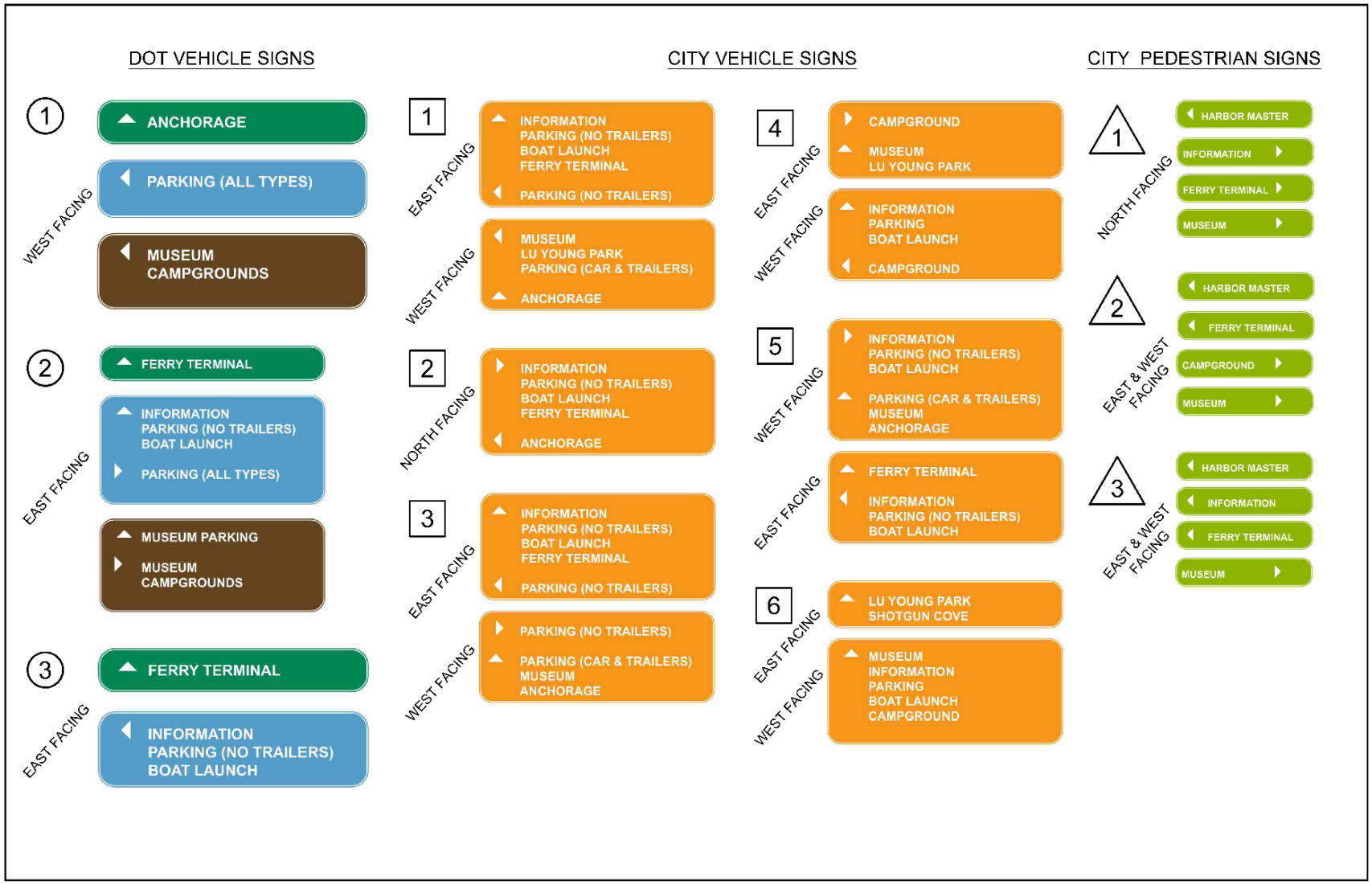


Figure 20: Wayfinding and Directional Signage Conceptual Design

6.5 Multi-Use Pathway Network Enhancements

Whittier's current multi-use pathway network is discontinuous, making it difficult to traverse between Whittier's core and areas such as HOB. Enhancements to the multi-use pathway would help to connect these two distinct areas of Whittier and encourage the use of safe active transportation routes. These enhancements include the addition of pathways, particularly near HOB.

It is important to note that the Whittier Terminal Master Plan (WTMP), developed by ARRC, includes a recommendation for grade separation of Camp Road and Whittier Street with an estimated cost of $75 million. The WTMP recommendation includes using the existing hillside above the ARRC Passenger Platform, to the west of Whittier Creek, for a new roadway (Whittier Street). The current crossing would be relocated to the west end of the passenger loading area. The grade of Camp Road would be raised to provide a grade-separated crossing, including the construction of a new pedestrian walkway "salmon walk" to allow foot traffic from the parking area to the boat harbor/waterfront.[13] To avoid overlap with the recommendations identified by ARRC in the WTMP, the multi-use pathway network enhancements recommended here focus on the pathway connection between the Harbor/waterfront and HOB. Table 31 includes the estimated cost associated with the Multi-Use Pathway Network Enhancements.

The conceptual design for this project (Figure 21) includes:

- Clearing and grubbing – 2 acres
- New multi-use pathway along Gateway Road and Prince William Sound Way – 0.6 miles
- Removal of pavement – 208 square yards
- Curb ramps at the new crosswalk location
- Signing associated with a crosswalk connecting the new multi-use pathways
- Striping of the new crosswalk located across Gateway Road

Table 31: Muti-Use Pathway Network Enhancements Estimated Cost

PROJECT	ESTIMATED COST
Multi-Use Pathway Enhancements	$1.1M - $1.3M

[13] Alaska Railroad Corporation. (2025). *Whittier Terminal Master Plan*. https://www.alaskarailroad.com/sites/default/files/Communications/1.2025.08.29_WTMP_Final_Master_Plan.pdf1.2025.08.29_WTMP_Final_Master_Plan.pdf

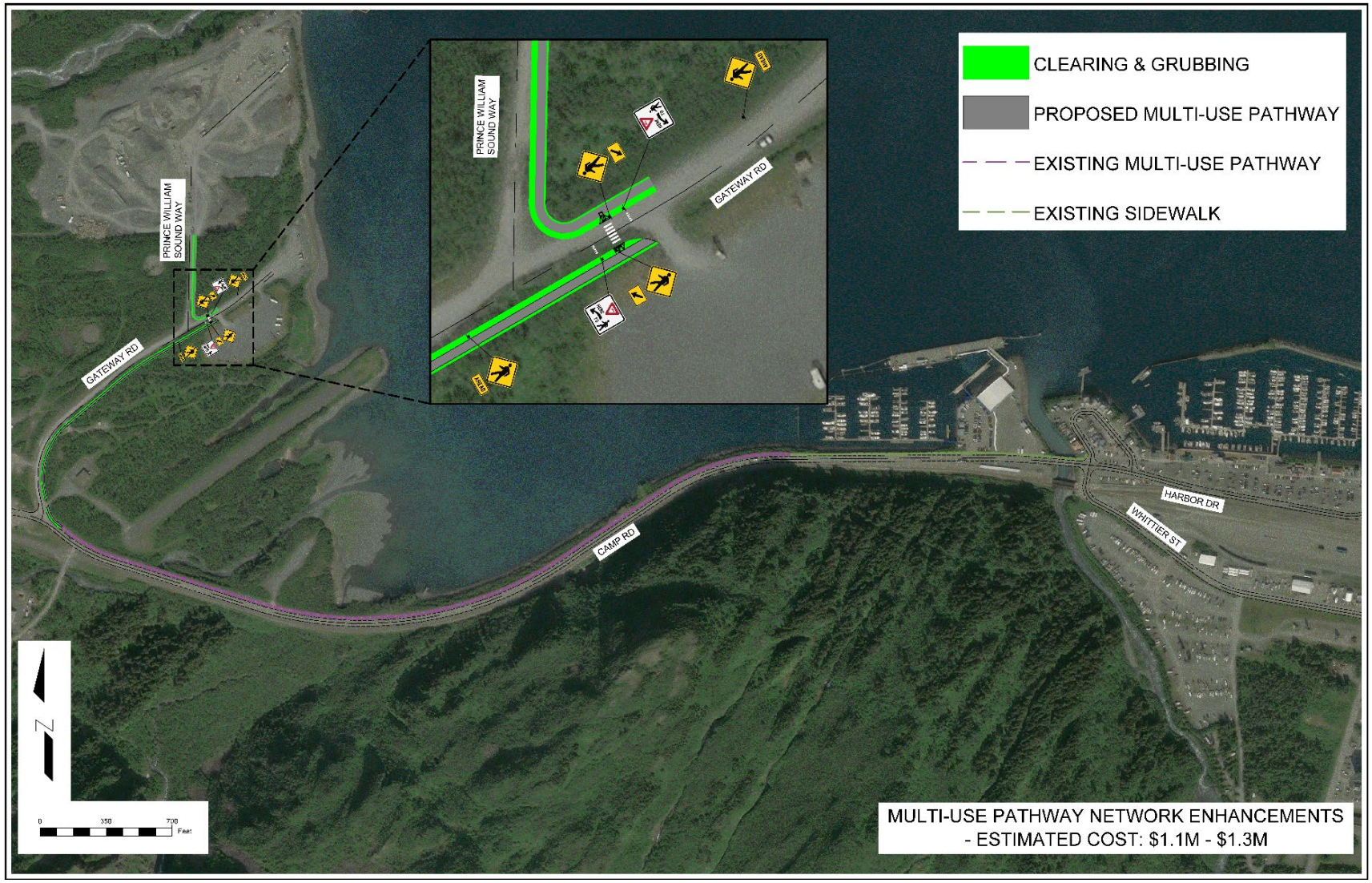
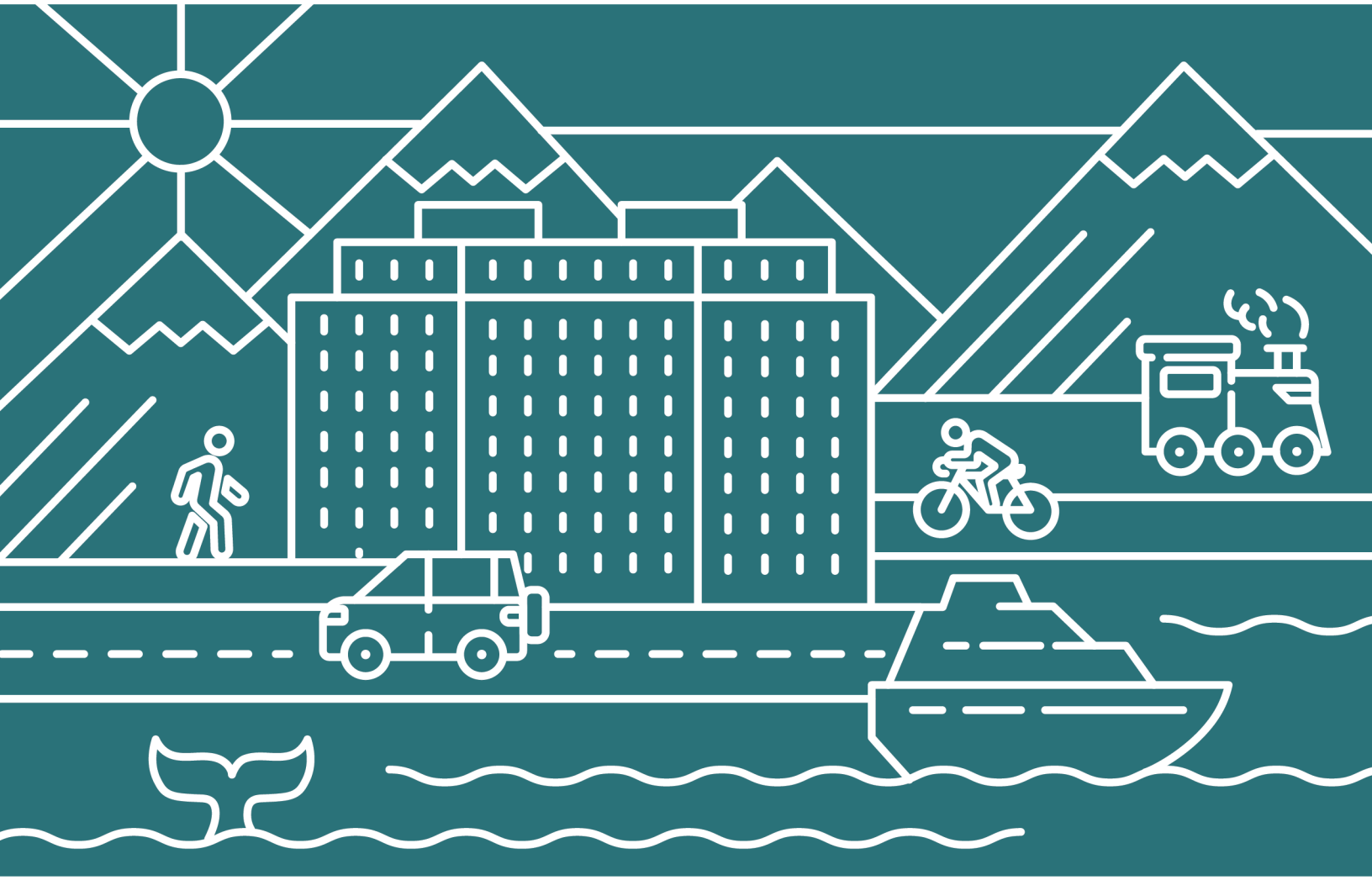


Figure 21: Muti-Use Pathway Network Enhancements Conceptual Design

7 Funding and Next Steps



7. Funding and Next Steps

Recommendations for implementation of Whittier Moves include:

Advancing discretionary grant opportunities to support development of recommended projects.

Supporting residents and the public to enjoy opportunities provided by Whittier through providing enhanced transportation as recommended in the Plan.

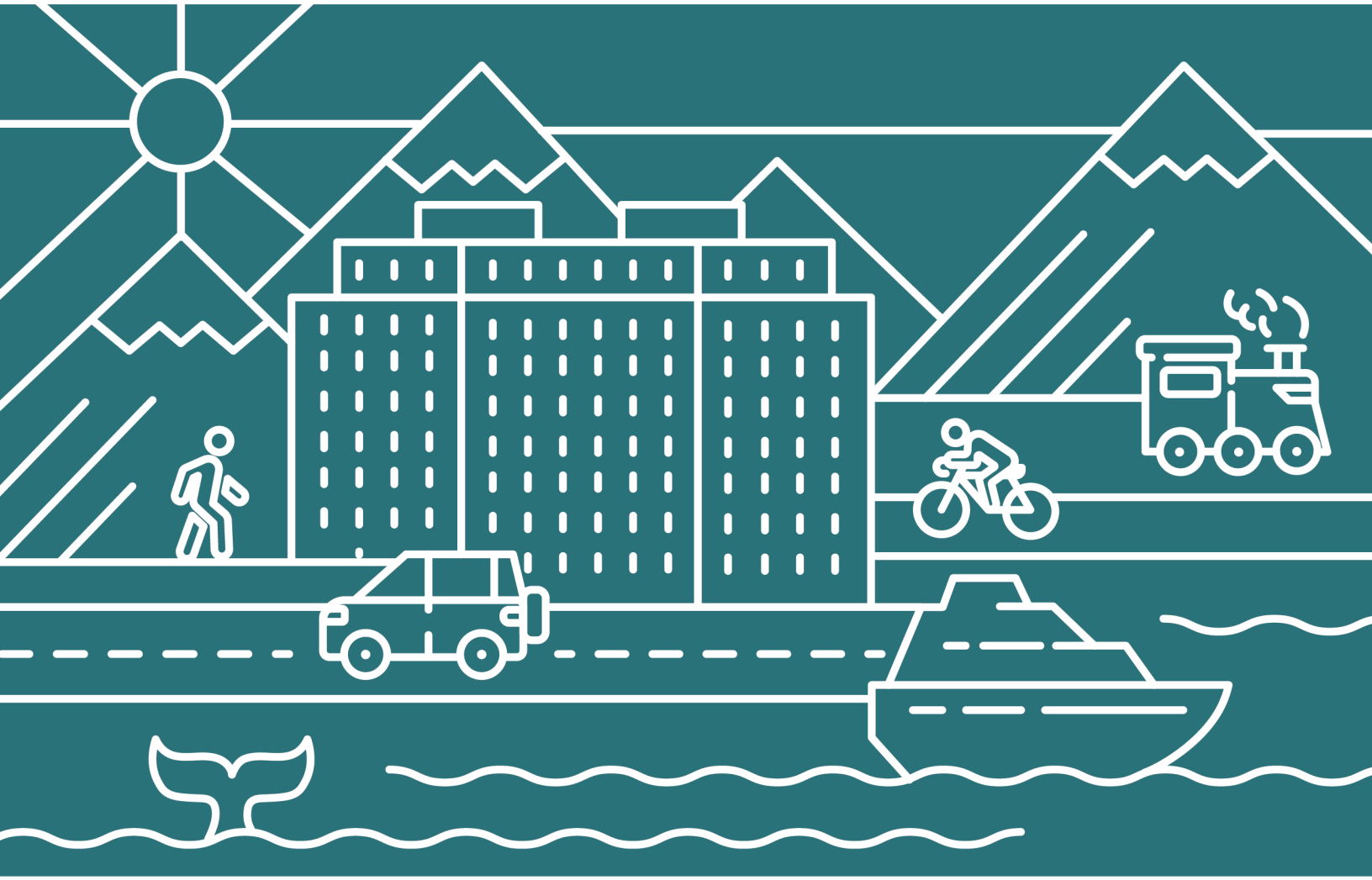
Bringing agencies responsible for plan implementation, management, and maintenance together to collaborate on funding and approach.

Monitoring Notices of Funding Opportunities and making grant applications to secure funding for project development.

Updating Whittier Moves as needed to reflect future development and need as Whittier continues to grow and thrive.

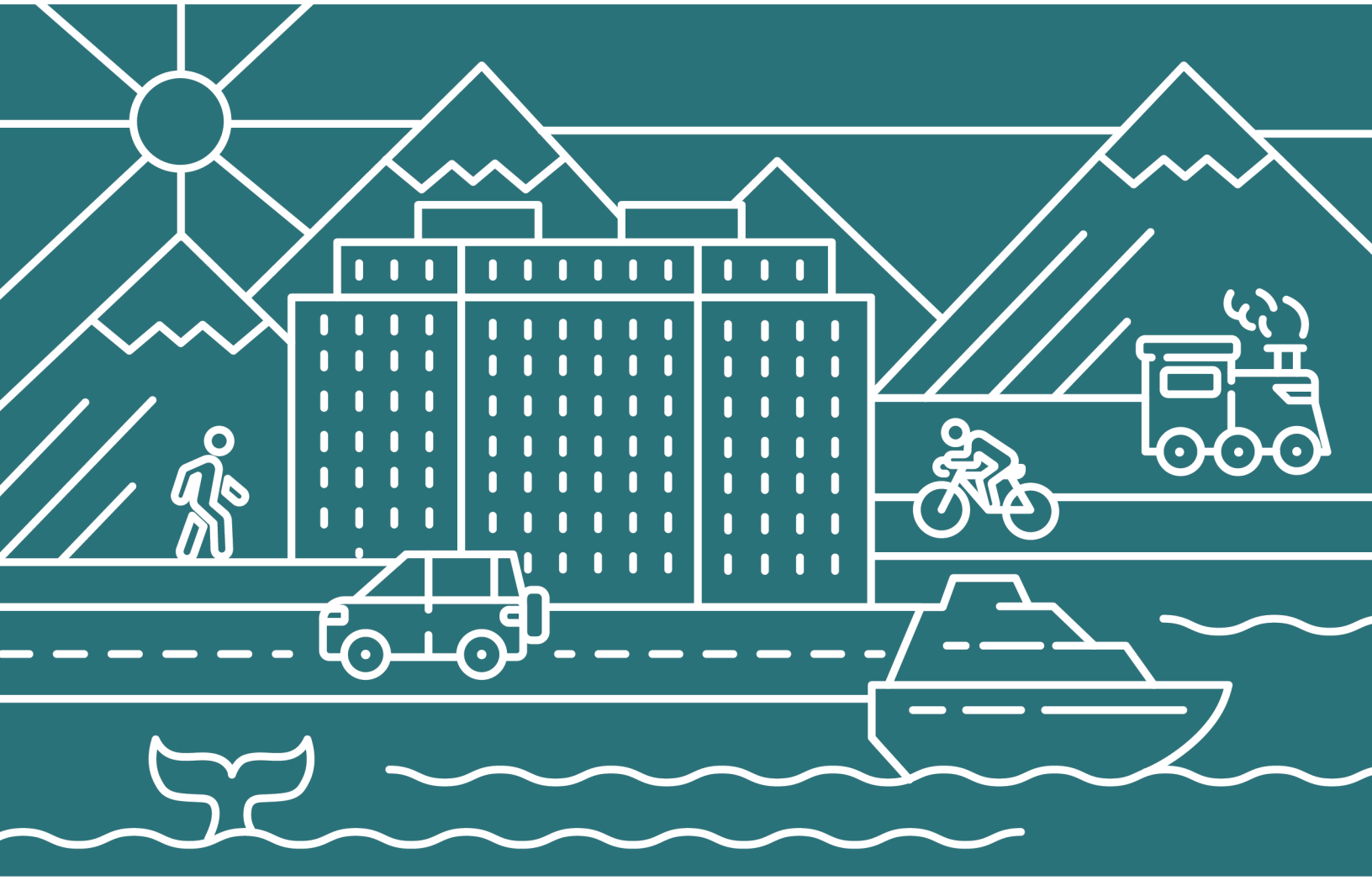
Appendix A:

Whittier Moves Public Involvement Summary



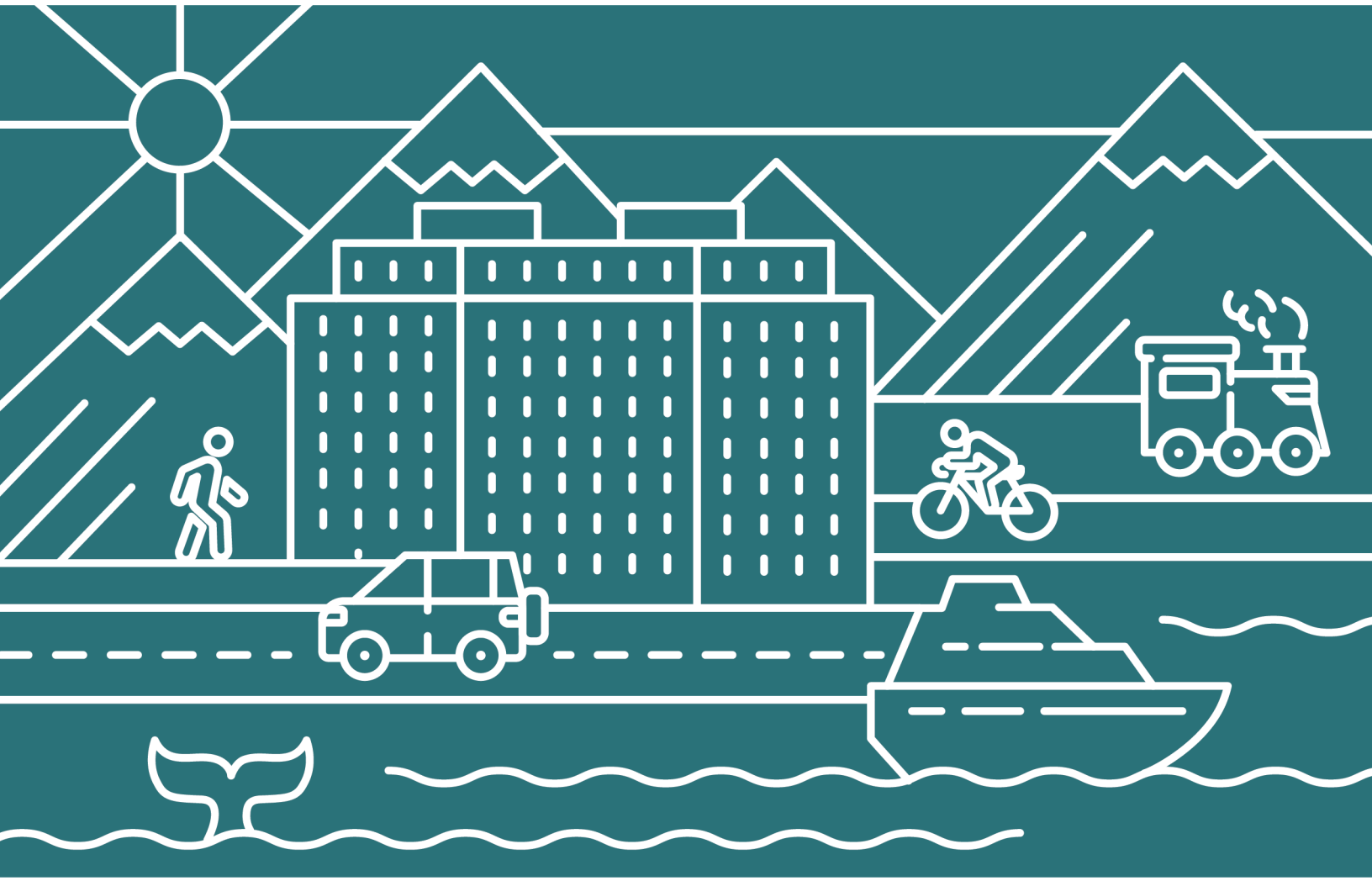
Appendix B:

Whittier Moves Existing Condtions Report



Appendix C:

Whittier Moves Traffic and Safety Technical Memorandum



Appendix D:

Whittier Moves Design Concepts and Planning Level Cost Estimates