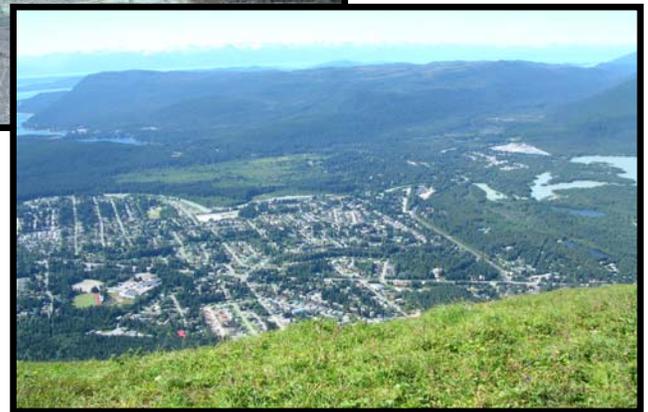


Central Council Tlingit and Haida Indian Tribes of Alaska

2015 - LONG RANGE TRANSPORTATION PLAN UPDATE

Indian Reservation Roads Program

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



Prepared For:

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March 2015

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March 2015

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EXECUTIVE SUMMARY

The Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) Tribal Transportation department issued a Task Order under its IDIQ contract with Rodney P. Kinney Associates, Inc. (RPKA) to assist in developing a Long Range Transportation Plan (LRTP) Update. This LRTP Update includes and incorporates prior tribal transportation plans including the Central Council Tlingit and Haida Long Range Transportation Plan prepared in March of 2011 and 2012. This Update includes transportation priorities in the community and its surrounding boundaries that have become crucial to the community's transportation needs since the original transportation planning was completed in 2011.

Since the last LRTP, CCTHITA became a direct Federal Highway Administration (FHWA) Tribe, which means that CTA Tribal Share monies are now directly allocated through the FHWA and not through what was once known as the Bureau of Indian Affairs (BIA) TTP Program. Additionally, the new Highway Bill, which was signed by Congress, now refers to the former Indian Reservation Roads (TTP) Program as the Tribal Transportation Program (TTP). The FHWA TTP is the new funding source for the planning of the projects discussed in CCTHITA's LRTP Update for 2015.

The CCTHITA has approximately 236 miles of official TTP roads currently inventoried, 19 miles of unapproved roadways submitted in previous updates, and .2 miles of proposed roadway and parking lot which are to be submitted as updated inventory for 2015. The Tribe developed an updated list of inventory roads they feel are needed over the next 20 years to serve the CCTHITA service area and the surrounding community. These routes, in addition to the priorities discussed in the 2011 and 2012 Transportation Plan, are necessary for everyday transportation and transit needs of our tribal citizens. Our system provides access to and supports movement of goods and services, access to employment, housing, health care, schools along with access to lands and resources for economic and cultural development, subsistence activities, and to enhance surrounding public safety. The updated inventory list for 2015 can be found in Section 4.2, and updated inventory routes can be viewed in Section 4.3 - Updated Transportation Inventory Figures.

In analyzing their future transportation goals, CCTHITA has identified projects that would best benefit the Tribe and the surrounding community. In addition, CCTHITA collected data from several sources; The City and Borough of Juneau (CBJ), Sealaska Regional Corporation, State of Alaska, U.S. Forest Service, Tlingit and Haida Regional Housing Authority (THRHA), Southeast Alaska Regional Health Consortium (SEARHC) and general public all contributed information for this report. In a collaborative effort, the affiliated groups evaluated the village and community's road system, identified transportation needs, and discussed alternatives for common transportation projects. Once the transportation plan update is completed, it will be available to all organizations involved and the public. A list of short and long term Tribal transportation projects, shown below, takes into consideration the priorities in the 2011 and 2012 Transportation Plans, this 2015 LRTP Update, and the community's transportation needs. See Section 4.3 for a visual location of the updated inventory and an overview of the Tribe's transportation priorities.

1. Tlingit and Haida Central Council's Andrew Hope Building Parking Facilities (Reconstruction and Expansion)
2. Tlingit and Haida Central Council's Vocational Training and Resource Center Parking Facilities (Reconstruction)
3. Edward K. Thomas Building - Parking Facilities (Improvements)
4. Tlingit and Haida Central Council Community Council Building – Parking Facility (Improvements)
5. Tlingit and Haida Central Council's Head Start Parking Facilities (Reconstruction)
6. Tlingit and Haida Central Council's Maintenance Facilities (Improvement and Upgrades)
7. Tlingit and Haida Central Council Economic Development
8. Tlingit and Haida Regional Housing Authority (THRHA) Partnership Projects:
 - a. Kowee Creek Subdivision
 - b. Kananta Street Development Expansion
 - c. Silver Bay Senior Housing Project
 - d. Coogan Drive Development
 - e. Glacier Highway Subdivision
9. THRHA Maintenance Facility Parking Upgrades
10. Hidden Valley Development
11. Southeast Alaska Regional Health Consortium Partnership Projects
12. Safety Program
13. Transit Program (Elder focus; partner opportunities with existing transit programs in Juneau)
14. Enhancement Projects with the CBJ

INTRODUCTION

General information that remains constant about CCTHITA and CCTHITA's history included in the 2012 Long Range Transportation Plan is not repeated in this report. For more information about CCTHITA, please visit CCTHITA's tribal website at <http://www.ccthita.org/> or refer to Appendix E for CCTHITA's 2012 LRTP. The goal of this LRTP Update is to ensure that road improvements and the development of new roads reflect the changing and growing transportation infrastructure, providing revised planning and updated inventory that allows convenient and safe movement throughout CCTHITA's existing and future road system. This in turn will provide improved access to subsistence areas, increase economic growth, and preserve cultural values. The focus of this report is to identify important transportation routes and prioritize future transportation goals.

In order to assess transportation goals for the CCTHITA, information was collected from the Council, Tribal Members, Corporation Members, and general public. The data was analyzed and is presented in this transportation plan. Before finalization, the Long Range Transportation Plan Update was available to the public for review and comment. A copy of the notice is included in Appendix D.

Development of and upgrades to tribally prioritized transportation projects will preserve cultural traditions, provide economic opportunities and self-sufficiency, offer access to subsistence and cultural areas, and increase safe and efficient transportation in the community for the Tribe and other residents in the community. The Tribe developed an updated list of inventory transportation projects that they feel are needed over the next 20 years and beyond for their members and the surrounding community. The updated inventory list can be found in Section 4.2 and updated inventory routes can be viewed in Section 4.3 – Transportation Inventory Figures.

1.0 EXISTING TRANSPORTATION SYSTEM

1.1 Transportation System Characteristics

Within the City and Borough of Juneau (CBJ) boundary is land owned by the U. S. Forest Service, the State of Alaska, the Bureau of Land Management (BLM), Gold Belt Village Corporation, Sealaska Regional Corporation and the incorporated CBJ. There are approximately 236 miles of official TTP roads currently inventoried for the CCTHITA, 19 miles of inventoried roads pending approval that were submitted in previous updates and .2 miles of proposed roadway and parking lot which are to be submitted as updated inventory for this fiscal year of 2015. In accordance with 25 CFR Part 170.443, once built all new roadways will be open to the public. The CCTHITA is considered a public authority that intends to own and maintain public access for any proposed roadways that are constructed.

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

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

1.2 Trip Generators

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

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

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

1.3 Population Growth

Juneau has grown at a rate of nearly 2% in a 10-year period between 2000 and 2010 according to U.S. Census Data, shown in Table 1. In conjunction with the increasing population in the southeast, the Alaskan Native population in Juneau has also grown. With the increase in population throughout the CBJ and Southeast Alaska it is important to focus on the transportation needs and issues that the existing and future community will need to address. Population growth affects the traffic volume in congested downtown corridors, residential areas, and school zones as well as the volume of commuters on the main highways. Many of the main roads through Juneau that are included in CCTHITA's inventory are projected for rehabilitation and expansion over the next 20 years to adequately facilitate the estimated growth in population and traffic volume.

Approximately half of the CCTHITA membership population resides in Southeast Alaska communities. 20% of the total CCTHITA membership resides in CBJ with 40% of the Southeast Alaskan population located in CBJ. Table 2 shows the CCTHITA tribal member breakdown based on location and numbers. Figures 1 through 9 in Section 4.2 of the 2012 LRTP attached in Appendix E show the location of CCTHITA tribal members by indicating their approximate residence with a white dot. The figures illustrate how tribal members are truly scattered among the Juneau community and utilize the transportation facilities on a daily bases.

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

Year	City of Juneau Population	Alaska Native Population	% Alaska Native Population
2000	30,711	3,496	11.4
2009	30,796	--	--
2010	31,275	3,690	11.8

Source: US Census Data

Table 2: CCTHITA Membership by Community:

Community	Number of Members	% of SE AK Membership	% of Total Membership
Angoon	442	3.3	1.6
Craig	443	3.3	1.6
Haines	406	3.0	1.5
Hoonah	591	4.4	2.2
Hydaburg	302	2.3	1.1
Juneau	5,425	40.5	20.2
Kake	547	4.1	2.1
Kasaan	30	0.2	0.1
Ketchikan	1,361	10.2	5.1
Klawock	513	3.8	1.9
Klukwan	89	0.7	0.3
Metlakatla	353	2.6	1.3
Pelican	25	0.2	0.1
Petersburg	433	3.2	1.6
Saxman	200	1.5	0.7
Sitka	1,383	10.3	5.1
Wrangell	546	4.1	2.0
Yakutat	306	2.3	1.1
TOTAL IN SOUTHEAST	13,395	100	49.8
OUTSIDE SE ALASKA			
Anchorage	1,567	0	5.8
San Francisco	665	0	2.5
Seattle	4,143	0	15.4
Other (Registered Community not Specified)	7,132	0	26.5
GRAND TOTAL	26,902	100	50.2

Source: SE Alaska Comprehensive Economic Development Strategy (CEDS) 2008 UPDATE

1.4 Agencies Responsible For Maintenance

The CCTHITA is considered a public authority of the Tribes and would maintain public access for any Tribal road constructed on CCTHITA land or facility. However, there are no Tribal roads within the CBJ and the majority of the roads are maintained by the State or the CBJ. The highway bill (SAFETEA-LU) authorized a percentage of TTP dollars for maintenance. The CCTHITA can utilize up to 25% of its annual construction funds for maintenance on proposed roadways they construct or a facility that they own. Ownership boundaries and the purpose of a road determine who maintains the other roads that Central Council members use daily. As previously mentioned, the CBJ is responsible for the maintenance of most of the roads in the City and Borough boundary and some are only maintained seasonally. The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains most State roads and the majority of bridges within the Borough. The U.S. Forest Service maintains most of the roads and trails on Forest Service land, even though they are within the CBJ boundary.

1.3 Construction Material Sources

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

2.0 MASTER PLANNING OF TRANSPORTATION IMPROVEMENTS

2.1 Regulations for Transportation Improvements

Under state law, organized boroughs have the authority for planning, platting, and land use regulations within their boundaries, or may delegate authority to certain entities depending on the circumstances. All of the routes that are currently in the system and/or proposed to be updated into the BIA Inventory are either the responsibility of the CBJ, the State or the U.S. Forest Service. The CCTHITA is required to obtain all permits, design and construct to specific standards, and comply with all regulations set forth by the appropriate authority. Land use requirements for specific road projects will vary depending on the project location. As applicable, road improvements are subject to Federal, State, and Borough regulations, community requirements, and private landowner's approval.

2.2 Long Range Transportation Planning

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

Additionally, the need for expansion is also a concern for residents. Because Juneau is located along the coast line and the terrain from the coast quickly climbs steep mountains

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

Another issue discussed is Juneau's limited outside access. The issue of a proposed road to Skagway or an improved marine highway system continues to be the subject of study and debate. Included below is a list of transportation priorities that are based on community meetings, Juneau's overall transportation needs, and CCTHITA's transportation objectives. The following priority list focuses on the transportation needs most desired by the CCTHITA at this time but are not necessarily listed in order of importance.

- **Tlingit & Haida Central Council's Andrew Hope Building Parking Facilities (Reconstruction and Expansion)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their downtown Juneau Andrew Hope Building. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Tlingit & Haida Central Council's Vocational Training and Resource Center Parking Facilities (Reconstruction)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning project to rehabilitate and expand the parking facilities at their Vocational Training and Resource Center. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Edward K. Thomas Building (EKT) – Parking Facility Improvements**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at the Edward K. Thomas Building, the administrative headquarters for the CCTHITA. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Tlingit and Haida Central Council Community Council Building – Parking Facility (Improvements)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate the parking facilities at the Central Council Community Council Building. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Tlingit & Haida Central Council's Head Start Parking Facilities (Reconstruction)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their Head Start facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

- **Tlingit & Haida Central Council's Maintenance Facilities (Improvement and Upgrades)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their Maintenance Facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility as well as expand the facility to include a new building to the existing house and maintain equipment.

- **Tlingit & Haida Central Council Economic Development**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) works with Tribal, Federal, State, Local partners to provide for economic development for its membership. Employment of its membership is a goal of Central Council. The proposed projects(s) support economic development projects by rehabilitation, reconstructing or constructing of roads, boardwalks, parking facilities that provide access to public economic development facilities.

- **Tlingit & Haida Regional Housing Authority Partnership Projects**

- a. **Kowee Creek Subdivision**

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

b. Kananta Street Development Expansion

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Kananta Street Development Expansion. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

c. Silver Bay Senior Housing Project:

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Silver Bay Senior Housing Project. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

d. Coogan Drive Development

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Coogan Drive Development. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

e. Glacier Highway Subdivision

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Glacier Highway Subdivision. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

• **THRHA Maintenance Facility Parking Upgrades**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority to rehabilitate and expand the parking facilities at the THRHA Maintenance Facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility as well as expand and possibly add a new facility building and maintain equipment.

• **Hidden Valley Development**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Hidden Valley Development Project. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

• **Southeast Alaska Regional Health Consortium (SEARHC) Partnership Projects**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with Southeast Alaska Regional Health Consortium on projects to

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

- **Safety Program**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is committed to reducing the number of deaths and serious injuries by improving the overall safety of the transportation system, facilitating transportation safety education, and acting as an advocate on behalf of the Tribe. The CCTHITA intends to formalize a safety program. The program will focus on approaches and advocate to solve safety problems within the community. The program will identify and prioritize safety needs, include a safety policy or mission statement, and will work on the areas of engineering, and education. The program will work in coordination with the City, State, and Federal governments and the Southeast Alaska Regional health Consortium.

- **Transit Program (collaborating with existing transit programs in Juneau)**

The CBJ offers several different services that provide public transportation throughout the Juneau area. Some systems operate in a specific area and others connect with the main transit system to move passengers between the main population centers. The CCTHITA would like an improved program that better matches the safe transportation of residents and elders to their health care appointments, provides scheduled rides to schools, work, and shopping needs. The CCTHITA currently is undertaking the task of identifying the transit needs and develop solutions through an Federal Transit Authority (FTA) grant. The results of the transit planning work will be incorporated into future updates to the Tribes LRTP.

- **Enhancement Projects with the CBJ**

Transportation projects that are occurring in the surrounding communities are a priority to the CCTHITA tribal members due to the fact that members are scattered throughout the CBJ. As future projects arise that will benefit the community and the CCTHITA, the organizations need to work together and pool funding sources so that transportation improvements and positive growth will continue to benefit all groups residing in the CBJ area.

2.3 Cultural and Traditional Subsistence Routes

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

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

2.4 Marine and River Transportation and Facilities

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

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

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

2.5 Transit Program

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

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

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

2.6 Trails, Boardwalks, and Hardened Trails

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

3.0 COMPREHENSIVE TRANSPORTATION PLANNING

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

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

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

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

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

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

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

4.0 ROADWAY FACILITY NEEDS

4.1 Transportation Needs Assessment

The transportation mission and assessment standard for each inventory route is to improve the transportation system within the service area that the Central Council Tribal members and community residents share. Upgrading and improving the inventoried routes will ensure the transportation network is safe, efficient, and economical, while addressing the growing transportation needs of the community. The transportation needs are based on the updated long range transportation goals described in Section 2.2, the comprehensive community goals listed in Section 3.0, and general safety concerns from the public. Priority status for each route is based on existing levels of services, proposed land use, economic and cultural development, subsistence activities, tourism, recreation, housing, commercial development, and health benefits. The following two sections provide the inventory that the CCTHITA chose as a benefit to their community and transportation system that they utilize. Section 4.2 provides a list of the updated inventory to be submitted for 2015. Section 4.3 has figures that give the location and route identification for the updated inventory list.

4.2 - 2015 UPDATED ROAD INVENTORY LIST

CCTHITA Updated Inventory for 2015
Central Council Tlingit & Haida Indian Tribes of Alaska – E09801

Route Number	Section Number	Route Name	Length (Miles)
2060	10	2060	.1
2061	10	2061	.1

4.3 – UPDATED ROAD INVENTORY FIGURES

RESOURCES

Alaska Department of Community, Commerce, and Economic Development (DCCED), *Community Profiles*. Available online at: http://commerce.alaska.gov/dca/commdb/cf_comdb.htm

Alaska Department of Community, Commerce, and Economic Development (DCCED), *Rural Alaska Project Identification and Delivery System (RAPIDS)*. Available online at: http://commerce.alaska.gov/dca/commdb/CF_RAPIDS.htm

ADOT&PF, *State Transportation Improvement Program (STIP)*, 2012-2015.
<http://www.dot.state.ak.us/stwdplng/cip/stip/assets/STIPO.pdf>

ADOT&PF, *2010 Alaska Bridge Report*, March 2011.
www.dot.state.ak.us/comm/documents/FINAL_Bridge_Report.pdf

ADOT&PF. Alaska Marine Highway System. Transportation and route information.
<http://www.dot.state.ak.us/amhs/>

ADOT&PF, Transportation Information, Alaska Highway Systems.
http://www.dot.alaska.gov/stwdplng/transdata/highway_lists_maps.shtml

Alaska Federal Lands Long Range Transportation Plan, November 2011.
<http://parkplanning.nps.gov/projectHome.cfm?projectID=39393>

American Association of State Highway and Transportation Officials, *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)*, 2001.

Central Council Tlingit and Haida Indian Tribes of Alaska website:
<http://www.ccthita.org/>

CCTHITA Roads and Transportation Department, *Draft Tribal Long Range Transportation Plan (LRTP) Southeast 2010-2030*. May 2010.

CCTHITA Roads and Transportation Department, *Long Range Transportation Plan 2011 Inventory Submittal*. March 2011.

City/Borough of Juneau, *Transit Development/Coordinated Human Services Transportation Plan*, September 2008.
<http://www.juneau.org/capitaltransit/tdp-info.php>

U.S. Army Corps of Engineers, *Community Flood Hazard Data*, available online at:
http://www.poa.usace.army.mil/en/cw/fld_haz/juneau.htm

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