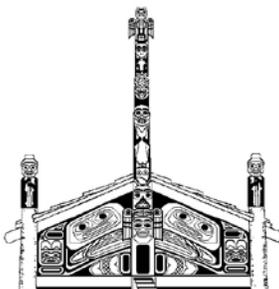


KETCHIKAN INDIAN COMMUNITY

LONG RANGE TRIBAL TRANSPORTATION PLAN

APPROVED FEBRUARY 5, 2007
(RESOLUTION No. KIC-07-09)



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1.0 TRIBAL COUNCIL RESOLUTION ADOPTING PLAN

RESOLUTION: KIC-07-09

TITLE A RESOLUTION OF THE KETCHIKAN INDIAN COMMUNITY TRIBAL COUNCIL ADOPTING A LONG-RANGE TRANSPORTATION PLAN (LRTP) FOR THE KETCHIKAN INDIAN COMMUNITY AND ITS TRIBAL MEMBERS WITHIN THE KETCHIKAN REGION

WHEREAS, The Ketchikan Indian Community (KIC) is a federally recognized Tribe; and

WHEREAS, The KIC Tribal Council is the governing body of the Tribe in accordance with its constitution, by-laws, and has the authority to establish relationships and enter into contracts for the benefit and well-being of the Ketchikan Indian Community; and

WHEREAS, KIC qualifies for services, funding, and benefits under both the Indian Reservation Roads (IRR) and IRR Road Maintenance program both of which support the construction and maintenance of transportation routes, facilities, and services important to KIC members; and

WHEREAS, KIC has identified a need to update and/or create mileage in the BIA system for the Tribe; and

WHEREAS, planning for the improvement and maintenance of transportation facilities is a cooperative venture between local and state government; and

WHEREAS, KIC has developed and approved a long-range transportation plan (LRTP) which establishes transportation issues, needs, and priorities important to tribal interests and that will serve as a guide for transportation investments by the tribe and will be updated periodically and as necessary to reflect contemporary tribal transportation needs; and

WHEREAS, the plan reflects a comprehensive process of public input from tribal membership, affected agencies and organizations, and the community of Ketchikan.

WHEREAS, KIC has identified roads consistent with the LRTP as described on Attachment A to this resolution that qualify as Indian Reservation Roads and are vital to the general health and welfare of the native community and its economic development; and

NOW, THEREFORE, BE IT RESOLVED, that the Ketchikan Indian Community Tribal Council requests that the Bureau of Indian Affairs-Transportation Branch, accept the KIC LRTP and use it as a reference tool during KIC development and submittal of projects through the Indian Reservations Roads Programs.

CERTIFICATION

The foregoing resolution was adopted at a duly convened meeting of the Ketchikan Indian Community Tribal Council, assembled this 5th day of February, 2007, at 2960 Tongass Ave., Ketchikan, Alaska 99901, by a vote of:

Richard Jackson
Richard Jackson, President

ATTEST:
Mele Nancy Hawkins
Tribal Council Officer

Effective Date:	2/5, 2007		
Roll Call	Yes	No	Absent
ARRIOLA	✓		
DUNDAS	✓		
HAWKINS	✓		
W. JACKSON	✓		
EDWARDSON	✓		
HUDSON	✓		
EDENSO	✓		
R. JACKSON			
4 Affirmative Votes Required for Passage			

2.1 Purpose and Use of the Plan

The Ketchikan Indian Community (KIC), as one of two federally recognized tribes in the Ketchikan Gateway Borough, depends upon adequate access to a range of facilities and services in the community and in the surrounding Tongass National Forest. These services and facilities include housing, jobs, food, health care and social services, recreation, and subsistence among others. Access to these services and facilities depends upon a complex network of existing roads in the urbanized area, rural and remote Forest Service routes, pedestrian routes and bike trails, and marine access via a system of harbors, floats, and docks. Access to services also depends upon a network of public, non-profit, and private services, such as public transportation, van pools, and ride sharing. Together this system of infrastructure and services provides for the overall health and welfare of tribal members and for the Ketchikan community as a whole. The Ketchikan Indian Community (KIC) intends to expand and refine its approach to the planning, financing and prioritization of needed transportation improvements benefiting tribal members through implementation of a comprehensive long-range transportation plan. The plan's goal is to:

- To plan, develop, and maintain a transportation system that complements the social and economic development of the Ketchikan Indian Community and provides for the safe and efficient movement of tribal members, goods, and services in the community and region.

Objectives of the transportation program are to:

- Identify, survey, and map key transportation routes, facilities, services and needs important to tribal members;
- Prioritize specific transportation projects;
- Build partnerships with local and state government agencies and tribal organizations to increase the effectiveness of local and regional transportation improvement financing;
- Increase the Tribe's administrative capacity to plan and manage transportation improvements.

It is expected that transportation priorities identified in the plan will be considered for funding on a three to five year cycle. It is also expected that the plan will be updated as often as necessary to remain a contemporary reflection of tribal transportation interests in the community.

2.2 Indian Reservations Roads Program Background

The Indian Reservations Road Program (IRR) is part of the Federal Land Highway Program and receives its funding from Federal Highways legislation. There is currently more than \$300 million nationwide for the IRR program which is jointly administered by the Bureau of Indian Affairs and the Federal Highway Administration through an

interagency agreement. The purpose of the IRR program is to fund development and maintenance of safe and adequate transportation and public road access to and within Indian reservations, Indian lands and communities for Native Americans. Along the way, the program also promotes economic opportunity and Indian self-determination and generally aims to enhance the quality of life for tribal members. The program also gives tribes substantial responsibility for identifying and improving transportation projects important to the tribe and its members at the local and regional level.

The Indian Reservation Roads (IRR) program was originally established in 1928, by Public Law 520 (Codified at 25 USC 318(a)). The Act authorized appropriations for survey, improvement, construction, and maintenance of Indian reservation roads not eligible for Federal-aid highway funding. The partnership with the Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA) began in 1930 when the Secretary of Agriculture was authorized to cooperate with the State highway departments and the Department of the Interior (DOI) in the survey, construction, reconstruction, and maintenance of IRR roads serving Indian lands.

IRR roads are typically public roads which provide access to and within Indian reservations, Indian Trust land, restricted Indian land, and Alaska native villages. In states such as Alaska, that do not have reservations (except for Annette Island) IRR Program roads are any roads that serve Indian communities or are used by tribal members. In Ketchikan's case, this includes most all existing and planned roads, bridges, trails, easements, and other routes within the City of Ketchikan, the Ketchikan Gateway Borough, on State Lands and within the Tongass National Forest.

These roads generate funds which are distributed to tribal governments based on a population and miles of road formula. The Ketchikan Indian Community currently receives approximately \$83,000 annually based upon .3 miles of road in its approved inventory and its national tribal share. The amount of this revenue could be substantially increased with preparation of an updated road inventory that includes most major and minor transportation routes in the community.

IRR Program revenues can be used to fund a wide range of transportation projects, as described in 25 CFR Part 170, Appendix A to Subpart B, important to the community such as:

- Transportation planning costs;
- Construction and/or maintenance of new roads;
- New road engineering studies;
- Purchase and maintenance of a van with handicap access;
- Interpretative and/or directional signage and road improvements;
- Matching funds for local government to improve roads important to KIC;
- Heavy equipment leasing to own;
- Right-of-way acquisition costs;
- Identification and platting of trails important to tribal members for subsistence activities.

2.3 Relationship to Other Organizations and Transportation Plans

Successful administration of the KIC IRR program depends upon close cooperation with other organizations that actively own and maintain various transportation rights-of-way and services. Principal public agencies include the City of Ketchikan, The Ketchikan Gateway Borough, The State of Alaska Department of Transportation and Public Facilities, the United States Forest Services, Public Lands Highway Discretionary Fund, and the Denali Commission. Besides the public agencies, there are a large number of private and non-profit organizations that either provide alternative transportation services, such as handicap access vans, or have distinct transportation services needs based upon their specific services such as senior services or health care services. It is expected that memorandums of agreement will be entered into with individual agencies to coordinate and fund specific transportation projects.

2.4 Process of Plan Update

During preparation of the plan, KIC contacted those individuals and organizations listed in Table 1. to solicit input on plan development as well as to better characterize the relationship between the services or their organization and the need of KIC membership to gain access. The letter of solicitation is attached as Appendix I. KIC 25 conducted follow-up interviews. This outreach resulted in a list of draft transportation issues, needs, and strategies which are discussed later. The tribal community reviewed and commented on the draft LRTP at a series of public meetings held October and November 2006.



Like most of Southeast Alaska, Ketchikan's primary transportation network lies adjacent to the coastline and depends upon coastal access to marine transportation facilities.

Table 2.1 LRTP Contact List

Company Name	First Name	Last Name	Title
ADF&G	Mike	Turek	Subsistence Specialist III
ADOT	Andy	Hughes	S.E. Region Planning Chief
ADOT	Carolyn	Morehouse P.E.	Traffic and Safety Engineer
ADOT	Debbi	Howard	State-wide Transit Coordinator
ADOT	Nancy	Webb	State-wide Transit Planner
Alaska Cab	Garr	Boles	Owner
AK State Troopers	Kurt	Ludwig	Captain
Alaska State House	Jim	Elkins	Representative
Alaska State Senate	Bert	Stedman	Senator
AARP	Ed	Zastrow	
Boys and Girls Club	Tony	Azure	Unit Manager
Cape Fox Corporation	Bruce	Borup	C.E.O.
Central Council, Tlingit and Haida Tribes of Alaska	Georgia	Finau	Office of Self Governance
Chamber of Commerce	Blaine	Ashcraft	Director
City of Ketchikan	Harvey	Hansen	Public Works Director
City of Ketchikan	Rich	Leipfert	Fire Chief
City of Ketchikan	Rich	Leipfert	Police Chief
City of Ketchikan	Karl	Amylon	City Manager
City of Ketchikan	Rich	Leipfert	Public Safety Director
City of Saxman	Joseph	Williams	Mayor
Community Connections	Bess	Clark	Executive Director
Ketchikan Airport	Mike	Carney	Airport Manager
Ketchikan Gateway Borough	David	Taylor	Code Administrator
Ketchikan Gateway Borough	Jim	Voetberg	Public Works Director
Ketchikan Gateway Borough	Carol	Naranjo	Borough Transit
Ketchikan Gateway Borough	Roy	Eckert	Borough Manager
Ketchikan General Hospital	Pat	Branco	Director
Ketchikan Job Center	Carolyn	Stamm	Manager
Ketchikan Pioneer's Home	Kathy	Rodgers	
Ketchikan Regional Youth Facility	Bob	McLellan	Superintendent
Ketchikan School District	Harry	Martin	Superintendent
Ketchikan Senior Center	Jackie	Beasley	Site Manager
KORTC	Jim	Mitchell	President
Laidlaw Transit	Lorrie	Eastham	
LSC Trabsportation Consultants	Kyle	Kosman	Transportation Planner
N. Tongass Fire Dept.	David	Hull	Chief
Patchworks	Karen	Eakes	Executive Director
Rendevous Senior Day Services	Elena	Rath	
Residential Youth Care	Mark	Malone	
RurAL CAP	David	Hardenbergh	Executive Director
S. Tongass Fire Dept.	Scott	Davis	Chief
SAIL	Kara	Lunde	Ketchikan Program Director
Saxman IRA Council	Winona	Wallace	
United Way, Ketchikan	Keith	Smith	Director
U.S. Forest Service	Lynn	Kolund	District Ranger
U.S. House of Representatives	Don	Young	Representative
U.S. Senate	Ted	Stevens	Senator
U.S. Senate	Lisa	Murkowski	Senator
W.I.S.H.	Dragon	London	Executive Director

3.1 Location¹

The Ketchikan Gateway Borough is located 679 miles north of Seattle and 235 miles south of Juneau adjacent to the state's southern border. The Borough consists of Revillagigedo Island, Gravina and Pennock Islands, and many smaller islands dispersed throughout the region. The total area is approximately 1,200 square miles. Most of the land is within the Tongass National Forest. Tongass Narrows separates Revillagigedo Island from Gravina and Pennock Islands. Figures 3.1 and 3.2 depict Ketchikan's location in the state and region

Map Figure 3.1

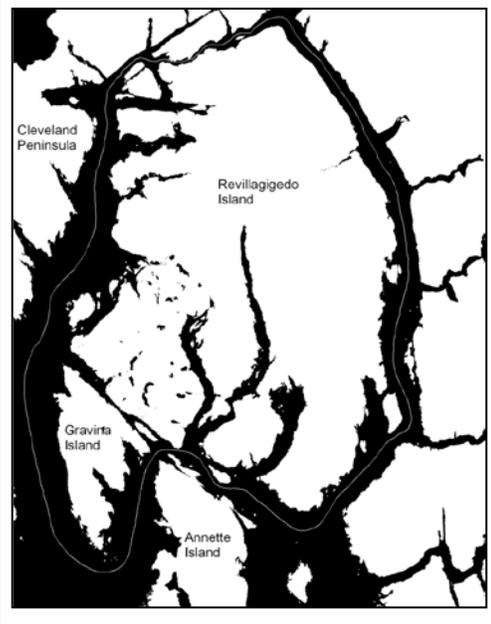


3.2 Climate

The Ketchikan Gateway Borough lies in a maritime climate zone, noted for its mild winters, cool summers, and heavy precipitation (Table 2-3). Average summer temperatures range from 40° to 65°F. Maximum summer temperatures, rarely exceeding 70°F, usually occur in August. Average winter temperatures range from 28° to 48°F, with the coldest days occurring in January. Because of the warming influence of the Pacific Ocean, it is uncommon for the temperature to stay below freezing all day (Ketchikan Gateway Borough Planning Department 1977).

Cloud cover and extreme precipitation characterize the area. Average yearly precipitation is approximately 150 inches. The wettest and the driest months of the year are usually October and July, respectively. The area receives approximately 37 inches of snow annually. Snowfall, however, usually quickly melts or alternates between snow and rain at sea level.

Map Figure 3.2



¹ Note that this section of the plan has been excerpted from the Ketchikan Gateway Borough Coastal Management Plan, Draft, 2005.

Table 3.1. Monthly Climate Summary Ketchikan, Alaska
 Period of Record: 9/1/1949 to 8/31/1999

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Avg. Max Temp (F)	38.8	42.2	44.5	50.4	56.7	61.6	65.3	65.4	60.5	52.1	44.9	40.8	51.9
Avg. Min Temp (F)	27.9	31.4	32.5	36.3	41.5	47.1	51	51.6	47.3	40.9	34.6	31	39.4
Avg. Total Precip. (in.)	12.8	13.1	10.4	11.2	9.2	7.38	7.12	10.6	13.6	22.4	16.7	15.5	149.9
Avg. Total Snow Fall (in.)	13.3	8.9	3.4	0.3	0.1	0	0	0	0	0.1	2.3	8.6	36.9
Avg. Snow Depth (in.)	3	1	0	0	0	0	0	0	0	0	0	1	0
Wind Speed* (mph)	12	12.3	11	11.2	9.3	9	8	8.3	9.3	12	12.4	12.6	10.6

* recorded at Annette, Alaska from 1962-1993.

Source: Western Region Climate Center Alaska Climate Summaries for Ketchikan, Alaska
<http://www.wrcc.sage.dri.edu/summary/climsmak.html>

Prevailing winds in the Ketchikan area are from the southeast, with strong southeasterly winds from October through March. Approximately one-third of the days, annually, are calm (Ketchikan Gateway Borough Planning Department 1994). Local climatic patterns are strongly influenced by the mountainous topography of the region, especially the physical features of Tongass Narrows, which tend to channel the wind. Thick fogs are infrequent and of short duration in the area (Western Regional Climate Center 2000).

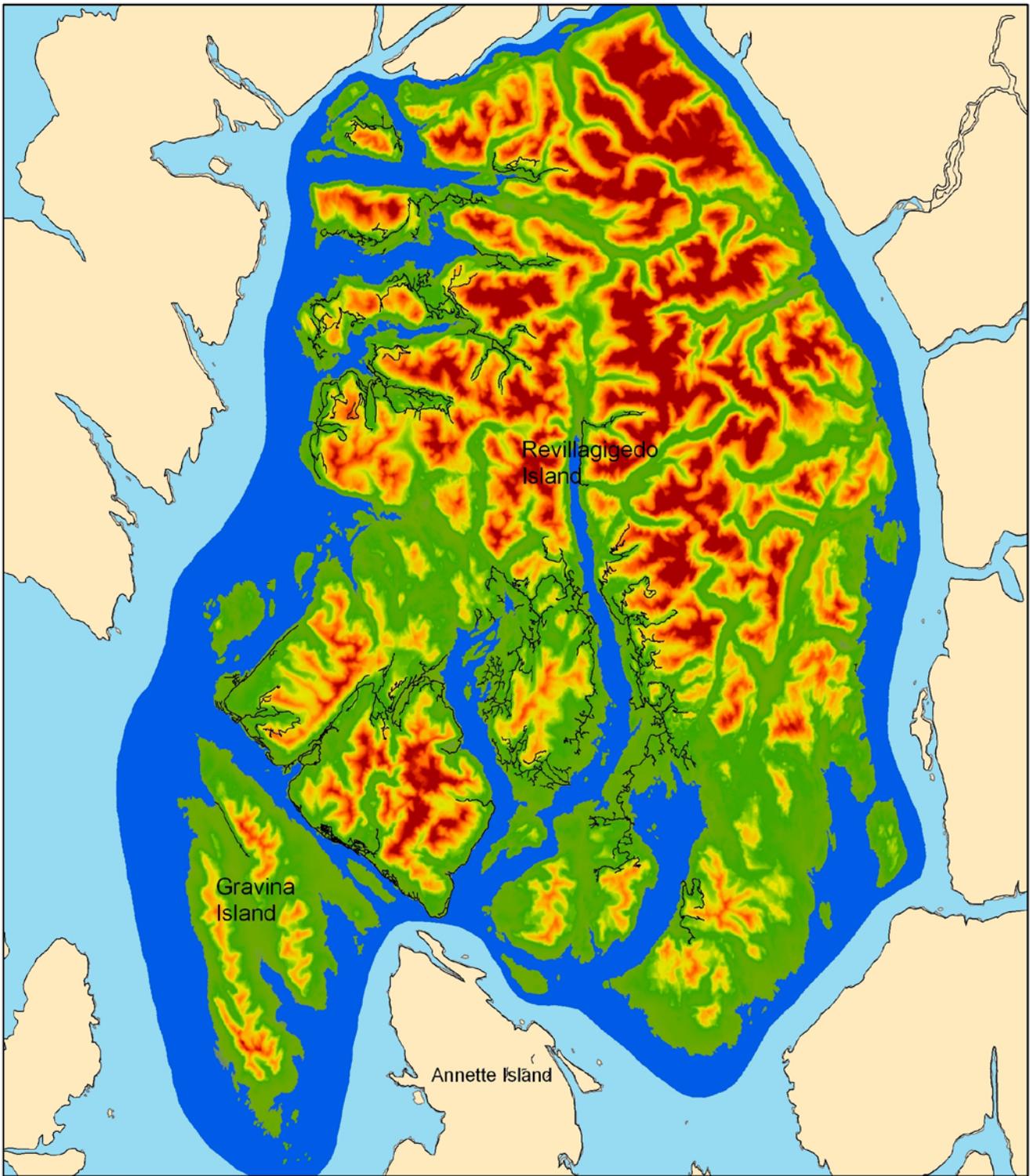
3.3 Topography

Forested, steep, mountain slopes form the coastline of Revillagigedo Island, with peaks rising over 3,000 feet with wet slopes and valley floors separating mountain ranges from sea level. As a result, the majority of the existing road network is located along the relatively level shorelines adjacent to Tongass Narrows. Within the city, Tongass Highway (State Route 7) which is the community's principal arterial is partially built upon piers above the tide zone. Map Figure 3.4 illustrates the LRTP planning area within the Borough as well as a relief map depicting area topography.

3.4 Geology

Glacial ice and erosion shaped the landforms in the Ketchikan area. Evidence is visible everywhere in the rounded slopes, U-shaped valleys, exposed smooth bedrock, fiords, and glacial mountain lakes. Ketchikan sits atop the Pacific Plate, which is sliding northward by the North American Plate along the Queen Charlotte Islands-Fairweather-Chatham Strait Fault system. Such physical features as Tongass Narrows, Vallenar-Bostwick Valley, and Carroll Inlet are examples of features formed by tectonic activity.

Bedrock in the Ketchikan region is composed of phyllites, schists, and several varieties of igneous rocks. Schist is a coarse-grained, strongly foliated rock and phyllite is less coarse. The igneous rocks tend to be hard and weather resistant. As a result of actions during glacial times, unconsolidated deposits such as marine deposits, beach and stream deposits (including alluvial fan and fan-delta deposits, muskeg, and colluvium deposits) overlay the bedrock.



<p>L RTP Planning Area: Topography</p>	<p>Map Figure 3.4</p>	
<p>Ketchikan Indian Community Long-Range Transportation Plan 2006</p>	<p>Legend — Boro Road System</p>	

A network of faults crisscrosses southeastern Alaska. The Queen Charlotte-Fairweather fault, which is known to be active, represents the boundary between the North American and Pacific plates. This fault line is oriented northwest-southeast and is approximately 100 to 110 miles southwest of Ketchikan. The Chatham Strait fault line is east of the Queen Charlotte-Fairweather fault and oriented in a north-northwest to south-southeast direction. It intersects the Queen Charlotte Fairweather fault southwest of Ketchikan. The Chatham Strait fault offset rocks as much as 95 miles when it was active 2 to 65 million years ago. The Clarence Strait fault is in Clarence Strait, which is just west of Gravina Island, and has approximately 9 miles of displacement.

The marine deposits consist of poorly graded, fine-grained sand with some gravel and silt. Fan-delta deposits consist of sand, gravel, and boulders and become finer grained to seaward. The deposits are present at the mouths of Ketchikan, Carlanna, and Hoadley Creeks and other smaller streams that flow into the Tongass Narrows. These deposits also are associated with streams on Gravina Island that flow into the Tongass Narrows. The fan-delta deposits generally have a loose to medium density and are saturated.

3.5 Soils

Glaciation formed the soils and topography of the Ketchikan area thousands of years ago. With little seasonal variation, the heavy precipitation and cool temperatures of the area make climate the most influential factor on soil characteristics in the area. The region's soils are incessantly wet. The cool, wet climate of the region results in slow rates of decomposition of organic matter and highly acidic soils that are low in available nutrients. Glacial till or bedrock is normally found beneath the soil in Ketchikan, and is often responsible for the poorly drained soils on gentle slopes.

The region's soils are generally forested soils or muskegs high in organic matter. Forested soils occur in a range of geomorphological conditions, from lowlands to rocky sideslopes to steep slopes. Forested soils are generally moderately well drained with some well and poorly drained soils in certain areas. The depth to bedrock in both forested soils and muskeg ranges from 0 to 15 or more feet. Muskegs are commonly found on level or gently sloping landforms and have poor drainage. Gravina Island soils are mainly muskeg and poorly drained-forested soils. The eastern portion of Gravina Island is primarily muskeg.

3.6 Vegetation

The ample precipitation that the district receives influences the vegetation and natural communities that occur there. Over 900 species of vascular plants comprise a variety of habitats that occur within the Ketchikan Gateway Borough, including temperate rain forests, alpine tundra, streams, rivers, lakes, and ponds, freshwater wetlands, salt marshes, and rocky intertidal areas. Vegetated communities provide feeding, breeding, and resting areas for many animal species important to humans.

The Tongass National Forest comprises about 77 percent of southeastern Alaska. At 17 million acres, it is the largest U.S. National Forest and is part of the largest expanse of temperate rain forest in the world. The Ketchikan Gateway Borough contains approximately 740,014 acres of the Tongass National Forest, which also completely surrounds the Borough, along with the Misty Fiords National Monument. The major climax forest type is mature western hemlock-Sitka spruce. Other tree species in the forest include western red cedar, Alaska or yellow cedar, mountain hemlock, red alder, Sitka alder, and lodgepole pine. The understory consists of skunk cabbage, red elderberry, salal, devil's club, rustyleaf, menziesia, salmonberry, thimbleberry, blueberry, huckleberry, ferns, mosses, and lichens (Ketchikan Gateway Borough 1994).

Coniferous rain forests dominate the uplands within Revillagigedo and Gravina Islands. A beach fringe vegetative community type parallels the coastline of the islands, consisting of Oregon crab apple, red alder, Sitka alder, willow, red-osier dogwood, and grasses and sedges (Meehan 1974).

3.7 Land Ownership and Management

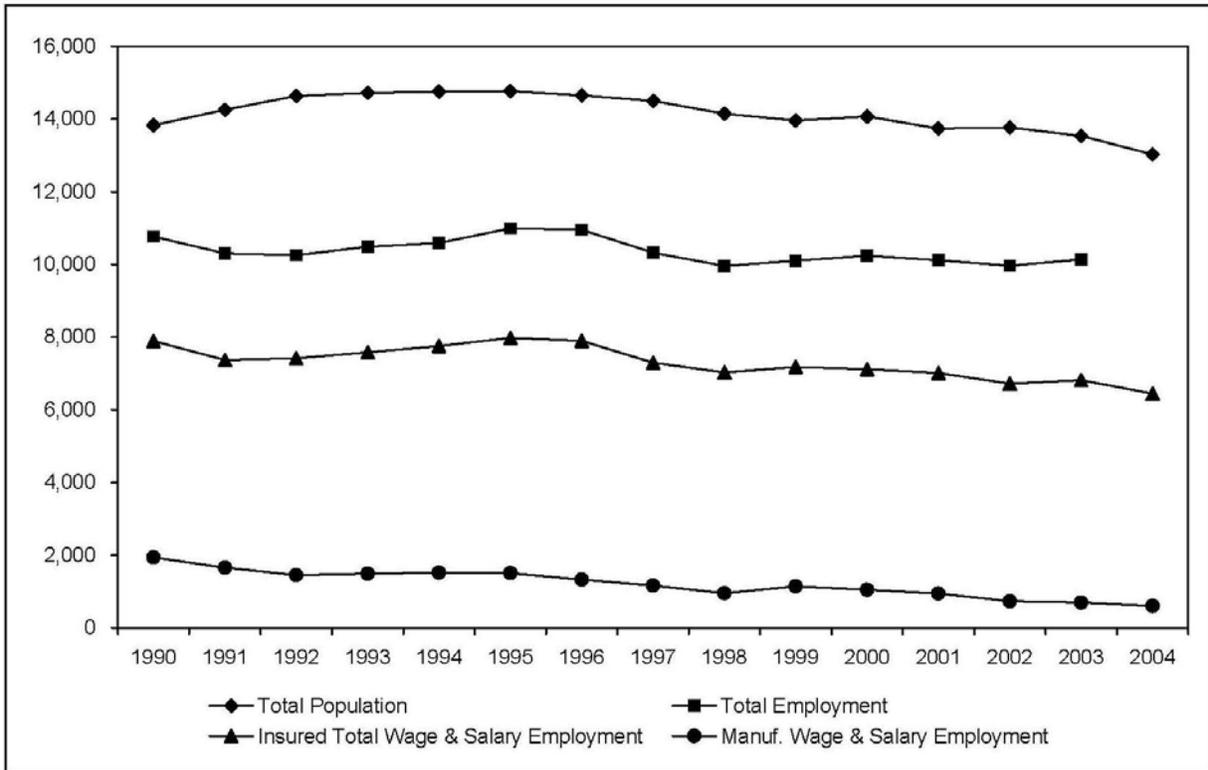
The Ketchikan Gateway Borough covers 1,200 square miles (approximately 768,000 acres) of land. The primary landowners or managers are the U.S. Forest Service (USFS), Tongass National Forest, Ketchikan Ranger District; the State of Alaska Department of Natural Resources (DNR), Division of Lands; the Alaska Mental Health Trust Authority; the Ketchikan Gateway Borough; the University of Alaska; and private (including Native Corporations) (Figure 2.7 and 2.8). Issues pertaining to specific land ownership rights persist since the reevaluation and reapportionment of the Alaska Mental Health Trust Authority lands approximately three years ago. Clearly defining property boundaries and ownership in the Borough is problematic. The Borough's 1996 Comprehensive Plan provides the following distribution of ownership in the Borough:

Federal	94.63%
Native	2.87%
State	1.41%
Private	0.78%
Borough	0.38%
City	0.01%

3.8 Population and Employment Trends

In recent years, many changes have affected the Ketchikan area population and employment, including the closure of the pulp mill, the decline of the timber industry, the growth of the Ketchikan Shipyard, and the rise of the tourism industry. According to the Alaska Department of Labor and Workforce Development (DOLWD), the population of the Ketchikan Gateway Borough, including the cities of Ketchikan and Saxman and outlying communities, increased overall by 1.3% from 1990 to 1999 (DOLWD, 2002). The population increased from 13,828 people in 1990 to 14,003 people in 2001. However, these percentages do not portray the changes that occurred during the intervening years. Figure 2.4 illustrates that the population increased annually from 1990, reaching a peak of 14,764 in 1995. A slight rebounding occurred in 2000 and 2001, but the population is still well below its 1995 high.

Table 3.2
Ketchikan Population and Employment
1990-2004²



² Source: Economic Indicators 2005, Ketchikan Gateway Borough Department of Planning and Community Development, Prepared by: Kent Miller, Industrial Economist

3.9 Population and Employment Forecasts³

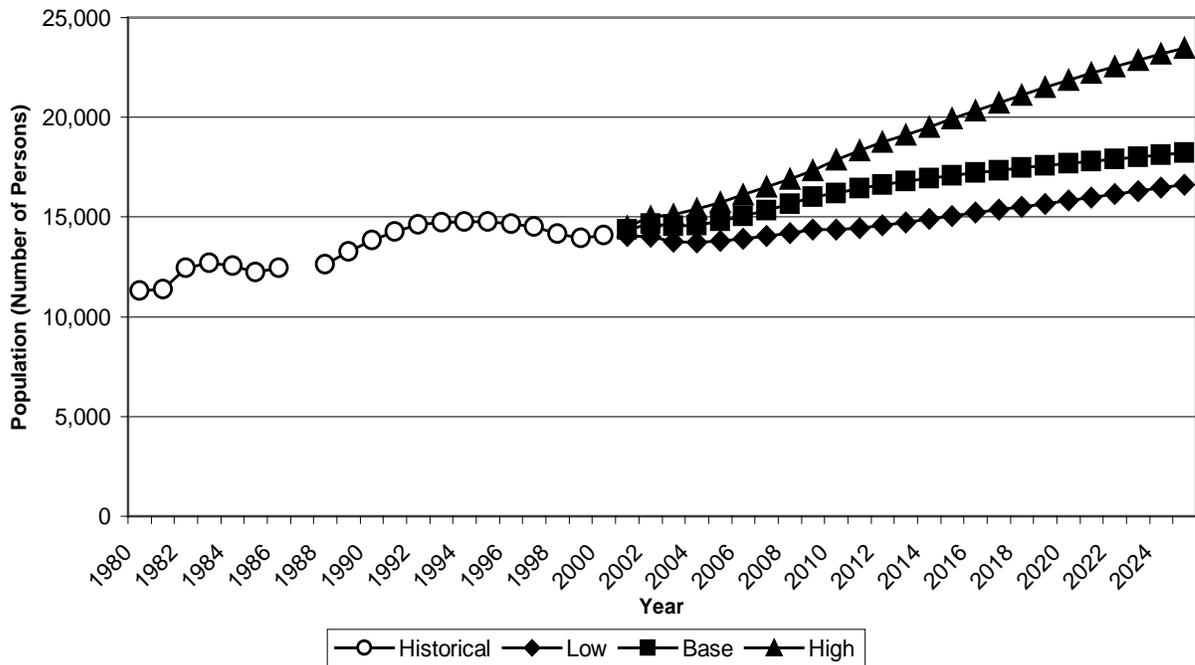
Based on historical data low-, base-, and high-case scenarios for economic growth of the Ketchikan Gateway Borough were analyzed as part of the Gravina Access Project (DOT&PF 2001). This subsection depicts actual and projected population and employment levels in the Ketchikan Gateway Borough through 2025.

Low Case. The low case results in a population of 16,624 in the Ketchikan Gateway Borough in 2025. This number reflects a compound annual growth rate of approximately 0.67% from a 2000 population of 14,070, and is slightly higher than the growth rate that occurred between 1960 and 1995 (0.63%). The low case results in a total employment of 7,379 in 2025.

Base Case. The base case results in a population of 18,225 people in the Ketchikan Gateway Borough in 2025. This figure represents a compound annual growth rate of 1.04% from a 2000 population of 14,070 and is slightly higher than the growth rate that occurred between 1950 and 1995 (1.0%). The base-case scenario results in a total employment of 8,377 in 2025.

High Case. The high case results in a population of 23,478 in the Ketchikan Gateway Borough in 2025. This figure represents a compound annual growth rate of 2.07% from a 2000 population of 14,070, and is slightly higher than the annual growth rate of 2.03% that occurred between 1980 and 1990. The high-case scenario results in a total employment level of 11,091 in 2025.

Table 3.3 Actual and Projected Population in the Ketchikan Gateway Borough, 1980-2025



Source of historical data: DOLWD, 2000.

Note: DOLWD did not make community-wide population estimates in 1987.

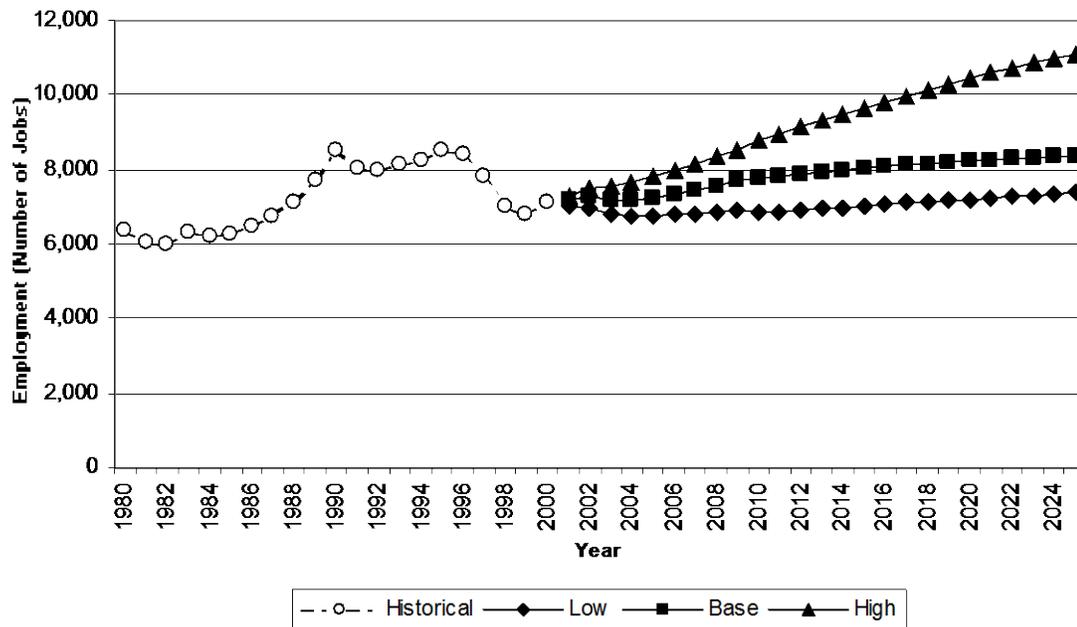
³ Ketchikan Gateway Borough Coastal Management Plan, Draft, 2005.

Table 3.4 Actual and Projected Population in the Ketchikan Gateway Borough, 2000-2025

Year	Actual and Projected Population (Number of Persons)		
	Low Case	Base Case	High Case
2000 (actual)		14,070	
2005	13,806	14,787	15,741
2010	14,380	16,206	17,877
2015	15,063	17,092	19,933
2020	15,827	17,679	21,871
2025	16,624	18,225	23,478

Source: Northern Economics projections based on DOLWD historical data.

Table 3.5 Actual and Projected Employment in the Ketchikan Gateway Borough, 1980-2025



Source of historical data: DOLWD, 2000.

Table 3.6 Actual and Projected Employment in the Ketchikan Gateway Borough, 2000-2025

Year	Actual and Projected Employment (Number of Jobs)		
	Low Case	Base Case	High Case
2000 (actual)		7,118	
2005	6,771	7,252	7,816
2010	6,879	7,752	8,767
2015	7,028	8,055	9,654
2020	7,202	8,228	10,461
2025	7,379	8,377	11,091

Source: Northern Economics projections based on DOLWD historical data.

3.10 Demographic Analysis

A look at more specific demographic data provides additional information that can be useful for consideration of transportation planning needs. The data provided in Table 3.7 is based upon 2000 United States Census information and compares the Borough population as a whole against those individuals who described themselves in the census as either solely Alaska Native/Native American or as Native combined with other races.



Based on census data, Borough residents and/or households of Native ancestry, compared to all other residents, in 2000 were:

- Less likely to have access to a personal vehicle;
- More likely to either walk to work or use public transportation to get to work;
- More likely to leave earlier in the morning for work;
- Younger, based on the median, than the total population;
- More likely to have children under the age of 18 years old;
- More likely to rent rather than own their home;
- Less likely to have completed high school or college by the age of 25 years old;
- Less likely (especially males) to participate in the labor force;

Other notable details include:

- The median household income for a Native household was \$23,558 less than the median household income of \$55,721 for all other residents;
- The median age of Native residents was 26.3 years old compared to the median age of 36.2 for the population as a whole;
- 45% of Native households had children under 18 years old compared to 39% of non-native households;
- 17% of Native men and 22% of Native women hadn't completed high school by the age of 25 compared to 8% and 7% respectively for the non-native population;
- 12% of Native women, compared to 2% of Native men, had completed at least an Associates Degree by the age of 25.
- 15% of Native men and 7% of Native women 16 years and older reported themselves as unemployed compared to 6% and 5% respectively for the non-native population;
- 31% of Native men and 29% of Native women over the age of 16 did not count themselves as labor force participants compared to 15% and 22% respectively for non-native residents.

Table 3.7 Comparative Demographic Profile

	Ketchikan Gateway Borough Total		Percent of Total Non-Native Population		Alaska Native/American Indian Alone or in Combination with Other Races		Percent of Total Native Population	
Total Population	14,070	100%	11456	81%	2,614	19%		
Median Age	36.2				26.3			
Male	36.2				23			
Female	36.3				30.9			
Age Range								
<6 Male	587	4%	383	3%	204	8%		
<6 Female	504	4%	374	3%	130	5%		
6-18 Male	1554	11%	1194	10%	360	14%		
6-18 Female	1523	11%	1201	10%	322	12%		
19-34 Male	1289	9%	988	9%	301	12%		
19-34 Female	1269	9%	975	9%	294	11%		
35-64 Male	3227	23%	2886	25%	341	13%		
35-64 Female	3065	22%	2588	23%	477	18%		
>65 Male	462	3%	378	3%	84	3%		
>65 Female	590	4%	489	4%	101	4%		
		100%		100%		100%		100%
No. of Households	5,399		4518	84%	881	16%		
Average Household Size	2.56		2.61		2.32			
No. of Households with children under 18	2,139	40%	1740	39%	399	45%		
No. of Households with adults older than 65	1,052	19%	867	19%	185	21%		
Median Household Income	51,344		55,721		32,163			
Travel to Work (Workers 16 years old and over)								
Total Travelers	6,973	100%	6080	87%	893	13%		
Car	5,678	81%	5007	82%	671	75%		
Public Transportation	181	3%	132	2%	49	5%		
Motorcycle	7	0%	7	0%	0	0%		
Bicycle	21	0%	11	0%	10	1%		
Walked	602	9%	496	8%	106	12%		
Other	184	3%	160	3%	24	3%		
Worked at Home	300	4%	267	4%	33	4%		
		100%		100%		100%		100%

Table 3.7 Comparative Demographic Profile (continued)

	Ketchikan Gateway Borough Total		Non-Native Population		Alaska Native/American Indian Alone or in Combination with Other Races	
		Percent of Total		Percent of Total		Percent of Total
Travel Time to Work (Workers 16 years and older)						
Total:	6,973	100%	6080	87%	893	13%
Did not work at home:	6,673	96%	5813	83%	860	96%
Less than 5 minutes	558	8%	474	8%	84	10%
5 to 9 minutes	1,448	22%	1273	22%	175	20%
10 to 14 minutes	1,484	22%	1234	21%	250	29%
15 to 19 minutes	1,367	20%	1192	21%	175	20%
20 to 24 minutes	929	14%	863	15%	66	8%
25 to 29 minutes	211	3%	181	3%	30	3%
30 to 34 minutes	437	7%	403	7%	34	4%
35 to 39 minutes	16	0%	0	0%	16	2%
40 to 44 minutes	41	1%	32	1%	9	1%
45 to 59 minutes	65	1%	65	1%	0	0%
60 to 89 minutes	58	1%	56	1%	2	0%
90 or more minutes	59	1%	40	1%	19	2%
Worked at home	300	4%	267	4%	33	4%
Time Left for Work (Workers 16 years and older)						
Total:	6,973		6080	87%	893	13%
Did not work at home:	6,673	96%	5813	83%	860	96%
12:00 a.m. to 4:59 a.m.	101	2%	101	2%	0	0%
5:00 a.m. to 5:29 a.m.	90	1%	61	1%	29	3%
5:30 a.m. to 5:59 a.m.	271	4%	244	4%	27	3%
6:00 a.m. to 6:29 a.m.	538	8%	446	7%	92	11%
6:30 a.m. to 6:59 a.m.	748	11%	651	10%	97	11%
7:00 a.m. to 7:29 a.m.	1,024	15%	928	14%	96	11%
7:30 a.m. to 7:59 a.m.	1,443	22%	1303	20%	140	16%
8:00 a.m. to 8:29 a.m.	577	9%	533	8%	44	5%
8:30 a.m. to 8:59 a.m.	420	6%	352	5%	68	8%
9:00 a.m. to 9:59 a.m.	464	7%	396	6%	68	8%
10:00 a.m. to 10:59 a.m.	143	2%	116	2%	27	3%
11:00 a.m. to 11:59 a.m.	89	1%	61	1%	28	3%
12:00 p.m. to 3:59 p.m.	427	6%	344	5%	83	10%
4:00 p.m. to 11:59 p.m.	338	5%	277	4%	61	7%
Worked at home	300	4%	267	4%	33	4%

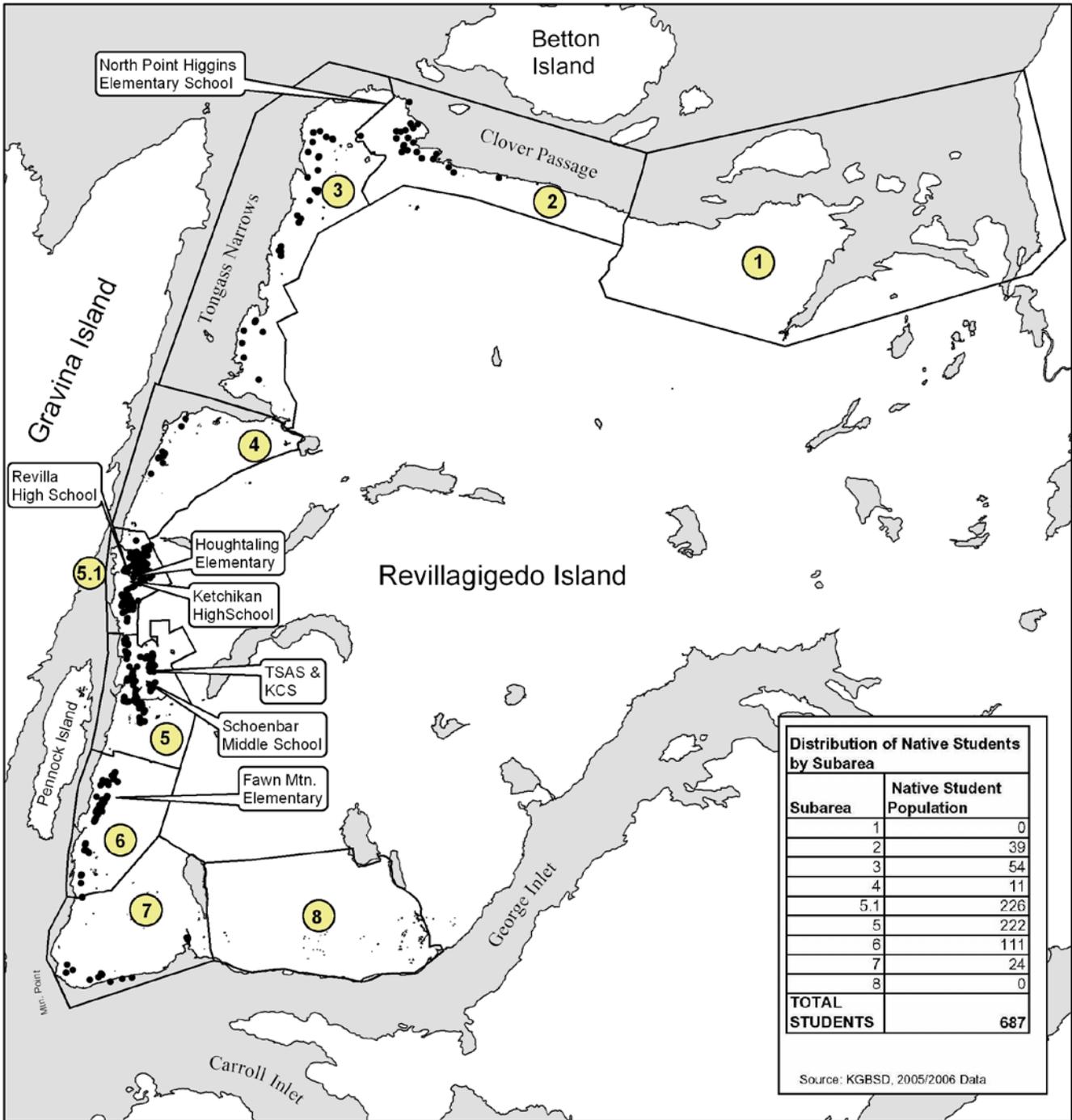
Table 3.7 Comparative Demographic Profile (continued)

	Ketchikan Gateway Borough		Non-Native Population	Percent of Total	Alaska Native/American Indian Alone or in Combination with Other Races	
	Total	Percent of Total			Total	Percent of Total
Vehicles Available in Occupied Housing Units						
Total Occupied Housing Units:	5,399		4566	85%	833	15%
Owner occupied:	3,278	61%	2889	63%	389	47%
No vehicle available	173	5%	119	4%	54	14%
1 vehicle available	1,063	32%	903	31%	160	41%
2 vehicles available	1,455	44%	1315	46%	140	36%
3 vehicles available	459	14%	424	15%	35	9%
4 vehicles available	122	4%	122	4%	0	0%
5 or more vehicles available	6	0%	6	0%	0	0%
Renter occupied:	2,121	39%	1677	37%	444	53%
No vehicle available	521	25%	330	20%	191	43%
1 vehicle available	1,070	50%	905	54%	165	37%
2 vehicles available	446	21%	374	22%	72	16%
3 vehicles available	49	2%	39	2%	10	2%
4 vehicles available	24	1%	24	1%	0	0%
5 or more vehicles available	11	1%	5	0%	6	1%
Education Level 25 years and older						
Total	8,999		7656	85%	1,343	15%
Male	4,536	50%	3937	51%	599	45%
No schooling completed	0	0%	0	0%	0	0%
Less than High School Diploma	417	9%	315	8%	102	17%
High school graduate (includes equivalency)	1,573	35%	1284	33%	289	48%
Some college, less than 1 year	494	11%	418	11%	76	13%
Some college, 1 or more years, no degree	900	20%	802	20%	98	16%
Associate degree	323	7%	312	8%	11	2%
Bachelor's degree	566	12%	550	14%	16	3%
Master's degree	147	3%	147	4%	0	0%
Professional school degree	99	2%	92	2%	7	1%
Doctorate degree	17	0%	17	0%	0	0%
Female	4,463	50%	3719	49%	744	55%
No schooling completed	19	0%	19	0%	0	0%
Less than High School Diploma	496	11%	332	7%	164	22%
High school graduate (includes equivalency)	1,100	25%	858	19%	242	33%
Some college, less than 1 year	649	15%	553	12%	96	13%
Some college, 1 or more years, no degree	918	21%	799	18%	119	16%
Associate degree	296	7%	209	5%	87	12%
Bachelor's degree	723	16%	710	16%	13	2%
Master's degree	147	3%	142	3%	5	1%
Professional school degree	115	3%	97	2%	18	2%
Doctorate degree	0	0%	0	0%	0	0%

Table 3.7 Comparative Demographic Profile (continued)

	Ketchikan Gateway Borough Total		Non-Native Population		Alaska Native/American Indian Alone or in Combination with Other Races	
	Percent of Total	Percent of Total	Percent of Total	Percent of Total	Percent of Total	Percent of Total
Employment Status						
Total Population 16 years and older	10,567		8834	84%	1,733	16%
Total Males 16+ years old	5,312	50%	4520	51%	792	46%
16 to 64 years old:	4,850	91%	4142	92%	708	89%
In labor force:	4,031	83%	3540	85%	491	69%
In Armed Forces	160	3%	160	4%	0	0%
Civilian:	3,755	77%	3264	79%	491	69%
Employed	3,456	71%	3068	74%	388	55%
Unemployed	338	7%	235	6%	103	15%
Not in labor force	819	17%	602	15%	217	31%
Total Females 16+ years old	5,255	50%	4314	49%	941	54%
16 to 64 years old:	4,665	89%	3825	89%	840	89%
In labor force:	3,599	77%	2999	78%	600	71%
In Armed Forces	14	0%	14	0%	0	0%
Civilian:	3,585	77%	2985	78%	600	71%
Employed	3,346	72%	2806	73%	540	64%
Unemployed	239	5%	179	5%	60	7%
Not in labor force	1066	23%	826	22%	240	29%





Map Figure 3.5
 Distribution of Alaska Native and American Indian K-12 Student Population

0 15,000 30,000 Feet

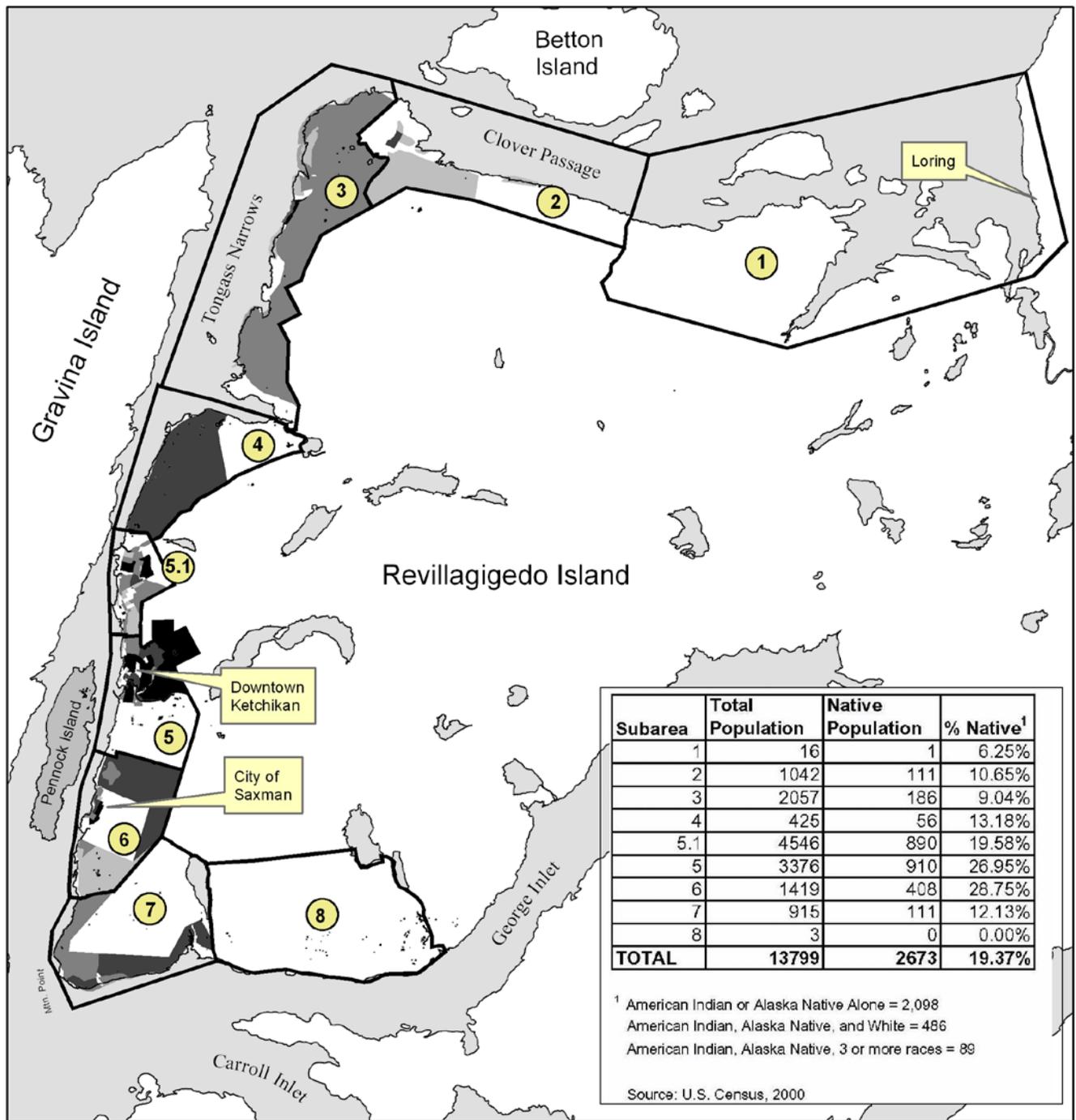
Ketchikan Indian Community
 Long-Range Transportation Plan 2006

LEGEND

Subarea = **8** Total K-12 Student Enrollment = 2,342

Native Student Residence Location (generalized) = **●** Total K-12 Native Student Enrollment = 683

Source: Ketchikan Gateway Borough School District, 2005/2006 data



Map Figure 3.6
 Distribution of Tribal
 Population by Census Tract
 and Subarea

0 15,000 30,000 Feet

Ketchikan Indian Community
 Long-Range Transportation Plan 2006

LEGEND

No. of Alaska Natives/American Indians Per Census Tract

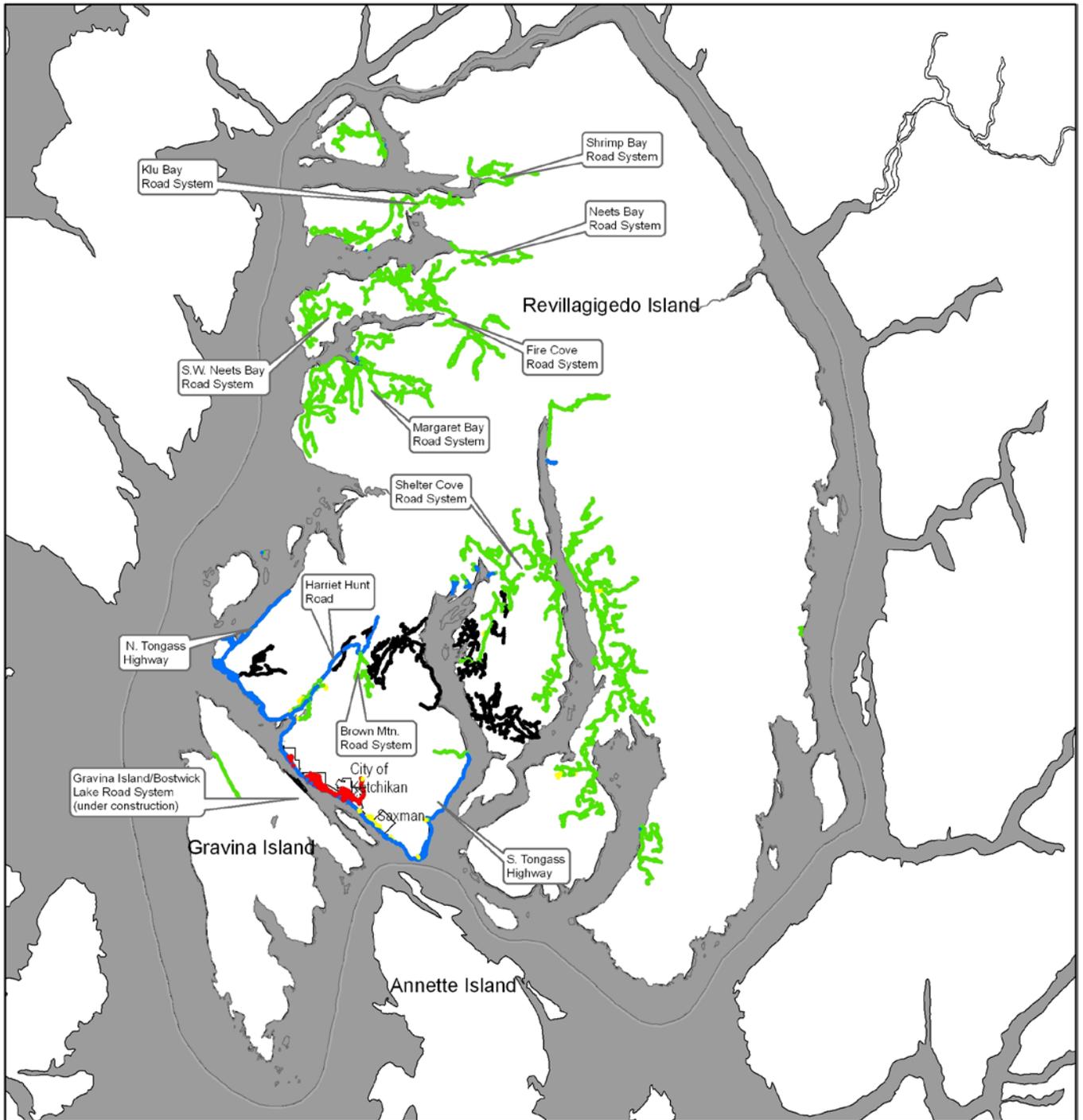
Subarea = 8

- 0-5
- 6-10
- 11-25
- 26-50
- 51-100

3.11 Existing Road Network: Ownership and Management

The State of Alaska, City of Ketchikan, and the United States Forest Service are the principal road owners and managers in the Ketchikan Gateway Borough. The Borough, although eligible to adopt road powers under state law, has not yet agreed to take on road management outside of the City limits. As a result, the State of Alaska Department of Transportation (ADOT) is responsible for most roads outside of the City.

Within city limits, the City of Ketchikan owns approximately 23.96 miles of vehicle traveled roadway, 1.48 miles of pedestrian boardwalks, and 0.75 miles of alleys. Outside city limits, the State owns and maintains approximately 55 miles of roads. Map Figure 3.6 illustrates the division of road ownership in the LRTP study area.



Map Figure 4.1

Ketchikan Gateway Borough: Road System Ownership

0 42,000 84,000
Feet

Ketchikan Indian Community
Long-Range Transportation Plan 2006

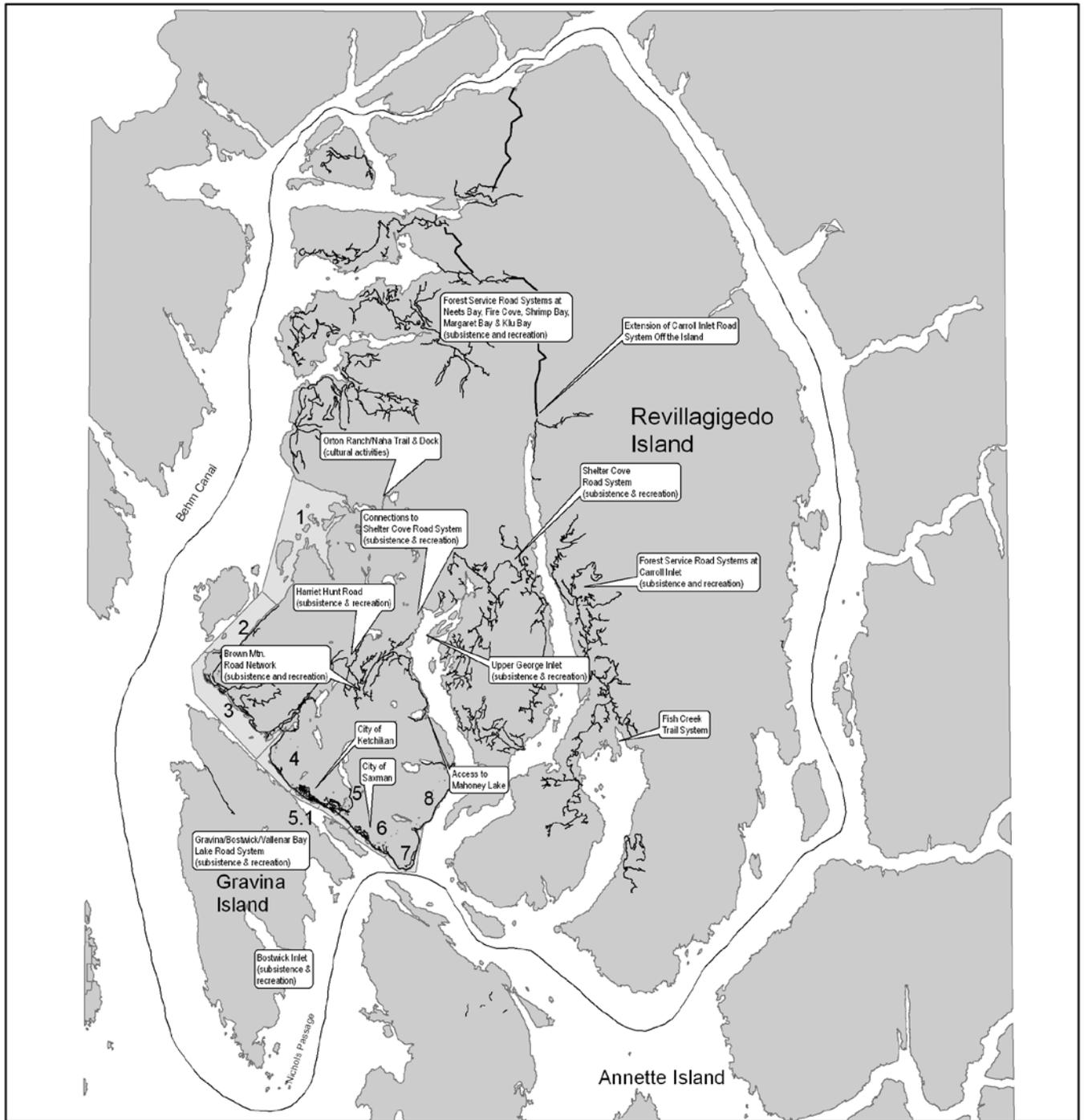


Legend

- State of Alaska
- Forest Service
- City of Ketchikan
- Cape Fox
- Private
- Borolimits

4.0 KEY FACILITIES AND SERVICES OF TRIBAL INTEREST

Tribal transportation needs are directly related to not only where tribal members live but the wide variety of services and facilities they need to access. These services and facilities principally include employment, housing, education, retail services, marinas, health care, social services, and subsistence. Modes of travel are generally through use of personal vehicles, public and assisted transportation, walking, boats, and bicycles. The bulk of these services and facilities are generally located within the city limits, planning sub areas 5 and 5.1. However, areas of interest are also located at both ends of the road system as well off the road system within the Tongass National Forest via a network of trails and logging roads. Map Figure 4.1 illustrates the sub-area boundaries and some areas of regional tribal interest. Map Figures 4.2 through 4.5 illustrate key facilities at the sub-area level.



Map Figure 4.1
L RTP Subareas, Key Regional Facilities of Tribal Interest & Regional Transportation Priorities

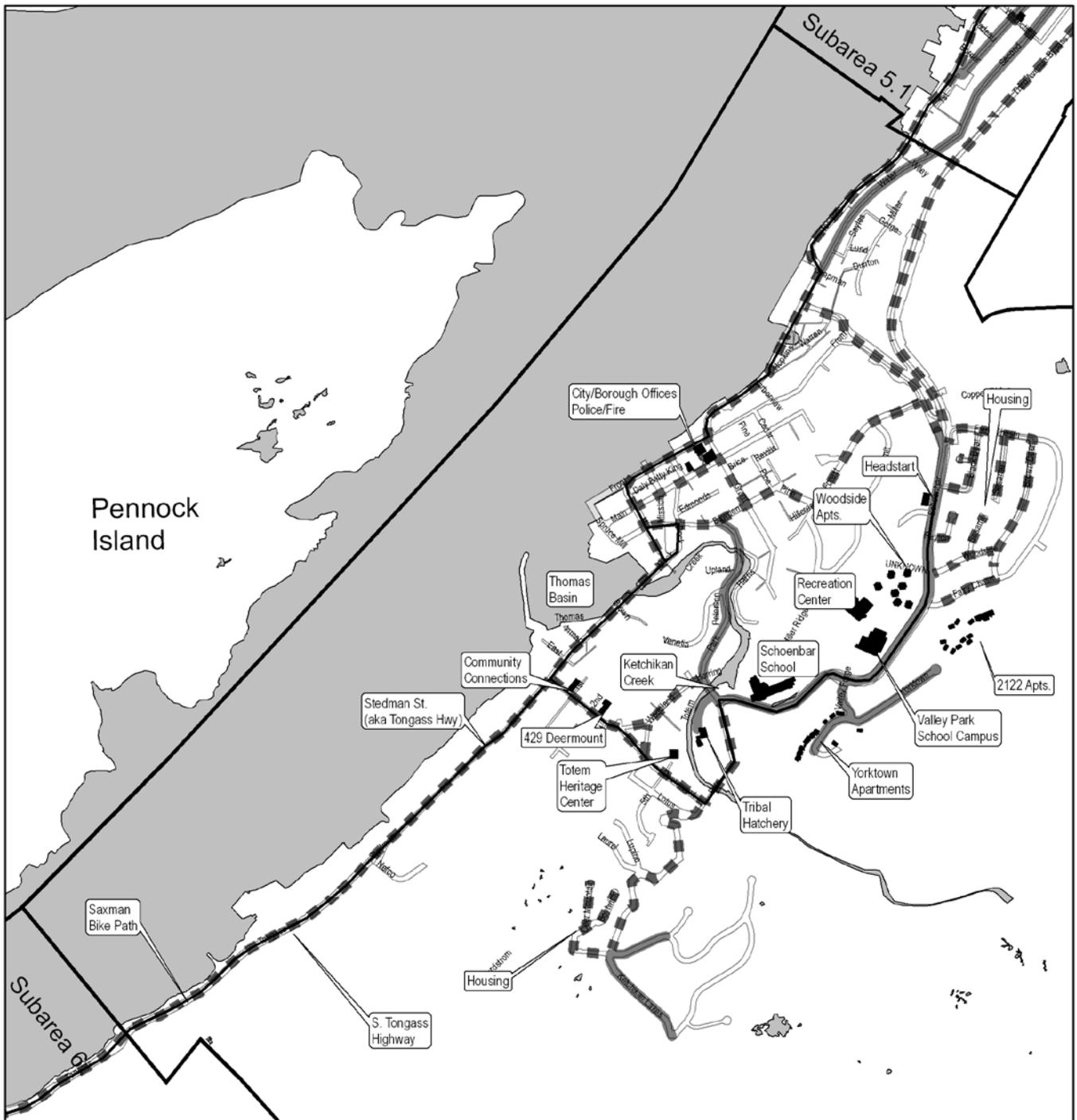
0 50,000 100,000 Feet

Ketchikan Indian Community
 Long-Range Transportation Plan 2006

Ketchikan Gateway
 Borough Boundaries

L RTP Subareas

1



Map Figure 4.2

Key Facilities, Services & Routes of Tribal Interest

0 750 1,500 3,000 Feet



Ketchikan Indian Community
Long-Range Transportation Plan 2006

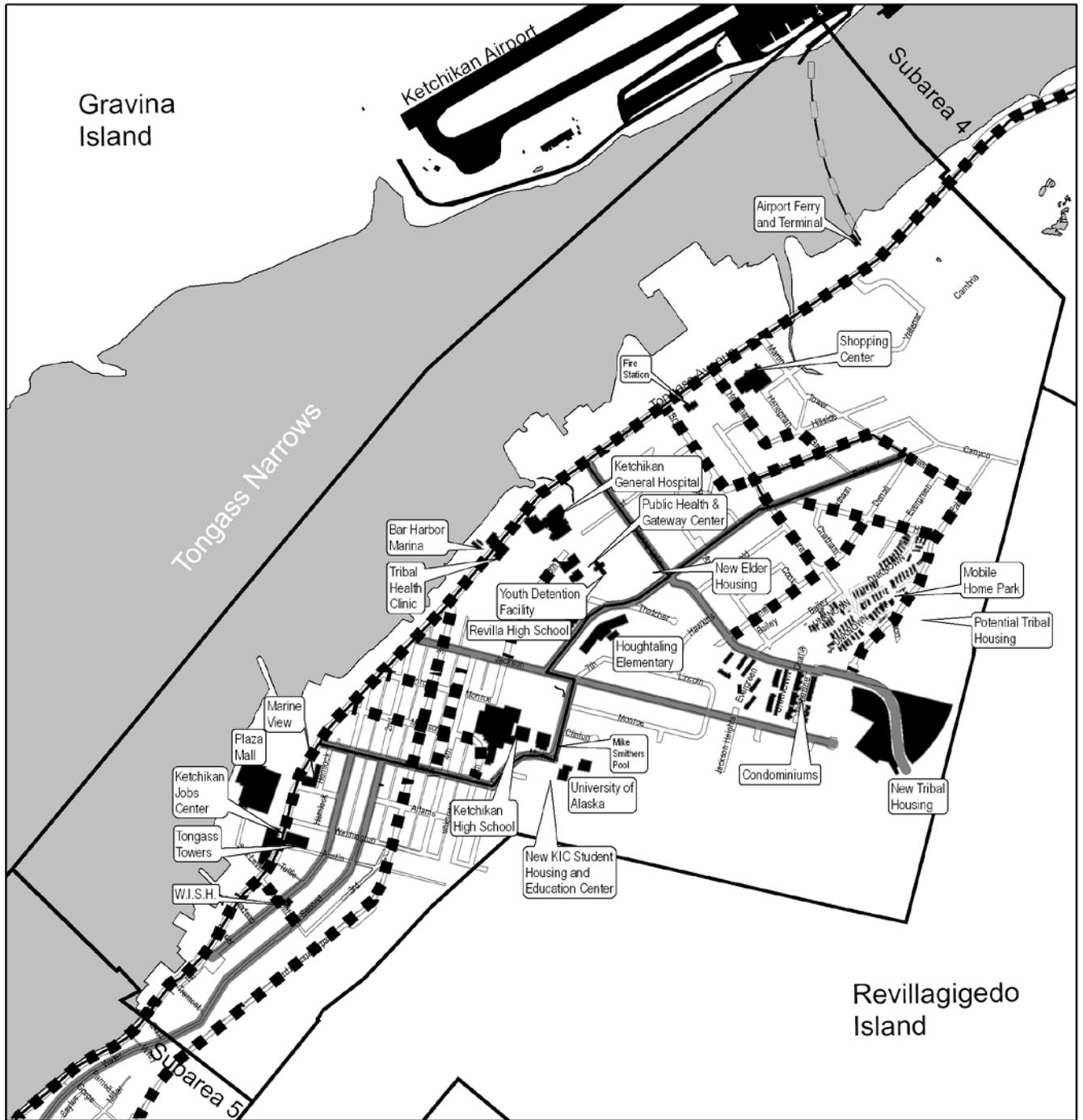
Legend

Subarea 5

-  Inventoried Routes
-  Routes of Tribal Interest
-  Bus Routes

Key Facility or Service





Map Figure 4.3
Key Facilities, Services & Routes of Tribal Interest

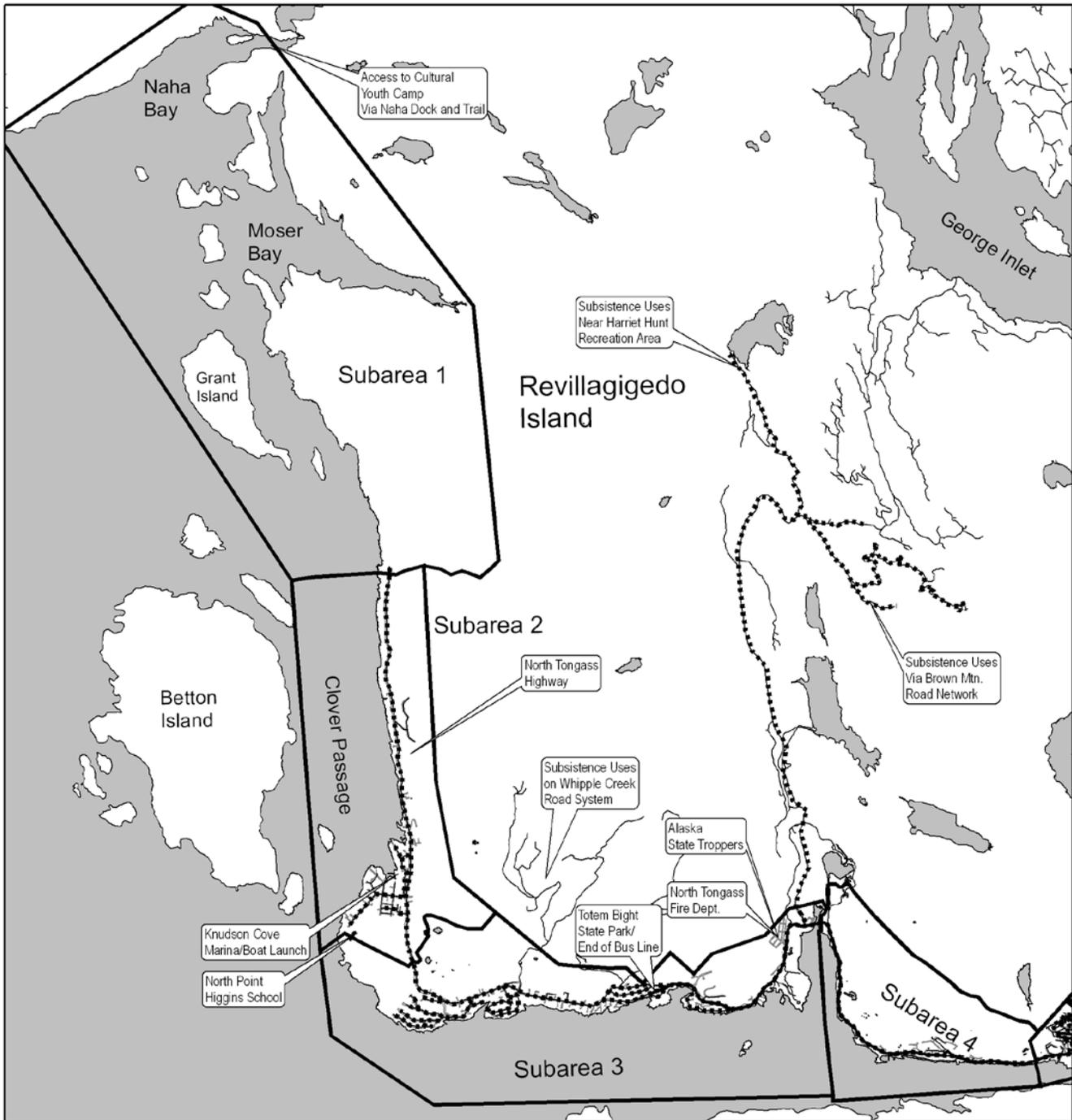
0 1,500 3,000 Feet

Ketchikan Indian Community
 Long-Range Transportation Plan 2006

Legend Subarea 5.1

- Inventoried Routes
- Routes of Tribal Interest
- Bus Routes

Key Facility or Service



Map Figure 4.4

Key Facilities, Services & Routes of Tribal Interest

0 5,500 11,000 22,000 Feet

Ketchikan Indian Community
Long-Range Transportation Plan 2006

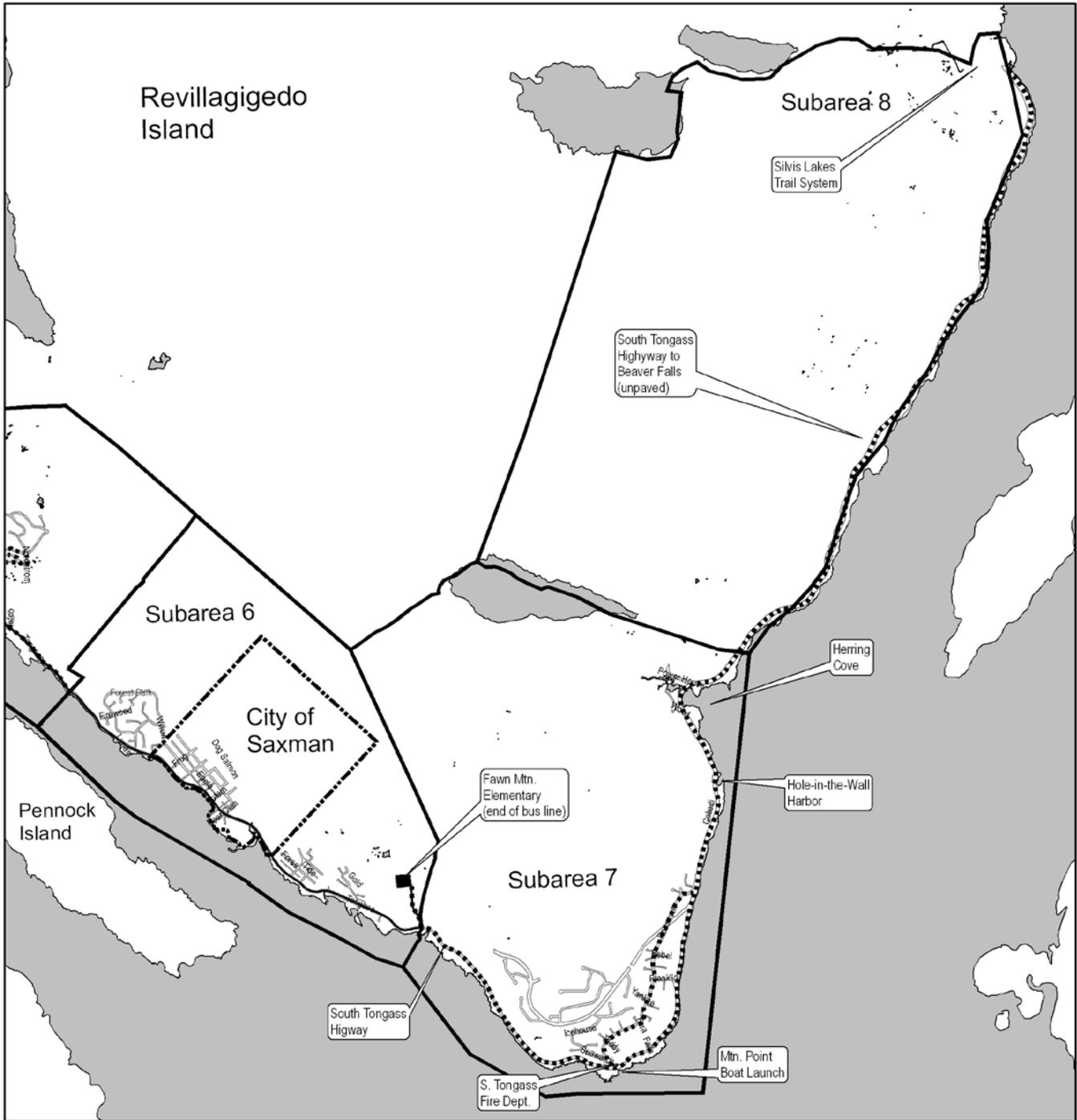


Legend Subareas 1, 2, 3 & 4

..... Routes of Tribal Interest

———— Bus Routes

Key Facility or Service 



Map Figure 4.5

Key Facilities, Services, & Routes of Tribal Interest

0 2,900 5,800 11,600 Feet

Ketchikan Indian Community
Long-Range Transportation Plan 2006



Legend Subareas 6, 7, & 8

..... Routes of Tribal Interest

———— Bus Routes

Key Facility or Service



5.0 SUMMARY OF ISSUES & STRATEGIES

As a result of the 49 organizations, agencies and individuals contacted, KIC received responses and interviews with 24 groups. Table 5.1, below, summaries each of the issues identified along with some possible strategies that could be used to address each of the issues. During the interviews, respondents were asked about the range of services, provided, known or assumed use of these services by tribal members, and the types of transportation issues that could increase access to these services.

Table 5.1 Summary of Issues and Strategies

Name of Org.	Type of Org.	Transportation Issues	Affected Agencies/ Route Owner	Improvement Strategies
Alaska State Troopers	State Government	<ul style="list-style-type: none"> • Intersection of North Tongass & North Point Higgins is dangerous when icy; • Maintenance of lighted crosswalks a problem 	State City/State	Improvement Strategies <ul style="list-style-type: none"> • Increase winter maintenance of this intesection. • Increase maintenance of lighted cross-walks in the City.
Alaska Department of Transportation	State Government	<ul style="list-style-type: none"> • Inadequate access to Gravina Island • North and South Tongass Highway are in poor condition 	State	<ul style="list-style-type: none"> • Construction of the bridge to Gravina is the state's highest priority • Increase funding for improvements to North and South Tongass Highway
Cape Fox Corporation	Native Corporation	<ul style="list-style-type: none"> • Access to native allotment home sites and other developable land is inadequate. 	Federal/Cape Fox/State	<ul style="list-style-type: none"> • Use of 17B easements could be expanded to increase access to native, state, and other lands. • Support efforts to construction Shelter Cove Road system
Chamber of Commerce	Business Organization	<ul style="list-style-type: none"> • Expansion of road system is necessary for economic development 	State/Borough/Federal	<ul style="list-style-type: none"> • Construct Shelter Cove Road system • Construct Lewis Reef Road • Improve Ketchikan Airport access.
City Fire and Police	City Government	<ul style="list-style-type: none"> • Improvements to South Tongass Highway should be the highest priority; • Water Street is in poor condition; • It is difficult to get emergency vehicles in and out of Millar, Lund, Warren and Harding Street area; • Sight distances are poor on Jefferson & 2nd, 3rd & 4th, Forest & Summit Terrace and Baranof & Carlama Lake; • House numbers outside of the city are very poor and often difficult to find; • Stairwell homes difficult to access; • Pedestrian accidents on Tongass and Stedman • Inadequate pedestrian crossing facilities at various locations. • The Saxman bike trail is starting to crack and poses safety issues. 	State City City City/Private Fire/Police/Private Owners Fire/Police/Private Owners State State State	<ul style="list-style-type: none"> • Increase funding for improvements to South Tongass Highway; • Prepare and fund Water St. improvement plan. • Consider alternatives to improve emergency vehicle access; • Work with City, Borough, and property owners to improve vehicular and pedestrian sight distances; • Develop coordinated program to install adequate house number identification. • Work with property owners and emergency service providers to consider ways to improve access at stairwell homes. • Crosswalks would help reduce the number of pedestrian accidents on Tongass and Stedman; • Lighted crosswalks needed at Saxman City Hall, hospital and KIC, the tunnel and Silver Lining; • Increase trail maintenance
Community Connections	Social Services	<ul style="list-style-type: none"> • Bus system difficult to use due to inadequate schedule posting and shelters. • Demand for flexible para-transit services exceeds supply. 	Borough/City Borough	<ul style="list-style-type: none"> • Install all-weather up-to-date bus schedules at all bus stops. Install bus shelters at Ketchikan General Hospital, KIC, and Saxman. • Consider opportunities for expansion of para-transit service.

Ketchikan General Hospital	Catholic Hospital	<ul style="list-style-type: none"> • Patient parking is insufficient. • Need for better (and more flexible) patient transportation • Access to larger helipad needed. 	City Hospital City/Borough/State	<ul style="list-style-type: none"> • Examine opportunities to increase patient parking in the neighborhood. • Consider use of taxi vouchers • Examine locations and alternatives for expansion of helipad access.
Ketchikan Borough Transit	Borough Government	<ul style="list-style-type: none"> • Bus stops are difficult to identify and use. • Buses in some locations (outside of the city) block traffic when stopped. • Increase public transit rider ship north of Ward Cove and south of Coast Guard base. • Shoreline Drive route is in poor condition at certain locations. • Expansion of public transit would require additional operating funds. 	Borough/City/State Borough/State Borough City Borough	<ul style="list-style-type: none"> • Install bus shelters with lighting at key locations. • Repair sidewalks adjacent to bus stops. • Install bus pullouts in current and projected high volume locations. Coordinate these and other transit improvements with Saxman concurrent with construction of ferry facility. • Construct park and ride facilities farther north and south of town. • Repair surface of Shoreline Drive. • Increase funding for expansion of bus route further north and south as well as to Ward Lake recreation area. • Establish and/or expand taxi voucher program to provide transportation services on-demand.
Ketchikan Indian Community	Health Care, Housing and Social Services	<ul style="list-style-type: none"> • Increase access to health and social services and decrease the number of missed appointments by elderly, handicapped, or car-less households. • Current para-transit system requires 24 hour advance notice. • Many elders aren't attending monthly Elder Meetings due to a lack of transportation. • The KIC parking lot is difficult to access (especially for elders) due to slope and narrow lanes. • KIC parking is inadequate. Staff and patients park across street and cross Tongass Avenue at unmarked location. • Bus stops difficult to use. • Bus service does not provide adequate access to employment and services. • Access to 429 Deermount is dangerous due to poor visibility. • Excessive traffic speed on Tongass Avenue poses a safety issue for vehicular and pedestrian access to 2960 Tongass Avenue. • There is a need to increase access to subsistence and cultural resources. • Provide adequate road and transit access to affordable housing. 	KIC Senior Services KIC Borough/City/State Borough City/State Fed/State/Borough KIC/City/Borough	<ul style="list-style-type: none"> • Consider purchasing reduced price bus passes for tribal members. • Increase coordination with Ketchikan Senior Services to improve service • Design and construct further improvements to parking lot at 2960 Tongass Ave. • Consider improvements and lease arrangements to provide access to adjacent church parking at 2960 Tongass Ave. • Provide shuttle service from satellite parking. • Install lighted crosswalk in front of 2960 Tongass Avenue. • Improve bus stop access through side walk improvements, lighting, shelters and installation of weather-proof schedules. • Extend bus service within the city and borough. • Improve pedestrian and vehicular sight distances at driveway entrance/exit. • Work with City and State to reduce traffic speed. • Construct roads connecting to Shelter Cove Road system. • Improve road, trail, and marine access to Gravina Island. • Improve access to the Youth Cultural Camp. • Construct new roads within tribal subdivision at Carlanma Lake Road extension.

Ketchikan Job Center	State Job Services	<ul style="list-style-type: none"> • Provide adequate parking at High School. • Public bus system does not extend far enough north and south to service all job seekers who need it. • The bus system's time schedule is not sufficient for workers on the night shift. 	Borough	<ul style="list-style-type: none"> • Work with Borough to increase parking supply at High School. • Increase funding for expansion of bus route further north and south. • Consider use of taxi vouchers
Ketchikan Outdoor Recreation and Trails Coalition	Local Volunteer Trail Group	<ul style="list-style-type: none"> • The Carlama Lake trail will be completed up to ADA standards however road access to the trailhead is substandard. • Lunch Creek, Minerva Mountain and the Coast Guard trails have primitive areas that are not complete. • The road to Dude Mountain is in poor condition. • There is a shortage of future funds for trail maintenance. • The Mountain Point boat launch facilities could be improved by adding rest rooms. • Places like Ward Lake and Settlers Cove are not accessible to people without cars. 	City/Borough/State	<ul style="list-style-type: none"> • Supply funding for upgrading road. • Provide funds to improve trail access and maintenance throughout the Borough. • Build facilities at Mountain Point • Increase funding for the expansion of bus routes
Ketchikan Senior Services	Senior Day Services	<ul style="list-style-type: none"> • City parking lot adjacent to existing facility is inadequate. • Difficult to use bus system due to lack of shelters. • Clients often miss appointments due to lack of transportation. 	City Borough/City/State Borough	<ul style="list-style-type: none"> • Improve parking lot to reduce slope and improve ADA access to facility. • Construct new bus shelters at key locations. • Expand para-transit service to include on-demand service.
Laidlaw Transit	School Bus transit	<ul style="list-style-type: none"> • The road into the Woodside Apartments and the 2122 apartments on Yorktown are in very poor condition. The bus tilts excessively and poses a hazard to children. 	City	<ul style="list-style-type: none"> • Repair and/or pave the road in Woodside Apartments and Yorktown Drive.
North Tongass Fire Department	Fire and EMS services	<ul style="list-style-type: none"> • Many residences have poor access and often requires EMS to hand carry equipment and people. • Site planning and home placement sometimes does not always provide enough room for the FD to properly set up their equipment. • Whipple Creek has the highest accident rate involving recreational vehicles. • Vehicle speed north and south of town often exceeds weather and road conditions. • There is a missing road shoulder at 10 miles North Tongass that poses a risk to vehicles and pedestrians. • Pedestrians along N. Tongass Highway are at risk. 	Borough Borough/ State Troopers State Troopers ADOT ADOT	<ul style="list-style-type: none"> • Educate property owners about the importance of the fire department having sufficient access to their homes in case of an emergency. • Work with Borough Planning Dept. and property owners to improve site planning for emergency access. • Current Fire and Building Codes need to be adhered to for safety standards in all new and renovated construction throughout the Borough. • Educate recreation vehicle users on the importance of wearing a helmet and operating safely. Improve Whipple Creek road conditions. Designate ATV use areas and pedestrian trails. • Improve road conditions and shoulder; build a sidewalk; improve lighting. • Pedestrians should have a separate area from vehicles to travel and sufficient lighting.

Patchworks	Non-profit for youth	<ul style="list-style-type: none"> Kids sometimes do not have transportation to participate in programs. 	City/Boro/KIC	<ul style="list-style-type: none"> Provide funding for additional Borough bus routes. Create an after school transportation program. Provide taxi vouchers.
Pioneer Home	Assisted living facility	<ul style="list-style-type: none"> Seniors often cannot complete their daily activities due to a lack of adequate staff. Public buildings are very difficult to access for seniors (i.e. Borough building) 	State State/Boro/City	<ul style="list-style-type: none"> Funding is needed to provide an additional staff member to exclusively accompany residents on their day to day activities. Insure that public buildings are up to ADA codes and accessible.
Ketchikan Regional Youth Facility	Juvenile detention/ unlocked mental health treatment	<ul style="list-style-type: none"> Families of youths often do not have personal transportation to visit their children. Center plans to build a sweat lodge in their safe haven sanctuary for cultural exposure for Natives; Inadequate pedestrian crossing facilities at various locations. South Tongass Highway, in Saxman vicinity, is in poor condition. 	Boro/KIC/City State/KIC/City State/City State	<ul style="list-style-type: none"> Provide funding for bus passes. Consider use of taxi vouchers. Contribute funding or expertise to help with the project Lighted crosswalks from Carlanna Lake Road to Downtown would improve safety. Contribute funding to road improvement on South Tongass Highway.
Rendezvous Senior Day Services	Day program for seniors and adults with disabilities	<ul style="list-style-type: none"> Their transportation (1 van, insurance, driver) receives all of it's funding from the thrift store's proceeds. Many seniors need accessible flexible transportation. Seniors have a difficult time getting to and from KIC Health Clinic for appointments and to pick up prescriptions. The road conditions do not have enough clearance for their van where the road (1st Ave) meets their parking lot and on Madison (1st, 2nd, 3rd). Those who can walk have a difficult time on Jefferson between Tongass and 1st it is very steep and the sidewalk is poor. The parking space at Seaview is on a hill and is dangerous for residents. When the van breaks there is a slow turnaround time for repairs. 	City/Boro City/Boro KIC City/State City	<ul style="list-style-type: none"> Provide additional funding for transportation purposes Provide bus passes for transportation needs Consider vouchers for cabs for flexible transportation Provide funding for an accessible taxi Repair road conditions to provide sufficient clearance for vehicles with lifts. Repair sidewalk and provide handrails. Find a more level pick-up area or re-grade existing space. Consider pooling resources with other agencies to hire a mechanic. Provide funding for a new vehicle.
Residential Youth Care, Inc.	State funded teen home	<ul style="list-style-type: none"> Their vehicles are old and in poor condition and often need repairs. Their transportation costs are high because of maintenance, gas and insurance. 	State/Boro/City State/Boro/City	<ul style="list-style-type: none"> Consider pooling resources for fuel and having one mechanic to service several organizations Consider pooling resources for bulk fuel purchasing and having one mechanic to service several organizations Provide funding to create sufficient shoulders for pedestrian's to walk safely. Ensure that all curbs are accessible and all crosswalks have curb cuts.
Southeast Alaska Independent Living (SAIL)	Services for people with disabilities	<ul style="list-style-type: none"> Their transportation costs are high because of maintenance, gas and insurance. Road shoulders are almost non-existent south of Saxman and in areas on North Tongass Highway. Curbs are not accessible – there is a problem on Tongass Ave by City Float where there are not any curb cuts for individuals to go down and cross the street. 	Boro/City/SAIL State/City State/City	<ul style="list-style-type: none"> Consider pooling resources for bulk fuel purchasing and having one mechanic to service several organizations Provide funding to create sufficient shoulders for pedestrian's to walk safely. Ensure that all curbs are accessible and all crosswalks have curb cuts.

		<ul style="list-style-type: none"> The sidewalks all over town are uneven and there are often telephone poles in the middle of sidewalks. People often cannot drive themselves and need a flexible, public transportation option. 	State/City Borough/City	<ul style="list-style-type: none"> Improve sidewalks to make them even and remove any barriers that would make travel difficult. Provide funding for an on-demand shuttle or subsidized taxi service.
South Tongass Volunteer Fire Department	Fire and EMS services	<ul style="list-style-type: none"> There are blind corners at stop lights on both sides of the fire departments located in Saxman & Mt. Point. This is their highest priority. They need better turn around areas on dead end roads, especially in Saxman. The water distribution system for fire protection is on Dog Salmon Road which is not paved. It is dangerous for pedestrians, especially when there is a high concentration of tourists, on S. Tongass Hwy., by Saxman City Hall. The turning radius onto Tongass highway off of Totem Row St. is not wide enough. 	City/State Borough/State/ Saxman City/State	<ul style="list-style-type: none"> Improve roads to alleviate these dangerous blind spots. Make sure new subdivisions have sufficient turn around areas. Improve roads by adding cul-de-sacs to provide for fire engine access Pave Dog Salmon Road so fire trucks can easily access this water source. The crosswalks, shoulders and sidewalks should be improved to ensure pedestrian safety. The turning radius should be improved to create a safer intersection.
Women in Safe Homes (WISH)	Services for women and children	<ul style="list-style-type: none"> The bus route and schedule are not sufficient for where and when all of their clients need to travel. Clients can have difficulty finding the bus stops because they are not clearly marked and the schedules are not clearly posted. Not all clients can afford to take a bus or taxi. Sidewalks are not always accessible or even. Some of their Native clients come from other regions and would like to be able to travel back for special events but cannot afford to do so. 	Borough/City Borough/City Borough/City State/City State	<ul style="list-style-type: none"> Provide funding for additional routes and time schedules for bus service. Provide funding for bus shelters and schedule displays. Consider funding free bus passes or taxi vouchers. Repair and resurface sidewalks to make sure they are accessible with level, all-weather surfaces. Provide funding for Natives to travel to special Native events on the existing transportation system.
School District	Public Education	<ul style="list-style-type: none"> There are issues with children having difficulty getting to and from school (missed bus, absent parents, etc). Children do not have a dry place to wait for the bus, especially in key locations (i.e. Forest Park) Children, especially those living in Saxman, do not have adequate access to after school programs; According to United Way survey, 20% of those Natives responding indicated that transportation is a major issue and 50% indicated that it was an issue; There is a need for reliable transportation to employment; 5% of the people surveyed indicated that they would like to see construction of better community roads and sidewalks within the next ten years. 	City/Borough City/Borough	<ul style="list-style-type: none"> Consider additional funding for school bus transportation to expand and improve services. Provide funding to install school bus shelters. Provide a late bus service after school; Provide free bus passes to all children; Investigate the merger of the Borough and School bus systems.
United Way	Community Services		Borough	

**Ketchikan Indian Community
Long-Range Transportation Plan 2007
Priority Transportation Routes**

Table 5.2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0001		Jackson St. Extnsn.	E09-248, Ketchikan	1	City	0.3	2
0002		Carlanna Lake Rd.	E09-248, Ketchikan	1	City	0.6	2
0003		Baranof Ave.	E09-248, Ketchikan	1	City	0.6	2
0004		Jackson St.	E09-248, Ketchikan	1	City	0.6	2
0005		Seventh Ave.	E09-248, Ketchikan	1	City	0.1	2
0006		College Ave.	E09-248, Ketchikan	1	City	0.1	2
0007		Jefferson St.	E09-248, Ketchikan	1	City	0.3	2
0008		Second Ave.	E09-248, Ketchikan	1	City	0.6	2
0009		Water St.	E09-248, Ketchikan	1	City	0.3	2
0010		First Ave.	E09-248, Ketchikan	1	City	0.5	2
0011		Schoenbar Rd.	E09-248, Ketchikan	1	City	0.8	2
0012		N. Yorktown Rd.	E09-248, Ketchikan	1	City	0.2	2
0013		Valley Forge	E09-248, Ketchikan	1	City	0.1	2
0014		S. Yorktown Rd.	E09-248, Ketchikan	1	City	0.1	2
0015		Salmon St.	E09-248, Ketchikan	1	City	0.1	2
0016		Park Ave	E09-248, Ketchikan	1	City	0.4	2
0017		Nordstrom Dr.	E09-248, Ketchikan	1	City	0.1	2
0018		Ketchikan Lakes Rd.	E09-248, Ketchikan	1	City	0.2	2
0019		Alaska Ave.	E09-248, Ketchikan	1	City	0.2	2
0020		Bryant St.	E09-248, Ketchikan	1	City	0.2	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0021		Buren Rd.	E09-248, Ketchikan	1	City	0.2	2
0022		Denali Ave.	E09-248, Ketchikan	1	City	0.3	2
0023		Fairview Rd.	E09-248, Ketchikan	1	City	0.5	2
0024		Fifth Ave.	E09-248, Ketchikan	1	City	0.2	2
0025		Fourth Ave.	E09-248, Ketchikan	1	City	0.3	2
0026		Garden St.	E09-248, Ketchikan	1	City	0.1	2
0027		Heckman St.	E09-248, Ketchikan	1	City	0.1	2
0028		Hill Rd.	E09-248, Ketchikan	1	City	0.2	2
0029		Hillside Rd.	E09-248, Ketchikan	1	City	0.1	2
0030		Madison St.	E09-248, Ketchikan	1	City	0.3	2
0031		Tower Rd.	E09-248, Ketchikan	1	City	0.2	2
0032		Whitecliff Ave.	E09-248, Ketchikan	1	City	0.1	2
0033		Knudson Cove Rd.	E09-248, Ketchikan	1	State	0.6	2
0034		North Point Higgins Rd.	E09-248, Ketchikan	1	State	1.0	2
0035		Potter Rd.	E09-248, Ketchikan	1	State	0.3	2
0036		Higgins Spur	E09-248, Ketchikan	1	State	0.4	2
0037		South Point Higgins Rd.	E09-248, Ketchikan	1	State	1.3	2
0038		Bunchberry Lane	E09-248, Ketchikan	1	State	0.4	2
0039		Strawberry Rd.	E09-248, Ketchikan	1	State	0.5	2
0040		Bearberry Lane	E09-248, Ketchikan	1	State	0.2	2
0041		Raspberry Lane	E09-248, Ketchikan	1	State	0.2	2
0042		Cranberry Rd.	E09-248, Ketchikan	1	State	0.3	2
0043		Pond Reef Rd.	E09-248, Ketchikan	1	State	1.6	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0044		D-1 Loop Rd.	E09-248, Ketchikan	1	State	0.9	2
0045		D-2 Loop Rd.	E09-248, Ketchikan	1	State	0.6	2
0046		Totem Bight Rd.	E09-248, Ketchikan	1	State	0.2	2
0047		Sunset Dr.	E09-248, Ketchikan	1	State	0.8	2
0048		Knudson Cove Marina Rd.	E09-248, Ketchikan	1	State	0.1	2
0049		Fairy Chasm Rd.	E09-248, Ketchikan	1	City	0.2	2
0050		Brown Deer Rd.	E09-248, Ketchikan	1	City	0.3	2
0051		West Sesame St.	E09-248, Ketchikan	1	City	0.1	2
0052		Black Bear Rd.	E09-248, Ketchikan	1	City	0.2	2
0053		Cub Ct.	E09-248, Ketchikan	1	City	0.1	2
0054		Peyton Place	E09-248, Ketchikan	1	City	0.1	2
0055		Woodside Dr.	E09-248, Ketchikan	1	City	0.1	2
0056		East Sesame St.	E09-248, Ketchikan	1	City	0.1	2
0057		Fair St.	E09-248, Ketchikan	1	City	0.1	2
0058		Bostwick Rd.	E09-248, Ketchikan	1	City	0.1	2
0059		Deer Mountain Ct.	E09-248, Ketchikan	1	City	0.1	2
0060		Deermount St.	E09-248, Ketchikan	1	City	0.4	2
0061		Woodland Ave.	E09-248, Ketchikan	1	City	0.2	2
0062		Triangle Way	E09-248, Ketchikan	1	City	0.1	2
0063		Park Ave.	E09-248, Ketchikan	1	City	0.1	2
0064		Nordstrom Dr.	E09-248, Ketchikan	1	City	0.2	2
0065		Ketchikan Lakes Rd.	E09-248, Ketchikan	1	City	0.4	2
0066		Main St	E09-248, Ketchikan	1	City	0.2	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0067		Bawden St	E09-248, Ketchikan	1	City	0.2	2
0068		Grant St	E09-248, Ketchikan	1	City	0.1	2
0069		Pine St	E09-248, Ketchikan	1	City	0.1	2
0070		Forest Ave	E09-248, Ketchikan	1	City	0.3	2
0071		Schoenbar Rd.	E09-248, Ketchikan	1	City	0.3	2
0072		Third Ave	E09-248, Ketchikan	1	City	1.4	2
0073	8000000	Behm Canal	E09-248, Ketchikan	3, 4	USFS	24.0	2
0074	8000445		E09-248, Ketchikan	4	USFS	0.5	2
0075	8000460	South Creek Rd.	E09-248, Ketchikan	4	USFS	2.4	2
0076	8000461		E09-248, Ketchikan	4	USFS	0.5	2
0077	8000464		E09-248, Ketchikan	4	USFS	0.8	2
0078	8000470	Margaret Lake Rd	E09-248, Ketchikan	4	USFS	3.3	2
0079	8000495	Marguerite Bay TTF	E09-248, Ketchikan	4	USFS	0.6	2
0080	8000497		E09-248, Ketchikan	4	USFS	0.6	2
0081	8000500		E09-248, Ketchikan	4	USFS	3.0	2
0082	8000585		E09-248, Ketchikan	4	USFS	0.8	2
0083	8000600		E09-248, Ketchikan	4	USFS	1.7	2
0084	8000610		E09-248, Ketchikan	4	USFS	0.4	2
0085	8000620		E09-248, Ketchikan	4	USFS	0.6	2
0086	8000660	Bluff Lake	E09-248, Ketchikan	4	USFS	2.5	2
0087	8000700	Chin Point	E09-248, Ketchikan	4	USFS	6.6	2
0088	8000730		E09-248, Ketchikan	4	USFS	0.3	2
0089	8000740		E09-248, Ketchikan	4	USFS	1.2	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0090	8000743		E09-248, Ketchikan	4	USFS	0.3	2
0091	8000760		E09-248, Ketchikan	4	USFS	2.0	2
0092	8000766		E09-248, Ketchikan	4	USFS	0.4	2
0093	8000800	West Shrimp Bay	E09-248, Ketchikan	4	USFS	5.6	2
0094	8000802		E09-248, Ketchikan	4	USFS	0.2	2
0095	8000820		E09-248, Ketchikan	4	USFS	0.7	2
0096	8000825		E09-248, Ketchikan	4	USFS	0.1	2
0097	8000832		E09-248, Ketchikan	4	USFS	0.3	2
0098	8000900	Shrimp Bay LTF	E09-248, Ketchikan	4	USFS	0.5	2
0099	8000927		E09-248, Ketchikan	4	USFS	0.2	2
0100	8005100	Brown Mtn. Road	E09-248, Ketchikan	1	USFS	4.3	2
0101	8005120	Talbot Lake 120	E09-248, Ketchikan	1	USFS	0.8	2
0102	8005130	Brown Mtn.	E09-248, Ketchikan	1	USFS	0.2	2
0103	8040000	Indian Point	E09-248, Ketchikan	4	USFS	6.9	2
0104	8040100	Margaret Creek South Fork East	E09-248, Ketchikan	4	USFS	2.2	2
0105	8040200	Margaret Creek South Fork West	E09-248, Ketchikan	4	USFS	5.2	2
0106	8040205		E09-248, Ketchikan	4	USFS	0.5	2
0107	8040210		E09-248, Ketchikan	4	USFS	0.6	2
0108	8040300	Traitors Cove Entrance	E09-248, Ketchikan	4	USFS	0.7	2
0109	8040310	Finger Lake Saddle	E09-248, Ketchikan	4	USFS	1.3	2
0110	8040400	Finger Lake	E09-248, Ketchikan	4	USFS	0.9	2
0111	8040500	Francis Cove	E09-248,	4	USFS	1.7	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
			Ketchikan				
0112	8040600	Francis Cove Creek	E09-248, Ketchikan	4	USFS	1.2	2
0113	8040700	Din Rock High	E09-248, Ketchikan	4	USFS	1.2	2
0114	8050000	Carroll Bluff	E09-248, Ketchikan	4	USFS	4.8	2
0115	8050100	Traitors Creek Midwest Fork	E09-248, Ketchikan	4	USFS	2.2	2
0116	8050110	Traitors Creek Midwest 511	E09-248, Ketchikan	4	USFS	1.0	2
0117	8050112		E09-248, Ketchikan	4	USFS	0.4	2
0118	8050200	Traitors Creek	E09-248, Ketchikan	4	USFS	2.9	2
0119	8050210	Bluff Draw	E09-248, Ketchikan	4	USFS	1.1	2
0120	8050400		E09-248, Ketchikan	4	USFS	0.5	2
0121	8060000	Firebug	E09-248, Ketchikan	4	USFS	5.2	2
0122	8060010		E09-248, Ketchikan	4	USFS	0.8	2
0123	8060100	Firebug Spur One	E09-248, Ketchikan	4	USFS	1.5	2
0124	8060200	Neets Bay	E09-248, Ketchikan	4	USFS	3.2	2
0125	8060210	Neets Bay Spur	E09-248, Ketchikan	4	USFS	0.6	2
0126	8060220		E09-248, Ketchikan	4	USFS	2.1	2
0127	8060250		E09-248, Ketchikan	4	USFS	0.6	2
0128	8060300	Fire Cove	E09-248, Ketchikan	4	USFS	0.3	2
0129	8060500	Bushy	E09-248, Ketchikan	4	USFS	6.6	2
0130	8060510	Mush	E09-248, Ketchikan	4	USFS	1.2	2
0131	8060525		E09-248, Ketchikan	4	USFS	0.5	2
0132	8060540	Bushy Point Cove	E09-248, Ketchikan	4	USFS	2.0	2
0133	8060541		E09-248, Ketchikan	4	USFS	1.0	2
0134	8060542	Bushy Point	E09-248,	4	USFS	0.8	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
			Ketchikan				
0135	8060550		E09-248, Ketchikan	4	USFS	1.3	2
0136	8060552		E09-248, Ketchikan	4	USFS	0.5	2
0137	8060555		E09-248, Ketchikan	4	USFS	0.5	2
0138	8060583		E09-248, Ketchikan	4	USFS	1.2	2
0139	8060585		E09-248, Ketchikan	4	USFS	0.8	2
0140	8110000	Vallendar Valley	E09-248, Ketchikan	1	USFS	3.2	2
0141	8300000	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	8.3	2
0117	8050112		E09-248, Ketchikan	4	USFS	0.4	2
0118	8050200	Traitors Creek	E09-248, Ketchikan	4	USFS	2.9	2
0119	8050210	Bluff Draw	E09-248, Ketchikan	4	USFS	1.1	2
0120	8050400		E09-248, Ketchikan	4	USFS	0.5	2
0121	8060000	Firebug	E09-248, Ketchikan	4	USFS	5.2	2
0122	8060010		E09-248, Ketchikan	4	USFS	0.8	2
0123	8060100	Firebug Spur One	E09-248, Ketchikan	4	USFS	1.5	2
0124	8060200	Neets Bay	E09-248, Ketchikan	4	USFS	3.2	2
0125	8060210	Neets Bay Spur	E09-248, Ketchikan	4	USFS	0.6	2
0126	8060220		E09-248, Ketchikan	4	USFS	2.1	2
0127	8060250		E09-248, Ketchikan	4	USFS	0.6	2
0128	8060300	Fire Cove	E09-248, Ketchikan	4	USFS	0.3	2
0129	8060500	Bushy	E09-248, Ketchikan	4	USFS	6.6	2
0130	8060510	Mush	E09-248, Ketchikan	4	USFS	1.2	2
0131	8060525		E09-248, Ketchikan	4	USFS	0.5	2
0132	8060540	Bushy Point	E09-248,	4	USFS	2.0	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
		Cove	Ketchikan				
0133	8060541		E09-248, Ketchikan	4	USFS	1.0	2
0134	8060542	Bushy Point	E09-248, Ketchikan	4	USFS	0.8	2
0135	8060550		E09-248, Ketchikan	4	USFS	1.3	2
0136	8060552		E09-248, Ketchikan	4	USFS	0.5	2
0137	8060555		E09-248, Ketchikan	4	USFS	0.5	2
0138	8060583		E09-248, Ketchikan	4	USFS	1.2	2
0139	8060585		E09-248, Ketchikan	4	USFS	0.8	2
0140	8110000	Vallenar Valley	E09-248, Ketchikan	1	USFS	3.2	2
0141	8300000	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	8.3	2
0142	8300250		E09-248, Ketchikan	2	USFS	0.4	2
0143	8300260		E09-248, Ketchikan	2	USFS	0.3	2
0144	8300300		E09-248, Ketchikan	2	USFS	1.8	2
0145	8300340		E09-248, Ketchikan	2	USFS	1.2	2
0146	8300360		E09-248, Ketchikan	2	USFS	0.4	2
0147	8330000	Coon Cove Rd.	E09-248, Ketchikan	2	USFS	9.6	2
0148	8330020		E09-248, Ketchikan	2	USFS	0.6	2
0149	8330400		E09-248, Ketchikan	2	USFS	0.6	2
0150	8333000		E09-248, Ketchikan	2	USFS	0.2	2
0151	8333100		E09-248, Ketchikan	2	USFS	0.8	2
0152	8333200		E09-248, Ketchikan	2	USFS	1.0	2
0153	8337000		E09-248, Ketchikan	2	USFS	4.6	2
0154	8337100		E09-248, Ketchikan	2	USFS	0.9	2
0155	8337500		E09-248,	2	USFS	0.6	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
			Ketchikan				
0156	8337600		E09-248, Ketchikan	2	USFS	0.3	2
0157	8340000	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	11.9	2
0158	8340100	Shelter Cove LTF	E09-248, Ketchikan	2	USFS	0.6	2
0159	8340160	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	0.9	2
0160	8340161	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	0.1	2
0161	8340200		E09-248, Ketchikan	2	USFS	1.0	2
0162	8340700	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	0.6	2
0163	8340900	Shelter Cove Rd	E09-248, Ketchikan	2	USFS	1.0	2
0164	8400000	East Carroll	E09-248, Ketchikan	3, 4	USFS	37.3	2
0165	8400280	Low Lake Loop	E09-248, Ketchikan	3	USFS	0.2	2
0166	8400300	North Big Lake	E09-248, Ketchikan	3	USFS	0.6	2
0167	8400340	Slender Lake	E09-248, Ketchikan	3	USFS	0.2	2
0168	8400350	Loran Station	E09-248, Ketchikan	3	USFS	0.8	2
0169	8400360	Loran Station II	E09-248, Ketchikan	3	USFS	0.7	2
0170	8400400	Painted Peak South Base	E09-248, Ketchikan	3	USFS	1.4	2
0171	8400420	Shoal Cove Field Station	E09-248, Ketchikan	3	USFS	1.4	2
0172	8400431	Heart Hill South	E09-248, Ketchikan	3	USFS	1.0	2
0173	8400440	Easy Creek	E09-248, Ketchikan	3	USFS	1.7	2
0174	8400441	Clear	E09-248, Ketchikan	3	USFS	0.8	2
0175	8400443	Heart Hill North	E09-248, Ketchikan	3	USFS	0.7	2
0176	8400450	Grady Creek	E09-248, Ketchikan	3	USFS	0.5	2
0177	8400452	Flat	E09-248, Ketchikan	3	USFS	0.8	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0178	8400460	Marble Creek Mouth	E09-248, Ketchikan	3	USFS	0.4	2
0179	8400500		E09-248, Ketchikan	4	USFS	0.6	2
0180	8400680		E09-248, Ketchikan	4	USFS	0.3	2
0181	8430000	Coho Cove	E09-248, Ketchikan	3	USFS	13.6	2
0182	8430050	Mop Point Loop	E09-248, Ketchikan	3	USFS	0.9	2
0183	8430200	Mop Point	E09-248, Ketchikan	3	USFS	0.8	2
0184	8430297	Shoal Cove	E09-248, Ketchikan	3	USFS	0.3	2
0185	8430299	Snipe Islands LTF	E09-248, Ketchikan	3	USFS	0.3	2
0186	8430450	Flat Knob	E09-248, Ketchikan	3	USFS	0.9	2
0187	8430500	West Thorne Mtns.	E09-248, Ketchikan	3	USFS	0.9	2
0188	8430550	Contour 1000	E09-248, Ketchikan	3	USFS	0.6	2
0189	8430553	Contour 1000	E09-248, Ketchikan	3	USFS	0.2	2
0190	8430600	Moth Bay	E09-248, Ketchikan	3	USFS	0.8	2
0191	8435000	Thorne Arm	E09-248, Ketchikan	3	USFS	2.9	2
0192	8435050	Gnat Cove	E09-248, Ketchikan	3	USFS	0.5	2
0193	8435070	Gnat Hill	E09-248, Ketchikan	3	USFS	0.1	2
0194	8435100	Spit Point East Shore	E09-248, Ketchikan	3	USFS	0.3	2
0195	8435150	Brunn Point	E09-248, Ketchikan	3	USFS	0.3	2
0196	8435180	Spit Hill	E09-248, Ketchikan	3	USFS	0.3	2
0197	8440000	Painted Peak	E09-248, Ketchikan	3	USFS	0.2	2
0198	8440100	Third Lake	E09-248, Ketchikan	3	USFS	2.0	2
0199	8440200	Painted Creek	E09-248, Ketchikan	3	USFS	0.1	2
0200	8442000	Marble Creek	E09-248, Ketchikan	3	USFS	1.0	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0201	8442100	Reverse	E09-248, Ketchikan	3	USFS	1.3	2
0202	8444000	Hidden Valley	E09-248, Ketchikan	3	USFS	6.0	2
0203	8444050	Calamity Creek Lower Bluffs	E09-248, Ketchikan	3	USFS	1.1	2
0204	8444100	Folded Over	E09-248, Ketchikan	3	USFS	0.6	2
0205	8446100	Snow Cap	E09-248, Ketchikan	3	USFS	0.1	2
0206	8446200	Shoal Cove	E09-248, Ketchikan	3	USFS	0.2	2
0207	8446400	Hooker	E09-248, Ketchikan	3	USFS	1.0	2
0208	8448000	Upper Carroll	E09-248, Ketchikan	4	USFS	3.1	2
0209	8450000		E09-248, Ketchikan	4	USFS	0.4	2
0210	8460000	Upper Carroll/Hassler	E09-248, Ketchikan	4	USFS	5.4	2
0211	8460110		E09-248, Ketchikan	4	USFS	0.4	2
0212	8460300		E09-248, Ketchikan	4	USFS	0.7	2
0213	8460400		E09-248, Ketchikan	4	USFS	1.2	2
0214	8460510		E09-248, Ketchikan	4	USFS	0.2	2
0215	8460600		E09-248, Ketchikan	4	USFS	0.1	2
0216	8460700		E09-248, Ketchikan	4	USFS	0.2	2
0217	8460800		E09-248, Ketchikan	4	USFS	0.4	2
0218	8460900		E09-248, Ketchikan	4	USFS	0.2	2
0219	8480000		E09-248, Ketchikan	4	USFS	3.0	2
0220	8480629	Klu Bay TTF	E09-248, Ketchikan	4	USFS	2.0	2
0221	8480630	Klu Bay	E09-248, Ketchikan	4	USFS	1.7	2
0222	8480640		E09-248, Ketchikan	4	USFS	2.6	2
0223	8480644		E09-248, Ketchikan	4	USFS	0.3	2

IRR Route No.	Owner No.	Route Name	Route Location	Key Map No.	Route Owner	Route Length (miles)	Construction Need
0224	8480645		E09-248, Ketchikan	4	USFS	0.2	2
0225	8480646		E09-248, Ketchikan	4	USFS	0.6	2
0226	8480649		E09-248, Ketchikan	4	USFS	0.3	2
0227	8480650		E09-248, Ketchikan	4	USFS	0.9	2
0228	8440600	Twin Lakes	E09-248, Ketchikan	4	USFS	8.02	2
0229	8460500		E09-248, Ketchikan	4	USFS	0.6	2
0230	8460100		E09-248, Ketchikan	4	USFS	1.0	2
0231	8000805		E09-248, Ketchikan	4	USFS	0.6	2
0232	8060301		E09-248, Ketchikan	4	USFS	0.5	2
0233	8000630		E09-248, Ketchikan	4	USFS	1.3	2
0234	291500	N. Tongass Highway	E09-248, Ketchikan	1, 2	State	17.1	2
0235	291400	S. Tongass Highway	E09-248, Ketchikan	7	State	14.1	2
0236	291553	Harriet Hunt Road	E09-248, Ketchikan	2, 3	State	8.9	2
TOTAL						416	