

Haines Borough Coordinated Transportation Plan



**2013
Edition**

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1.0 INTENT AND PURPOSE OF PLAN

The intent of this plan is to document and evaluate existing transportation providers and unmet transportation needs/duplications in local human service agency and public transportation services. This document is intended to assist transportation stakeholders and providers to fulfill the requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Three federal programs are allocated as part of SAFETEA-LU: Transportation for Elderly Persons and Persons with Disabilities (Section 5310); Job Access and Reverse Commute (Section 5316); and The New Freedom Initiative (Section 5317). These three grant programs require participation in the Community Coordinated Transportation Plan in order to be considered for funding.

Each of these federal funding grants requires a match from local, state, or any non-U.S. DOT source. The Alaska Mental Health Trust Authority is an example of a state funding source that could be used as matching funds for any of the SAFETEA-LU programs. Other potential local sources include but are not limited to human service agencies, United Way, colleges or universities, government, or private businesses.

This plan is intended for use by:

1. Community Advocates for improved access to transportation services for disabled, elderly and low income people, including
 - Southeast Senior Services, Inc./ Catholic Community Service, Inc.
 - Southeast Alaska Independent Living, Inc. (SAIL)
 - REACH Community Services
 - Cornerstone Home Health Services
 - Southeast Alaska Regional Health Consortium
 - Lynn Canal Counseling
 - Haines Assisted Living
 - Haines Senior Village
 - Senior Citizens, Inc.
 - Safe Routes to Schools Task Force; and
2. Transportation businesses and services willing to work cooperatively to increase ridership and revenue (see Haines Borough Human Service Transportation Inventory); and
3. Government and agents wanting to grow or enhance community transportation services while managing efficient resource use and positive community qualities:
 - Haines Borough School District
 - Chilkoot Indian Association
 - Chilkat Indian Village
 - State of Alaska, Division of Public Health

Reference to the Plan is required of any organization, entity or government seeking financial support from the Alaska Department of Transportation and Public Facilities (DOTPF) for a transportation program. More importantly, to be eligible for state and federal grants a project must be derived from the Plan. It is therefore in the interest of all who are affected by transportation issues in Haines and Klukwan to participate in describing the plan's issues and goals. Contact the Office of the Manager to convene a meeting and begin a discussion if you do not find the solutions here.

2.0 COMMUNITY GEOGRAPHY AND GROUND TRANSIT PROFILE

2.1 Road Maps and Traffic Maps of Haines Borough (also Appendix A)

2.2 Geography, Routes and Neighborhoods

Haines Borough and Klukwan transportation issues are most sharply defined by geography and land use patterns. Two major river valleys, the Chilkat and Chilkoot feed into the Lynn Canal on either side of a peninsula. The majority population lives in the Haines Townsite on the peninsula.

The Haines Cutoff Highway starts in Haines and travels northwest up the Chilkat River Valley 22 miles to Klukwan where it diverges to the Klehini River Valley and continues north another 18 miles to the Canadian Border. Land holding patterns generate consistent residential community development along the highway, and marketing strategies implemented by the University of Alaska have encouraged the growth of communities along feeder roads. Chilkat Lake Road (called Covenant Life on AK Community Database) is such a road that supports two distinct residential neighborhoods (35 households). Mosquito Lake (138 households) and Klukwan (41 households) are communities on feeder roads of the Haines Highway; both communities have a school and at least one retail outlet; Klukwan supports a clinic, tribal government offices and cultural tourism facilities.

The Haines Cutoff Highway provides vehicular access to the Alaska Highway. It provides access to Skagway, 15 miles distant by water, and 400 miles distant by road.

Marine access is available for visitors and residents. The state operates and maintains a marine terminal in Lutak Inlet, 3.5 miles distant from the community core, and this is where the state's fleet of ferries handles passengers, vehicles and freight. The Haines Small Boat Harbor is at the community waterfront, and it is the terminus for smaller commercial day passage. Private firms offering marine passage for people, vehicles and freight include Silver Eagle Transport, Alaska Fjordland Express, Haines/Skagway Fast Ferry and Alaska Marine Lines/Lynden Transport.

Mud Bay Road continues eight miles to the south of Haines and supports a distinct residential community (104 households).

Lutak Road supports a residential community (25 households) and recreational attraction eight miles north of Haines Townsite.

2.3 Traffic Patterns and Destinations

Haines is the terminus of the Haines Cut-off Highway, a spur of the Alaska-Canada Highway. 18,680 vehicles crossed the border station and came into Haines during the 12 month period October 2006 through September 2007¹; 17,960² departed.

2011 Average Daily Traffic Counts (ADTC) on roads feeding the Haines Highway are remarkable for the population level. The Haines Townsite is the commercial hub for the borough; residents travel daily to access goods, services, and travel connections outside the community. Some residents of the Haines Townsite

¹ Dalton Cache US Border station agent

² Pleasant Camp, B.C. station agent

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Area travel out of town for recreation, and employment travel. The 2011 ADTCs on Haines Highway³ feeders are listed below; the 2007 and 2009 ADTC's are included for comparison.

ADTCs	2011	2009	2007
Mosquito Lake Road	160	167	186
Porcupine Road	163	187	225
Klukwan Road	110	89	99
Lutak Road	734	765	829
Mud Bay Road	1176	1419	1241
Sawmill Road	436	324	950

source: <http://www.dot.state.ak.us/stwdplng/mapping/trafficmaps/adtsoutheast.shtml>

The most common local destinations for people with disabilities and the elderly are the Haines Senior Center, SEARHC clinic, Lynn Canal Counseling, the Haines Borough Swimming Pool, the Haines Borough Public Library, the airport and the ferry terminal. Haines Assisted Living is located in central Haines, with eight assisted-living apartments and five independent-living apartments. Additional destinations for the public generally are grocery stores, hardware stores, the US post office and the bank. 2011 ADTC's on major local streets and avenues (2007 and 2009 included for comparison):

3 rd Avenue JCT w/Haines Highway	556	440	477
2 nd Avenue Beginning	583	888	888
Front Street JCT w/Main St.	1268	1320	1089
Main Street	1282	1765	1467
Beach Rd JCT w/Mud Bay Road	438	1175	1324
Mud Bay Rd. JCT w/Small Tracts Rd.	1176	960	869
Small Tracts Road	368	681	570

source: <http://www.dot.state.ak.us/stwdplng/mapping/trafficmaps/adtsoutheast.shtml>

Many elderly people, people with disabilities, and people in need of medical attention not available in the service area travel outside the community by air and marine routes.

Summer cruise ships docking at the waterfront Portage Cove Dock bring over 64,000 visitors a year to the community. The dock is approximately 1/2 mile from the downtown core, and the community operates a shuttle bus for visitors only between the dock and downtown retail outlets.

The State of Alaska realigned and resurfaced the Lutak Road from the intersection of Front Street to the ferry terminal in 2009 and completed the connection to Union Street in 2010. Planning for refurbishing the Haines Highway MP 3.5 to 25.3 began in 2004; construction is anticipated in 2013.

³ All ADTC data from Dept. of Transportation @ www.dot.state.ak.us/stwdplng/highwaydata/pub/traffic

2.4 Housing Notes (within the Townsite core)

Haines is a growing attraction for the aging population. New construction of second homes for retired couples is on the rise; 8% of total borough real property values are currently exempt from taxation under the mandated waiver for home values over \$150,000. Haines Senior Citizens Inc. operates Haines Senior Village, a complex designed for elderly people living independently. Tlingit Haida Central Council operates an independent senior housing facility. Haines Assisted Living, Inc. operates a facility on Union Street in the downtown core. It currently supports eight assisted-living apartments and five independent-living apartments. Construction of a Veteran's apartment complex is planned for the future.

Thirty-two units of subsidized housing are available at Dusty Trails Apartments for low-income people; occupancy is high. Dusty Trails is marketed nationally and attracts new residents to the community.

Chilkoot Indian Association has subdivided approximately 15 acres of core community property and completed construction of two (2) four-plexes and three houses. One house is currently under construction. The residential community plans for twenty-one (21) developable lots.

3.0 PLAN HISTORY: STAKEHOLDERS & PROCESS

The call for action to create the Haines Coordinated Transportation Plan was made by Larry Bussone, NTS Regional Coordinator, Catholic Community Service, the parent organization for Southeast Senior Services (SESS). SESS began providing door-to-door transportation to the seniors (persons 60 years of age and older) of Haines and Klukwan in 1976 as part of the Haines Senior Center Program. In 2005 the Senior Center expanded its transportation program with support from DOTPF to persons with disabilities of all ages. In 2006 SAFETEA-LU effectively required all programs subsidized with federal funds to be derived from a coordinated community transportation plan.

The first meeting of stakeholders was attended December 19, 2006, in the Haines Borough Assembly Chambers by representatives of the Haines Borough; the Haines Senior Center and Southeast Alaska Senior Services; Haines Public Health; REACH, Inc.; Southeast Alaska Regional Health Consortium (SEARHC); and Chilkoot Indian Association, a tribal entity. The group identified the need for a task force, the lead team, the limits of the service area, and additional community stakeholders. Transportation issues have been addressed subsequently by those in attendance at meetings noticed by email, telephone and bulletin board. The Task Force is identified at Appendix B.

Meetings of the Task Force and Borough Assembly plan adoption dates:

- January 26, 2007 - Community Transportation Association of America *United We Ride* Ambassador Dave Cyra facilitated the meeting. State Department of Transportation planners Nancy Webb and Janelle White attended and advised.
- May 31, 2007 and June 5, 2007 – Work sessions to clarify goals and strategies.
- June 12, 2007 – Plan adopted by Haines Borough Assembly
- September 18, 2008 - Annual Review, 2008 Edition
- September 23, 2008 – Adopted by Haines Borough Assembly
- August 18, 2009 - Plan review.
- December 18, 2009 – work session to assess current services and needs, focusing on gaps in service.
- March 30, 2010 – Borough Assembly adoption, Resolution 10-03-188 in support of the 2010 Edition of the Transportation Plan

- February 16, 2011 – annual plan review
- March 8, 2011 – Borough Assembly adoption, Resolution 11-03-264 in support of the 2011 Edition of the Transportation Plan
- January 12, 2012 – annual plan review
- January 24, 2012 – Borough Assembly adoption, Resolution 12-01-329 in support of the 2012 Edition of the Transportation Plan
- January 15, 2013 – Annual Transportation meeting and plan review
- March 5, 2013 - Assembly adoption, Resolution 13-02-442 in support of the 2013 Edition of the Transportation Plan

Current Task Force/Stakeholder Representatives:

Alaska Dept. of Health & Social Services, Public Health: Ty Esposito, Public Health Nurse

Bigfoot Auto Service: Paul Nelson, Ivan Tabler

Catholic Community Service/SESS: Marsha Partlow, Manager, SESS Transportation

Chilkat Indian Village: Kimberly Strong, Tribal President

Chilkat Valley News: Tom Morphet, Editor

Chilkoot Indian Association: Scott Hansen, Transportation Director; Kristy Legassie, Mobility Manager

Citizen Advocates: Versia Beleski, Betty & Charles DeWitt, Helen Fenn, Liz Fisher, June Haas, Georgia Haisler, Nicki Hopper, Belle Laing, Bob Lix, Sally Lix, Doris Peck, Mary Price, Marianne Rasmusson, Helen Tengs, Doris Ward, Irene Ward, Jack Wenner

Chatham School District: Kimberly Strong, Village Representative

Cornerstone Home Health: Charlotte Walter

Haines Area Transportation Sharing (HATS): Tim Shields, Volunteer

Haines Assisted Living, Inc.: Vince Hansen, Ex. Director

Haines Borough: Mark Earnest, Manager

Haines Borough Planning Commission: Kathleen Mencke, Commissioner

Haines Borough Schools: Leigh Horner, SRTS Representative

Haines Senior Center: Leslie Whittington, Manager; Kristy Legassie, Asst. Site Manager

Haines Senior Village: Anne Hanssen, Manager; Bud Barber

Lynn Canal Conservation: Nancy Berland, Ex. Director

Lynn Canal Counseling: Kelly Williamson, Director

Ms. Lucy's Taxi Service: Stan Mazeikas

REACH, Inc.: Suzanne Vuillet-Smith, Case Manager

RurAL CAP Head Start: Ex. Director

Southeast Alaska Regional Health Consortium (SEARHC): Marcia Scott, Clinic Manager; Jan Hotze,

Silver Eagle: Bruce Gilbert

Southeast Independent Living, Inc.: Sierra Kaden Jimenez, Ex. Director

Tlingit-Haida Central Council: Marilyn Wilson, Local representative

Nationwide Property Management aka Dusty Trails: Jessica Rettinger, Manager

4.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES

The status of operating human service transportation in the Haines Borough and Klukwan is as follows:

Service Provider	Beneficiaries	Type Service	Compensated
4.1 Southeast Senior Services/Catholic Community service	<ul style="list-style-type: none"> • Persons 60+ years, • Persons with disabilities • Mental Health beneficiaries 	Door-to-door/by appointment	DOTPF 5310-AMHTA-JARC Grant; Title III Older American Act; Medicaid; rider donations; contracted services.
4.2 Haines Borough	Cruise ship visitors	Scheduled route, seasonal	Haines Borough
4.3 Haines Borough School District	Enrolled students	Scheduled route (3)	State Pupil Transportation
4.4 Chatham School District	Enrolled students	Scheduled route (1)	State Pupil Transportation Aid and Chilkat Indian Village
4.5 RurAL CAP	Enrolled students	Scheduled route	State supported client transportation
4.6 REACH	Clients	Limited Door-to-door/by appointment	Medicaid
4.7 Haines Assisted Living	Residents	Resident appointments	none
4.8 Various Tour Companies [See Community Transport Inventory]	Clients	Client transport	Included with tour purchase

Inventory of Available Resources and Services

4.1 Southeast Senior Services/Catholic Community service dba Haines Senior Center

Seniors at least 60 years old are eligible for transportation services. Through DOT Purchase of Services (POS) program funding, any Haines citizen of any age with a documented chronic or temporary physical or mental disability is also eligible to use the services provided by Haines Senior Center. They may reserve rides Monday through Wednesday from 8:00 am to 2:00 pm. No restrictions or priorities are formally set for use of this service, though the availability of funding restricts the scope of the program. Arrangements for transportation services are usually scheduled at least 24 hours in advance. Same day service is provided when space allows. Primary service is restricted to hours of Senior Center nutrition program operation.

“Enhanced” rides are also available through DOT POS grant funds. This allows for rides outside the regular program hours and can be requested by either seniors or individuals with disabilities. The purpose of these rides is for special evening and weekend community events such as cultural events, community dinners, public meetings, sports events, clinic visits, or trips to the ferry terminal or airport for medical purposes. These grant funds are limited and therefore, riders are encouraged to schedule routine trips such as trips to the post office, grocery store, and bank during regular program hours, Monday through Wednesday. All enhanced rides, except for Medicaid Waiver passengers, require a \$1.00 one-way trip fare. Enhanced rides must be scheduled at least 48 hours in advance. Rides are scheduled depending upon driver availability.

Existing funding sources for the Haines Senior Center transit services include the Haines Borough, State Title 3 Grant Program, AKDOT&PF, Medicaid Waiver Reimbursements, local fundraising and donations. The program is operated by Southeast Senior Services, a subagent of Catholic Community Service, Inc., Juneau-based.

Riders are screened to assure they meet the criteria for service. All riders complete a *Southeast Senior Service Participation Form*. Riders under age 60 must be either referred by an agency such as Lynn Canal Counseling, SAIL, REACH, or SEARHC, or, if the ride is a self referral, the rider must provide a note from a doctor or clinic indicating why the rider needs the ride.

2012 Annual Trip Destination Distribution, Current Service (2012):

Nutrition/Senior Center	27.1 %
Medical	5.1 %
Shopping/Personal	14.6 %
Mental Health	1.1 %
Social/Recreation	7.2 %
Home	44.6 %
Other	0.3%

Total Trips	3,767
Total POS/enhanced Trips	595 (15.8% of all trips)
Total Miles	19,011

Homemaker Services: The van is also used to provide a category of service we call “home maker.” This service delivers hot meals to homebound seniors (prepared by the Senior Center nutrition program),

prescription drugs, picks up mail, etc. The service is for seniors over the age of 60 who are unable to participate in Senior Center activities.

Operating Data:

Primary and Homemaker Service: Monday through Wednesday, 8:00 am – 2:00 pm
 Enhanced Rides: Upon request, as practical and when driver is available
 Fee Charged: \$1.00 for weekend, after-hours, and POS rides. Free Will for all else.
 Annual Vehicle Miles (2012): 19,011
 Annual Vehicle Hours: Approximately 6,000
 Annual Passenger Trips: 3,767 one-way trips.
 Cost Per Ride (FY10): \$22.32

4.2 Haines Borough Shuttle

From late May through late September the Haines Borough contracts transit services for shuttling visitors between the cruise ship dock in Portage Cove and designated stops in the downtown core. The service is “consistent and continuous” on days a cruise ship is scheduled in port – 24 days in 2009.

The service is not available to residents. The service is free to visitors. The service is funded by the Haines Borough (Sales Tax Revenue) and cost \$60 per hour of service. The 2010 contract was estimated at 379 hours and cost \$22,740.

4.3 Haines Borough School District

State law mandates that school districts provide transportation for all students residing 1.5 miles or more from a school facility. Sixty-seven (67) students qualify for student transportation. Due to unsafe routes to school, an additional average of fourteen (14) students residing less than 1.5 miles from the Haines Borough School are allowed to ride the route to school. The Haines Borough School District contracts for pupil transportation services. The FY2011 contract is held by Bigfoot Auto Service, Inc. The service is available 173 days of the year. Services are restricted to students. The service is free to students.

Three routes are served:

<u>Route</u>	<u>Total Miles/Day</u>	<u>Average # rides/day</u>
Highway	181	28
Mosquito Lake	84	9
Mud Bay/Piedad	72	33
Totals	337	70

4.4 Chatham School District

The Chatham School District currently provides rides for 4 students between Haines and Klukwan. Students rendezvous at the Haines Fire Hall and are driven 22 miles to Klukwan school. The route is 44 miles.

4.5 RurAL Cap: NA

4.6 REACH, Inc.

REACH provides services to people with disabilities. The nonprofit agency acquired a van for the exclusive use of its clients in December 2009 but was temporarily discontinued as of January 2011 due to mechanical problems. Currently, the organization has a small passenger vehicle available for limited client transportation.

Service is not restricted due to physical or time constraints; it is available to clients 24 hours per day, seven days per week, upon call by the client. Most transportation routes are run for personal errands and medical appointments. Additionally, the van is used for staff-scheduled outdoor recreation activities.

Operating Data:

Available Service: 24 hrs/day, 7 days/week

Fee Charged: None

4.7 Haines Assisted Living Center

Haines Assisted Living Center provides independent and assisted-living housing for elders. It has eight assisted-living apartments and five independent living apartments, and trained staff is available to residents 24 hours a day. Haines Assisted Living owns a minivan, which staff can use to transport residents to appointments. Service is limited to residents of Haines Assisted Living.

4.8 Private Touring Companies

The tourism industry in Haines supports a plethora of buses, vans and classic vehicles engaged in transporting ticketed clients throughout the borough. These vehicles are used in private-sector transit and operate seasonally in service to their clients:

1. Air Excursions
2. Mountain Flying Service
3. Private Touring Companies and/or Businesses
 - a. Alaska Cross Country Guiding and Rafting
 - b. Alaska Mountain Guides
 - c. Alaska Nature Tours
 - d. Captain's Choice Motel
 - e. Chilkat Eagle B&B
 - f. Chilkat Guides
 - g. Chilkat River Adventures
 - h. Chilkoot Lake Tours
 - i. Keet Gooshi Tours
 - j. Rainbow Glacier Tours
 - k. Sockeye Cycle Co.
 - l. Takshanuk Mountain Trail

The inventory of vehicles currently in use or potentially available for public transportation is included as **Appendix C. Human Service Transportation Inventory**

5.0 NEEDS ASSESSMENT

This section provides an overview of Haines Borough and Klukwan demographics.

Table 2: Community Demographics 2010

	Haines Borough	Klukwan	Total Area Population
2010 Population	2508	95	2603
Population 65 and over	345 ⁴	13 ²	358
Percent Population 65 and over	13.8	13.7	
Per Capita Income	\$28,843 ³	\$17,046 ³	
Median Family Income	\$43,952 ³	\$45,625 ³	
Median Household Income (2009)	\$48,644	\$27,188 ³	
Persons in Poverty (2009)	246	9	255
Percent Below Poverty(2009)	9.8	9.6 ¹	

source: quickfacts.census.gov except where noted

¹ http://www.commerce.state.ak.us/dca/commdb/CIS.cfm?Comm_Boro_name=Klukwan

² <http://2010.census.gov/2010census/popmap/ipmtext.php?fl=02>

³ factfinder.census.gov

⁴ population 60 and over = 587; 23.4% of total population in Haines Borough

Table 2.1 Comparison between 2000 and 2010 Populations

	Haines	Klukwan	Total
2000 Population	2392	139	2531
2010 Population	2508	95	2603
Percent increase/decrease	4.8	-31.7	
2000 Population 65 and over	250	9	259
2010 Population 65 and over	345	13	358
Percent increase/decrease (65 and over population)	38	44.4	
2000 percent population 65 and over	10.4	6.5	
2010 percent population 65 and over	13.8	13.7	
Percent increase of population 65 and over within general population	3.4	7.2	
2000 Persons in Poverty	254	2	256
2009 Persons in Poverty	246	9	255
2000 Percent of population below poverty level	10.7	1.5	
2009 Percent of population below poverty level	9.8	9.6	
Percent increase/decrease of population below poverty level	-0.9	8.1	

sources: 2010.census.gov, factfinder.census.gov, commerce.state.ak.us, Haines Borough Coordinated Transportation Plan 2011 Edition

	Lutak	Mud Bay	Mosquito Lake	Haines CDP
2010 Population	49	212	309	1713
households	25	104	138	782
seasonal/recreational/ occasional use	18	38	31	53
Population 65 and over (over 60)	6 (11)	7 (31)	27 (68)	273 (423)

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	Chilkat Lake Road (Covenant Life)	Excursion Inlet	Other	Klukwan
2010 Population	86	12	225	95
households	35	6	59	41
seasonal/recreational/ occasional use	8	60		9
Population 65 and over (over 60)	14 (24)	0 (1)	18 (29)	13 (24)

source: 2010census.gov (2010 Census Interactive Population Search), and commerce.state.ak.us

Detailed Demographics by Group Type

FTA defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” The following tables depict detailed demographics of these group types for each community.

Table 3: Disabilities by Age and Type, 2000¹

	Haines City	Klukwan	Total
Total Disabilities Tallied:	280	26	306
for people 5 to 15 years:	30	3	33
with one type of disability:	25	3	28
sensory disability	0	0	0
physical disability	0	0	0
mental disability	25	3	28
self-care disability	0	0	0
with 2 or more types of disability:	5	0	5
includes self-care disability	5	0	5
no disability:	279	22	301
for people 16 to 64 years:	150	16	166
with one type of disability:	80	9	89
sensory disability	15	6	21
physical disability	37	2	39
mental disability	7	0	7
self-care disability	0	0	0
go-outside-home disability	0	0	0
employment disability	21	1	22
with 2 or more types of disability:	70	7	77
includes self-care disability	21	1	22
does not include self-care disability	49	6	55
go outside home and employment only	4	0	4
other combination	45	6	51
no disability:	1022	72	1094
for people 65 years and over:	100	7	107
with one type of disability:	35	0	35
sensory disability	8	0	8
physical disability	15	0	15
mental disability	2	0	2
self-care disability	0	0	0
go-outside-home disability	10	0	10
with 2 or more types of disability:	65	7	72
includes self-care disability	26	1	27
does not include self-care disability	39	6	45
no disability:	109	0	109

source: factfinder.census.gov

¹ 2000 census data; 2010 data not yet available

Table 4: Household Income, 2009

	Haines Borough ²	Klukwan ³	Total
Total:			
Less than \$10,000	30	4	34
\$10,000 to \$14,999	25	14	39
\$15,000 to \$24,999	286	12	298
\$25,000 to \$34,999	66	7	73
\$35,000 to \$49,999	294	4	298
\$50,000 to \$74,999	206	21	227
\$75,000 to \$99,999	157	0	157
\$100,000 to \$149,000	36	5	41
\$150,000 to \$199,999	11	0	11
\$200,000 or more	76	0	76
total households	1187	67	1254

Source: factfinder.census.gov

Table 5: Household by Type

	Haines Borough ¹	Klukwan ¹	Total Area
Total Households	1187 ²	67	1254
Households with individuals 65 years and over	257	14	271
Percent Households with individuals 65 years and over	22.4	20.9	
Average Household Size	2.04	2.49	
Average Family Size	2.56	2.8	

source: 2010 us census bureau data (quickfacts.census.gov, factfinder.census.gov) except where noted

¹ factfinder.census.gov 2005-2009 American Community Survey 5 year estimates

² total households = 1149 on factfinder.census.gov

Table 6: US Department of Health and Human Services Poverty Guidelines for Alaska, 2012

Size of Family Unit	USDH & HS Poverty Threshold: Alaska
1	\$13,970
2	18,920
3	23,870
4	28,820
5	33,770
6	38,720
7	43,670
8	48,620
For families/households with more than 8 persons, add \$4,950 for each additional person.	

source: <http://aspe.hhs.gov/poverty/12poverty.shtml>

Table 6.1: Families and Individuals below poverty level

	Haines Borough	Klukwan
Number of Families¹	682	24
Families below poverty level	24	0
Percent (families) below poverty level²	3.5	0 ³
Individuals below poverty level¹	118	5
Percent (individuals) below poverty level¹	7.2	3.5

source: ¹ commerce.state.ak.us, ² factfinder2.census.gov, commerce.state.ak.us (estimates)
² factfinder2.census.gov, commerce.state.ak.us (2007-2011 American Community Survey 5-Year Estimates)
³ Percent margin of error +/- 51.0

Table 7: Vehicle Availability per Occupied Housing Unit

	Haines Borough	Percent of Haines Borough Households	Klukwan	Percent of Klukwan Households
Occupied Housing Units	1187		67	
No vehicle available	72	6.1	12	17.9
1 vehicle available	422	35.6	24	35.8
2 vehicles available	480	40.4	8	11.9
3 or more vehicles available	213	17.9	23	34.3

source:factfinder.census.gov

6.0 GAPS IN SERVICE

6.1 Introduction: The Challenge

The federal government’s goal for SAFETEA-LU and its three allocations⁴ is to improve human service and public transportation for seniors, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation services. The level and diversity of public participation in the Task Force meetings illustrates the need for improved transportation services for all populations, not just those targeted by federal government programs. People who do not qualify for subsidized transportation spend a disproportionate amount of income on fuel and maintenance of personal vehicles. “The cost of fuel makes all of us low-income.”⁵ The consumer price index shows the cost of living in Haines is 15.5% higher than the national average; residents spend an average of \$301 more per year on transportation in Haines than elsewhere (source: propertymaps.com/location/mls/usa/alaska/haines/99827).

⁴ Transportation for Elderly Persons and Persons with Disabilities (Section 5310); Job Access and Reverse Commute (Section 5316); and The New Freedom Initiative (Section 5317)

⁵ Stephanie Scott, Task Force Meeting, Haines, 8/18/09

Task force meetings also illuminate how the Haines community is challenged to manage resources to ensure that individual transportation needs are met efficiently within the context of shared community values. Our plan is not just about ensuring that people have transportation services; our plan also seeks to uphold community values in providing transportation services. For example: the community is concerned with the sustainable use of resources, as evidenced by maintaining the Energy and Sustainability Commission,⁶ and so, our plan addresses transforming inefficient transportation methods to serve new populations. We care about the health of our people and the quality of life in our communities. Consistency demands that we design and implement a human service transportation program that is attractive and responsive to general public needs *and* accessible to the elderly, disabled and low income employed populations.

Our plan acknowledges that each ride provided by a service program impacts the individual, the family and the community. Therefore, our plan distinguishes needs/issues to be addressed in existing programs targeting elderly, disabled and low income populations, and needs/issues to be addressed in providing public transportation programs generally.

6.2 Gaps in Existing Qualified Program Service

Identifying gaps in service is an exercise in imagining what would happen if the current service did not exist. Gaps in transportation service in our service area are pervasive, as the only populations currently being served in the Haines Borough are students, the elderly and disabled. The gap is clear enough:

Community members who need transportation, who are not students traveling to and from school, who are not qualified to receive services from Haines Senior Center or REACH, who cannot afford to hire a private carrier or maintain a private vehicle, who do not have friends or family who will transport them in their private vehicle, are simply not transported.

The Haines area has not been able to support a private-for profit transportation service for a significant time. The need for transportation services between the airport and downtown and between the ferry terminal and downtown is well documented, but the demand is not large enough to support a business year-round. For this reason the community has a regional reputation for low/no transportation service.

1. Need: More rides and flexibility in scheduling for people with disabilities in wheelchairs

Discussion: During regular Senior Center Hours, Care-a-van transportation service has been unable to accommodate some clients' (who use wheelchairs) preferred pick-up times because of previously scheduled rides, and/or lack of drivers. The program also often doesn't have drivers available for after-hours rides. This makes mobility especially difficult for people with disabilities who use wheelchairs, as Care-a-van is the only transportation available with a wheelchair lift.

2. Need: More Care-a-van drivers for after-hours rides

Discussion: Care-a-van transportation service needs more drivers to provide after-hours rides. The enhanced ride program depends on driver availability; this program has not been able to give as many after-hour rides as requested because of lack of drivers. After-hour rides are important to Care-a-van riders; they use the service to go to medical appointments, run errands, go to the ferry and airport, and attend community and other special events. After-hour rides help keep seniors and people with disabilities mobile and independent.

⁶ The Commission was appointed July 22, 2008. Commissioners are: Andy Hedden, Danny Gonce, Scott Hansen, Gary Lidholm, Daniel Wackerman, Leonard Dubber, Melissa Aronson and Frank Holmes. Assembly Member Steve Vick is the Assembly Liason. The purpose of the Commission and its outlined tasks are described in HB Resolution 08-06-123, adopted June 10, 2008.

3. Need: More flexibility in obtaining same day rides

Discussion: Clients of human service agencies sometimes need transportation to last minute appointments, but have a hard time securing a ride because the Care-a-van schedule is full. The Care-a-van transportation service requirement of 24-hour advance scheduling is a hardship for many clients of human service agencies. (Note: Care-a-van provides same-day service on an as-available basis. Pre-scheduled rides have priority.)

4. Need: Expanded hours for Care-a-van dispatchers and drivers

Discussion: There's a need for expanded hours for both dispatch and drivers. There is no dispatcher at the office on days the senior center is closed, so all after-hour rides must be scheduled well in advance, and there's no way to make changes or cancel rides if the Senior Center isn't open. An after-hours dispatcher would allow for same-day after-hour rides and better coordination on enhanced ride days. The only time Care-a-van service is certain is when the Senior Center is open- Monday through Thursday, from 8am to 2pm- a total of 24 hours per week. Many clients have appointments and/or plans outside of these hours, but are unable to obtain rides because there is no driver available, or they didn't pre-schedule.

5. Need: Explore a taxi subsidy grant program

Discussion: There's a need to explore a taxi subsidy grant program to help with the cost of taxi rides. Many seniors and people with disabilities would like to use the taxi service, but find the cost of rides too expensive. The taxi service would like to give more rides, but cannot lower prices further because of fuel prices and current economic conditions. A taxi subsidy grant could help seniors and people with disabilities by giving them vouchers toward a portion of the taxi fare, providing them with the rides they need outside of Care-a-van operating hours, and ensuring the taxi service does not close down.

6. Need: Transportation for disabled students from school to medical and/or mental health service providers

Discussion: Medical and mental health providers have a need for transportation for disabled students from school to medical and/or mental health service providers such as LCC and SEARHC.

7. Need: Develop alternative transportation options

Discussion: There's a need to develop alternative transportation options, such as a bicycle exchange program for residents. Low-income residents could become more mobile if they had access to affordable bikes. Bike use and walking helps increase air quality, and promotes the health of residents. A good partner for an alternative transportation program would be Well and Fit Community Challenge, Safe Routes to School, and SEARHC. The director of LCC said it would also be a good fit with their substance use program, as many people who lose their license due to substance use need to find other means of transportation.

8. Need: Expand the Care-a-van service area

Discussion: There's a need for transportation beyond the current Care-a-van service area, specifically, the Mosquito Lake community, the Chilkat Lake Road community, and further up the highway. There are 395 residents in Mosquito Lake and Chilkat Lake Road, of whom 92 are aged 60 or over. These 92 residents are eligible for Care-a-van service, but are unable to use it because they live outside of the service area.

7.0 STRATEGIES: ADDRESS THE IDENTIFIED NEEDS AND GAPS IN SERVICE

7.1 Maintain support for SESS/CCS Haines Senior Center's Purchase of Services grant for FY14 from the Department of Transportation, to continue providing after-hours rides to seniors and people with disabilities.

7.2 Promote coordination and collaboration between human service agencies

a. support collaboration between Lynn Canal Counseling and Haines Senior Center to provide transportation services for disabled students to medical and mental health appointments;

b. support collaboration between SAIL (Southeast Alaska Independent Living) and Haines Senior Center to train SAIL staff as backup Care-a-van drivers.

7.3. Partner with Chilkoot Indian Association and Chilkat Indian Village in development of transportation plans and programs.

7.4. Sustain the Transportation Task Force to

- a. maintain and advocate for the Coordinated Transportation Plan;
- b. update the Human Service Transport Inventory;
- c. recommend implementation of program strategies to the Borough Assembly;
- d. coordinate and collaborate with the *Planning Commission* on transportation issues;
and
- e. research program funding sources for implementation of strategies to meet goals.

8.0 PROJECT DEVELOPMENT

The Transportation Task Force has identified two projects to undertake in FY 2013-14.

8.1 Advocate and develop Alternative Transportation Options

Responsible Agencies: Haines Borough School District, Well & Fit Community Challenge, SEARHC, WiseWoman, Lynn Canal Counseling

Project:

Promote biking and walking as a healthy, economical, and environmentally friendly alternative to the single passenger vehicle

Develop a bike exchange program for low income residents

Promote and develop safe walking and biking routes such as walking paths, sidewalks, bike paths and pedestrian routes

Promote adult tricycles as a safer alternative for people with mobility and balance issues

8.2 Coordination between Human Service Agencies to provide more after-hour rides

Responsible Agencies: SAIL, Haines Senior Center

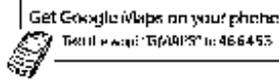
Project: Collaboration between SAIL and Haines Senior Center to get SAIL staff approved and trained as Care-a-van back-up drivers for after-hours rides. This will widen the pool of drivers, helping seniors and people with disabilities get the rides they need.

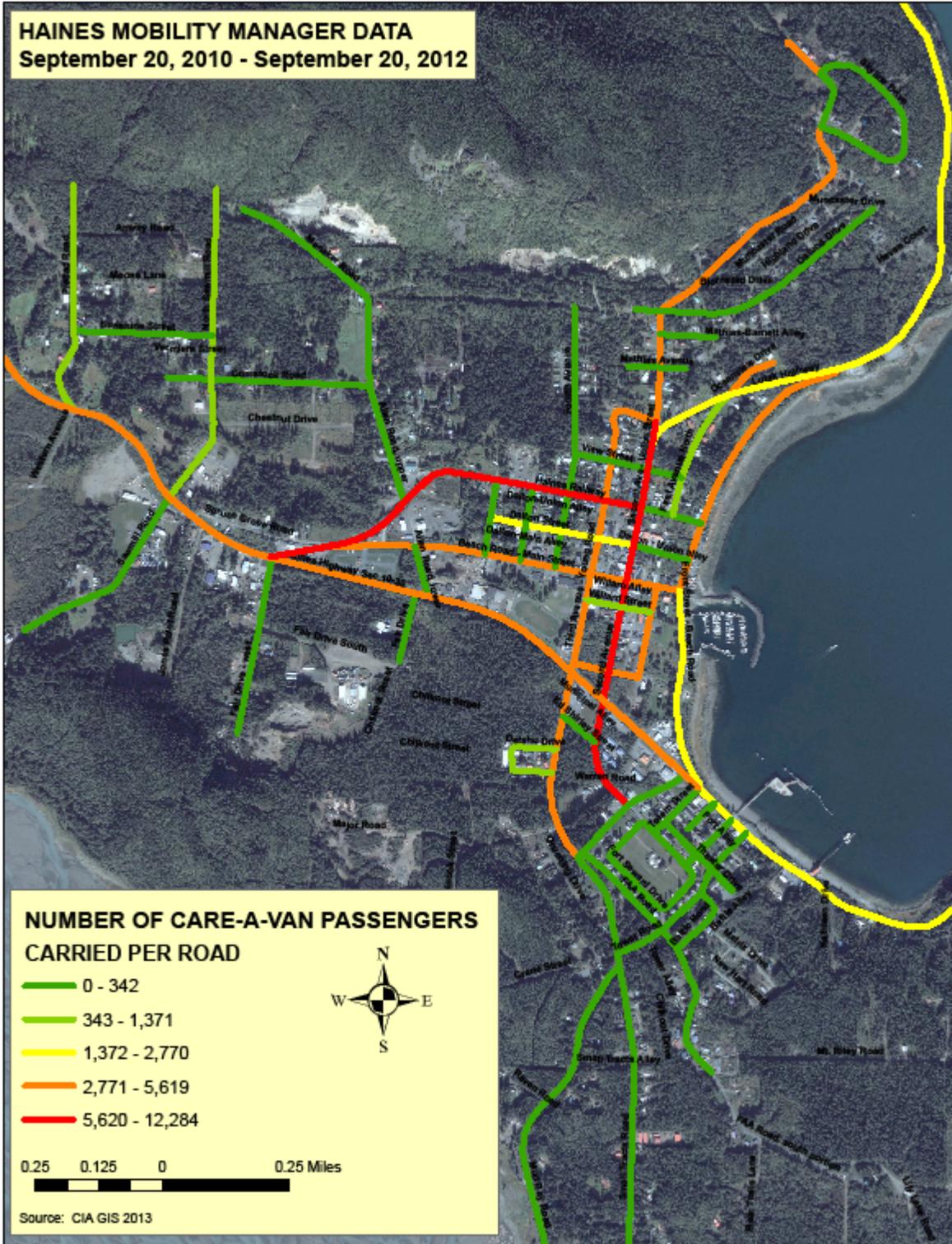
9.0 APPENDICES
Appendix A - Maps

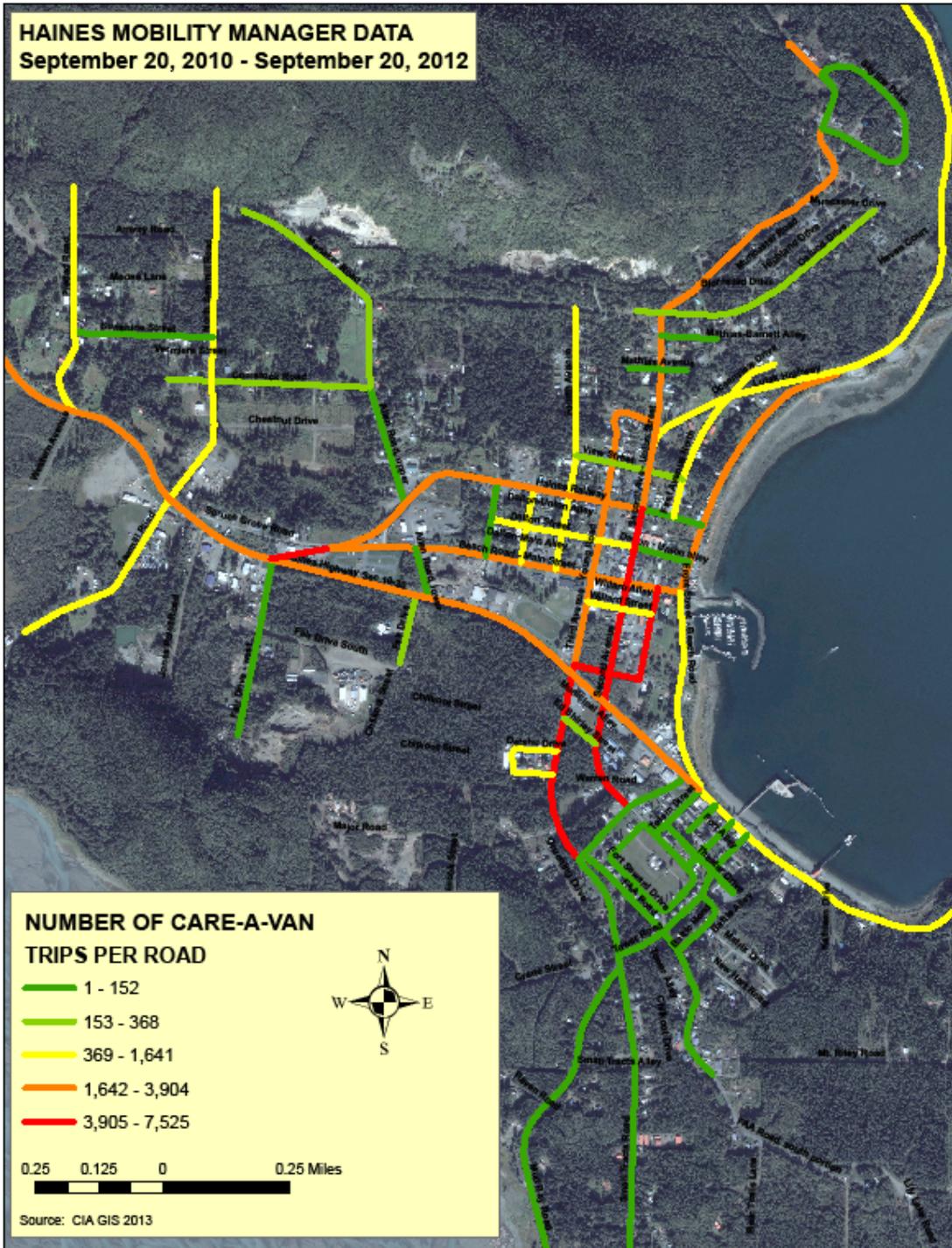
Haines, Alaska - Google Maps

file:///Z:/Administration/Project%20C/Doc/Urban/TransportationPlan/...

Google maps Address Haines, AK







Appendix B - Task Force Membership and Meeting Participant Lists

Current Task Force/Stakeholder Representatives:

Alaska Dept. of Health & Social Services, Public Health: Elsa DeHart, Public Health Nurse

Bigfoot Auto Service: Paul Nelson, Ivan Tabler

Catholic Community Service/SESS: Marsha Partlow, Manager, SESS Transportation

Chilkat Indian Village: Kimberly Strong, Tribal President

Chilkat Valley News: Tom Morphet, Editor

Chilkoot Indian Association: Scott Hansen, Transportation Director; Kristy Legassie, Mobility Manager

Citizen Advocates: Versia Beleski, Betty & Charles DeWitt, Helen Fenn, Liz Fisher, June Haas, Georgia Haisler, Nicki Hopper, Belle Laing, Bob Lix, Sally Lix, Doris Peck, Mary Price, Marianne Rasmusson, Helen Tengs, Doris Ward, Irene Ward, Jack Wenner

Chatham School District: Kimberly Strong, Village Representative

Cornerstone Home Health: Charlotte Walter

Haines Area Transportation Sharing (HATS): Tim Shields, Volunteer

Haines Assisted Living, Inc.: Vince Hansen, Ex. Director

Haines Borough: Mark Earnest, Manager

Haines Borough Planning Commission: Kathleen Mencke, Commissioner

Haines Borough Schools: Leigh Horner, SRTS Representative

Haines Senior Center: Leslie Whittington, Manager; Kristy Legassie, Asst. Site Manager

Haines Senior Village: Anne Hanssen, Manager; Bud Barber

Lynn Canal Conservation: Nancy Berland, Ex. Director

Lynn Canal Counseling: Kelly Williamson, Director

Ms. Lucy's Taxi Service: Stan Mazeikas

REACH, Inc.: Suzanne Vuillet-Smith, Case Manager

RurAL CAP Head Start: Ex. Director

Southeast Alaska Regional Health Consortium (SEARHC): Marcia Scott, Clinic Manager; Jan Hotze,

Silver Eagle: Bruce Gilbert

Southeast Independent Living, Inc.: Sierra Kaden Jimenez, Ex. Director

Tlingit-Haida Central Council: Marilyn Wilson, Local representative

Nationwide Property Management aka Dusty Trails: Jessica Rettinger

Haines Borough Coordinated Transportation Plan

Appendix C - Vehicle Inventory 2012

Haines Borough Human Service Transportation Inventory 2013

Organization/Business:	Make/Year/Model	Seating Capacity	Wheelchair Accessibility	Availability	Average Miles/ Year
SESS (dba Haines Senior Center)	2011 Ford	8 (+2 Wheelchairs)	yes	M-Th 8am-2pm, after hours and weekends depending on driver availability	9500
	2007 Ford	8 (+2 Wheelchairs)	yes	Seniors age 60 and over; persons with disabilities of any age	9500
REACH	Subaru			REACH clients only	
Haines Cable TV	2006 Bucket Truck	not a passenger vehicle	no	not available for passenger use	Approximately 10,000 miles/year
	1994 Chevy Plow Truck	not a passenger vehicle	no	not available for passenger use	
	1995 Ford Pickup	not a passenger vehicle	no	not available for passenger use	
Chilkat Eagle BnB	2002 Toyota 4-Runner	4	no	Available in emergencies.	500
Haines Woman's Club	none				
American Bald Eagle Foundation	Ford/2000/ Passenger van	16	yes	not insured or licensed for passenger use; used to transport birds and personnel	
Public Health Center	Ford 2004 Explorer	5	no		
1st Choice Charters	none				
Haines Assisted Living	95 Dodge Caravan	7	no	as needed for resident appointments	500
The Babbling Book	Ford 150 truck - 6,N,N	6	no	not available for passenger use	
	Toyota RAV4 - 5,N,N	5	no	not available for passenger use	
Chilkat Valley Preschool	We borrow the CYD van for field trips.				
Port Chilkoot Bible Church	none				
The Salvation Army	98 Jeep Cherokee	4	no	available as needed for icy transport	
Lynn Canal Conservation	none				
Storage and Warehouse	Sanding Truck, isuzu NQR	driver and two seats	no	not available for passenger use	
The Ugly's of Haines inc.	We do NOT have any organization vehicles.				
Sockeye Cycle Co.	Vans - 15 Passenger Ford E-350 with bike trailers	15	no		
	Bikes - Road and mountain				

Note: This vehicle inventory does not comprehensively represent all agency/organizational/business vehicles in Haines; this list was compiled from those organizations that chose to respond to the Haines Organizational Transportation Inventory Survey.