

**Haines Comprehensive Plan**  
**Planning Commission Work Session**  
 Wednesday, November 16, 2011  
6:00 pm - 8:30 pm Assembly Chambers



Agenda

<b>6:00 pm</b>	<b>Call To Order - Planning Commission Chair</b>
<b>6:00 - 6:05 pm</b>	<p><b>Schedule Review</b></p> <p><u>December</u></p> <ul style="list-style-type: none"> <li>• Land Use: Part 2</li> <li>• Review - Plan Implementation: Objectives &amp; Actions</li> </ul> <p><u>January</u></p> <ul style="list-style-type: none"> <li>• Pre-Draft plan issued (80% complete)</li> <li>• Planning Commission work session</li> <li>• Town Meeting</li> </ul> <p><u>February</u></p> <ul style="list-style-type: none"> <li>• Joint Assembly/Planning Commission Work session</li> <li>• Draft Plan Issued (95% complete)</li> </ul> <p><u>March</u></p> <ul style="list-style-type: none"> <li>• Planning Commission Public Hearing &amp; approve/forward to Assembly</li> </ul> <p><u>April</u></p> <ul style="list-style-type: none"> <li>• Assembly Public Hearing and approval</li> </ul>
<b>6:05 - 6:30 pm</b>	<p><b>2<sup>nd</sup> look/review of: <u>Future Recreation Development Matrix (part of recreation chapter)</u></b></p> <p>A. We've been working with the Parks and Recreation Advisory Committee to use the matrix the Planning Commission developed earlier to establish (and apply) criteria to help priority future recreation investments/development. In any exercise like this ranking gets it about 80% there; now it is time to step back and apply a 'real world' lens to the exercise and results.</p> <p>B. I think some Parks and Rec Advisory Committee members will attend meeting and we can have a joint discussion.</p>
<b>6:30 - 6:50 pm</b>	<p><b>2<sup>nd</sup> look/review of: <u>Transportation Chapter</u></b></p> <p>Assume you have read it ahead of time.</p> <p>A. Answer/discuss any questions or comments you have.</p> <p>B. Comments/ideas on Implementation Plan (objectives and actions)</p>
<b>6:50 - 7:30 pm</b>	<p><b>2<sup>nd</sup> look review of: <u>Economic Development Chapter</u></b></p> <p>Assume you have read it ahead of time.</p> <p>A. Answer/discuss any questions or comments you have.</p> <p>B. Comments/ideas on Implementation Plan (objectives and actions)</p>
<b>7:30 pm</b>	<b>Break</b>
<b>7:45 - 8:30 pm</b>	<p><b>Land Use, Discussion (map assisted):</b></p> <ul style="list-style-type: none"> <li>• Current Land Use</li> <li>• Comp Plan Future Growth Designations &amp; Zoning (relationship)</li> <li>• Talk through 2004 plan's Future Growth Maps and Issues</li> </ul>
<b>8:30 pm</b>	<ol style="list-style-type: none"> <li>1. <b>Set December Meeting Date</b> (will Dec 19, 20 or 21 work?)</li> <li>2. <b>Set January Town Meeting Date</b> – week of Jan 23<sup>rd</sup>? (Assy meeting Jan 24)</li> <li>3. <b>ID OK dates for February Joint PC/Assembly Work Session</b> ( Feb 6, 7 or 21-24?)</li> </ol>

**Potential Recreation Improvements**

		Type	Land Ownership	Source	In Adopted Plan?	Fills Recreation Gap	Popular Activity	Resident Use	Visitor Use	Accessible to Most Residents	Active Volunteer Group	Provides Economic Diversity	Facilitates Health and Wellness	Rank	Estm. Capital Costs (1000s)	Estm. Annual O&M Costs (1000s)	
				Where did project originate?	1. No 2. Yes	1. Low 2. Med 3. High	1. Low 2. Med 3. High	1. Low 2. Med 3. High	1. Low 2. Med 3. High	9-14 Low 15-20 Med 21-26 High	1. > \$250 2. \$250-\$50 3. < \$50	1. > \$50 2. \$10-\$50 3. < \$10					
<b>Indoor Facilities</b>																	
1	Community Recreation Center	New	Borough	Public & Borough	1	3	3	3	2	3	3	3	3	24	High	1	1
2	New Pool	New	Borough	Borough	1	2	3	3	1	3	1	2	3	19	Med	1	1
3	Pool Improvements	Upgrade	Borough	Borough	1	2	3	3	1	2	1	2	3	18	Med	2	2
4	Make improvements and increasing use of Chilkat Center and Senior Center	Upgrade	Borough	Public	1	2	1	3	1	3	3	2	2	18	Med	2	2
<b>Playgrounds and Sports Fields</b>																	
5	Ski/sledding hill park (Lilly Lake/Mt. Riley area)	New	TBD	Public	1	3	3	3	3	3	1	3	3	23	High	1	1
6	Hockey rink/covered horse arena at the fairgrounds	New	SE State Fair	Public	1	3	2	3	2	3	3	2	3	22	High	2	3
7	Mountain bike skills park (could be combined with new ski hill)	New	TBD	Public	1	3	2	2	2	3	3	2	3	21	High	3	3
8	Improvements to the skate park at Oslund	Upgrade	Borough	Public	1	2	2	3	1	3	2	1	3	18	Med	3	3
9	Improvements to track and turf at the schools	Upgrade	Borough	Public	1	2	2	3	1	3	1	1	3	17	Med	2	3
10	Emerson Field/ Skate park	Upgrade	Borough	Public	1	2	2	2	1	3	2	1	3	17	Med	3	3
11	Expanding disc golf course	Upgrade	SE State Fair	Public	1	2	1	3	2	3	1	1	2	16	Med	3	3
<b>Developed Parks and Outdoor Recreation</b>																	
12	Waterfront Park (ADA access, beachfront trail, Boardwalk)	Upgrade	Borough	Public Access Plan	2	1	3	3	3	3	1	3	2	21	High	1	3
13	Picture Point (small parking area, picnic tables, viewing area)	New	Borough	Borough, Public, Public Access Plan	2	1	3	3	3	3	1	1	1	18	Med	1	3
14	Public Use Cabin accessible off road/trail system	New	TBD	Public	1	3	2	3	2	3	1	1	2	18	Med	2	3
15	Carr's Cove Beach Access (access to beach, improved parking, and link to Chilkat Beach trail)	Upgrade	Borough & Private	Scenic Byways	2	1	3	3	2	2	2	1	1	17	Med	2	3
16	Council Grounds Recreation Area (expand pullout, parking, trails and recreation facilities)	Upgrade	State	Scenic Byways	2	1	2	1	3	3	1	1	1	15	Med	3	3
17	Wells Bridge Recreation Area (river access, restrooms, trail system and fishing area – area used by commercial operators)	Upgrade	State	Scenic Byways	2	1	1	1	2	3	1	2	1	14	Low	3	3
18	Pullout 4.3 Mile (expand eulachon interpretation, improve river access and parking)	Upgrade	State?	Scenic Byways	2	1	1	2	2	2	1	1	1	13	Low	3	3
19	Pullout 7.2 Mile (provide river access parking, potentially link to Mt Ripinsky trail)	New	State?	Scenic Byways	2	1	1	2	2	2	1	1	1	13	Low	3	3
20	Pullout 10 Mile (provide fish wheel interpretation during winter storage)	New	State	Scenic Byways	2	1	1	1	2	3	1	1	1	13	Low	3	3
21	Pullout 13.9 Mile (improved river access and parking for rafting, restrooms, stabilize banks – area used by commercial operators)	Upgrade	State	Scenic Byways	2	1	1	1	2	3	1	1	1	13	Low	3	3
22	Pullout 8.3 Mile (define parking and trailer parking areas, improve river access and boat launch)	Upgrade	State?	Scenic Byways	2	1	2	1	2	2	1	1	1	12	Low	3	3

Potential Recreation Improvements

		Type	Land Ownership	Source	In Adopted Plan?	Fills Recreation Gap	Popular Activity	Resident Use	Visitor Use	Accessible to Most Residents	Active Volunteer Group	Provides Economic Diversity	Facilitates Health and Wellness	Rank		Estm. Capital Costs (1000s)	Estm. Annual O&M Costs (1000s)
<b>Trails</b>																	
23	Waterfront Trail Battery Point to Nukdik Pt	New	Mixed	Public Access Plan	1	3	3	3	3	3	2	2	3	23	High	1	3
24	Short lit loop at fairgrounds (for year round walking, running and skiing)	New	SE State Fair	Public	1	3	3	3	2	3	2	2	3	22	High	3	3
25	Moose Meadow Loop	New	State	Public	1	2	3	3	3	3	2	2	3	22	High	3	3
25	Townsite non-motorized trails, streets planning, Identification, and signing.	Upgrade	Borough	Public	1	2	3	3	3	3	3	1	3	22	High	3	3
27	Improvements to Mount Riley Trail	Upgrade	State	Public	1	1	3	3	3	3	2	2	3	21	High	2	3
28	Improvements to Mount Ripinsky Trail (trailhead improvements at 7 mile)	Upgrade	State	Public	1	1	3	3	3	3	2	2	3	21	High	2	3
29	Improvements to Battery Point Trail	Upgrade	State	Public	1	1	3	3	3	3	2	2	3	21	High	2	3
30	Lily Lake loop and connection to Mt Riley	New	State	Public	1	1	3	3	3	3	2	2	3	21	High	3	3
31	Chilkat Park Summit Trail	New	State	Public	1	2	3	2	3	3	2	2	3	21	High	3	3
32	Riley Summit to Letnikof Extension	New	State	Public	1	2	3	2	3	3	2	2	3	21	High	3	3
33	Old Pipeline Trail (from Lutak to Piedad)	Upgrade	Mixed	Public	1	1	3	3	2	3	2	2	3	20	Med	3	3
34	Sawmill Creek Trail	New	Mixed	Public Access Plan	2	1	3	3	3	2	2	1	3	20	Med	2	3
35	Cross-Chilkat Peninsula Trail (starting at fairgrounds)	New	SE State Fair & Private	Public Access Plan	2	1	3	3	3	2	2	1	3	20	Med	2	3
36	Sawmill Beach Trail	Upgrade	Mixed	Public Access Plan	2	1	3	3	3	2	2	1	3	20	Med	2	3
37	One Mile Creek Trail	New	Private	Public Access Plan	2	1	3	3	3	2	2	1	3	20	Med	3	3
38	Riley Ridge Trail to Seduction Point	New	State and Pvt.	Public	1	2	3	2	2	3	2	2	3	20	Med	3	3
39	Reutzeback Lake Trail	New	Private?	Public	1	2	3	2	2	3	2	2	3	20	Med	3	3
40	Dalton Trail (with potential for hut to hut use)	New	State	Scenic Byways	2	2	3	3	3	1	2	1	3	20	Med	1	3
41	Lutak Trail	Upgrade	Private?	Public	1	1	3	3	3	2	2	1	3	19	Med	3	3
42	Seduction Point to Viking Cove Extension.	New	State and Pvt.	Public	1	2	3	2	2	2	2	2	3	19	Med	3	3
43	Mulford Trail Access	New	State and Pvt.	Public	1	3	3	2	1	2	2	2	3	19	Med	3	3
44	Chilkat Moose Hills Trail	New	State	Scenic Byways	2	1	3	3	3	1	2	1	3	19	Med	2	3
45	Mount Cheetbeekahyu Trail	New	State	Scenic Byways	2	1	3	3	3	1	2	1	3	19	Med	2	3
46	Surgeon Mountain/Big Boulder Creek Trail	New	State	Scenic Byways	2	1	3	3	3	1	2	1	3	19	Med	2	3
47	Glacier Creek Trail	New	State	Scenic Byways	2	1	3	3	3	1	2	1	3	19	Med	2	3
48	Jarvis Creek Trail	New	State	Scenic Byways	2	1	3	3	3	1	2	1	3	19	Med	2	3
49	Trail from Haines to Skagway (with potential for hut to hut use)	New	State & Federal	Public	1	2	3	2	3	1	2	1	3	18	Med	1	3
<b>Remote Recreation/Boating</b>																	
50	Remote Public Use Cabin	New	TBD	Public	1	3	1	1	3	1	1	3	3	17	Med	2	3
51	Facilities for boaters in southern borough	New	State/Borough	Public	1	2	2	2	3	1	1	2	1	15	Med	2	3

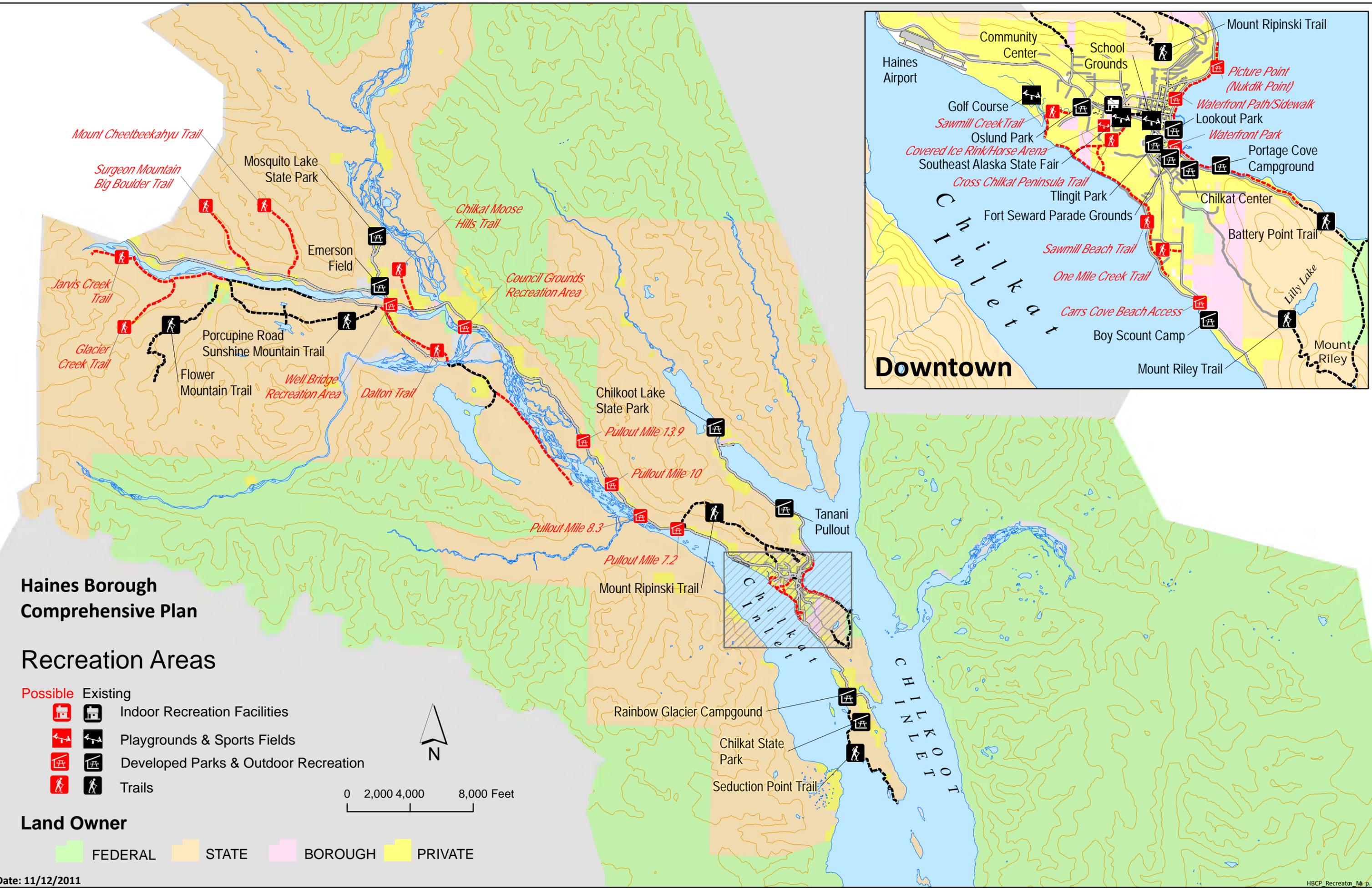
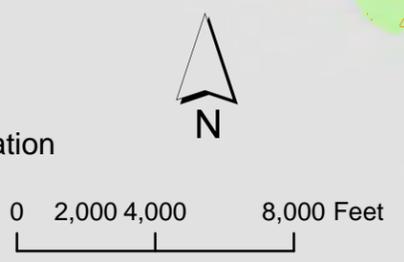
# Haines Borough Comprehensive Plan

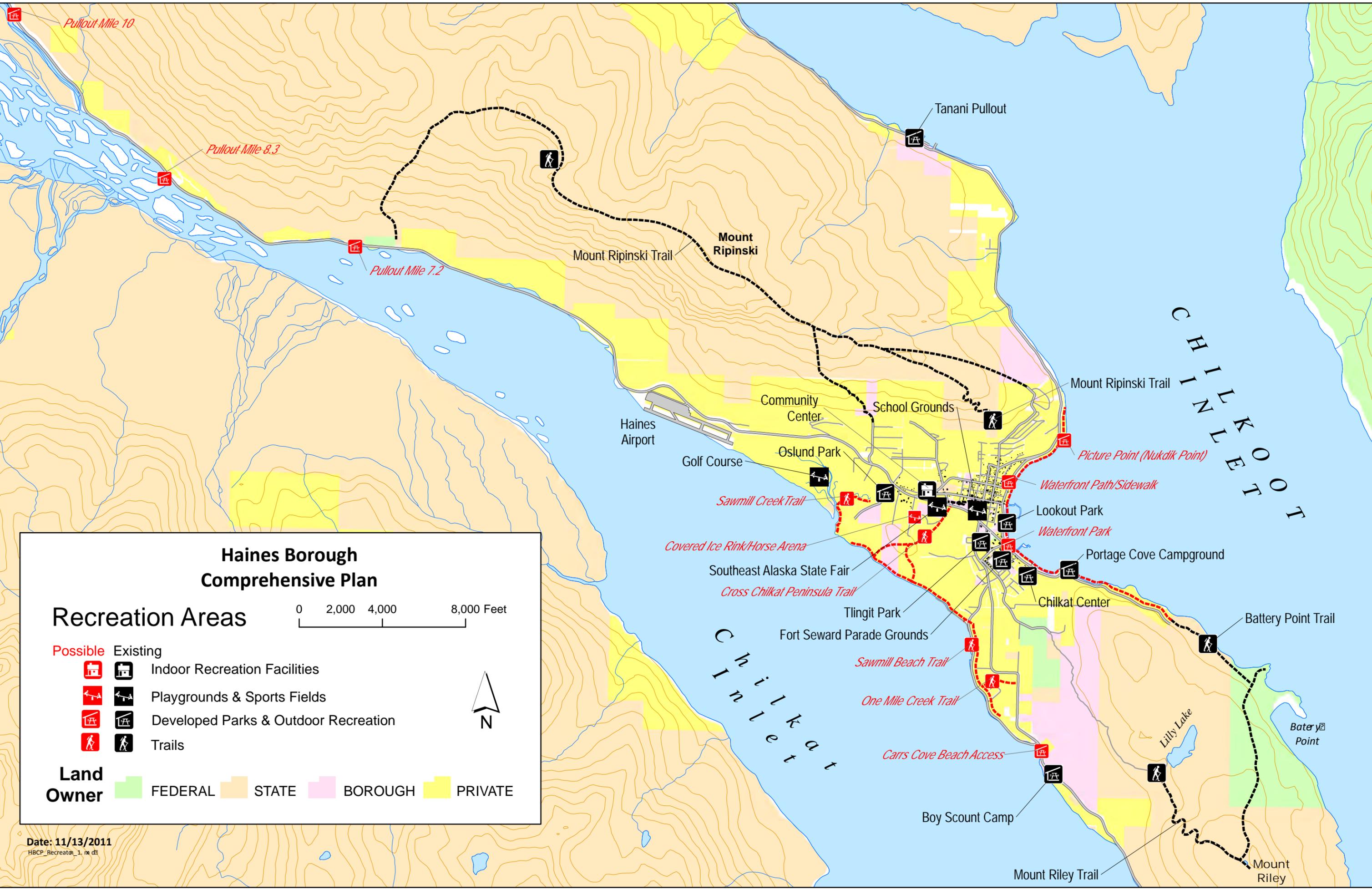
## Recreation Areas

- |                 |                 |                                      |
|-----------------|-----------------|--------------------------------------|
| <b>Possible</b> | <b>Existing</b> |                                      |
|                 |                 | Indoor Recreation Facilities         |
|                 |                 | Playgrounds & Sports Fields          |
|                 |                 | Developed Parks & Outdoor Recreation |
|                 |                 | Trails                               |

## Land Owner

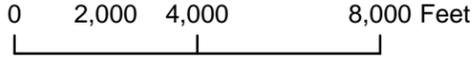
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|  | FEDERAL |  | STATE |  | BOROUGH |  | PRIVATE |
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### Haines Borough Comprehensive Plan

#### Recreation Areas



- |                 |                 |                                      |
|-----------------|-----------------|--------------------------------------|
| <b>Possible</b> | <b>Existing</b> |                                      |
|                 |                 | Indoor Recreation Facilities         |
|                 |                 | Playgrounds & Sports Fields          |
|                 |                 | Developed Parks & Outdoor Recreation |
|                 |                 | Trails                               |

- Land Owner**
- |  |         |  |       |  |         |  |         |
|--|---------|--|-------|--|---------|--|---------|
|  | FEDERAL |  | STATE |  | BOROUGH |  | PRIVATE |
|--|---------|--|-------|--|---------|--|---------|



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# 6.0 Transportation

**GOALS**

*Provide a safe, convenient, reliable and integrated transportation network to move goods and people to, from, and within Haines Borough.*

*Ensure access to work, school, services, facilities, and for hunting, fishing, subsistence and recreation.*

*Continue to build on Haines’ position as transportation hub, with its continental road connections, deep-water ice-free ports and harbors, and airport.*

Haines is a major transshipment point due to its ice-free deepwater port and year round road access to Canada, Interior Alaska and the continental US on the Haines and Alaska Highways. Haines is a northern terminus of the Alaska Marine Highway System (AMHS), a cruise ship port of call, and a hub for transportation to and from Southeast Alaska. There is a State-owned airport with a 4000 ft paved runway and daily scheduled flights to Juneau and Skagway by small aircraft. Borough facilities are the Port Lutak industrial dock, two boat harbors (one seasonal), the Port Chilkoot cruise ship dock, and two seaplane bases. There are also two privately owned industrial docks and a privately owned excursion vessel/ferry dock. Freight departs and arrives by truck (roads), by sea on barges and AMHS ferries, and by air. Another important transportation asset is the compact nature of Downtown Haines with residential areas, schools, stores, services, and recreation opportunities all easily accessed on foot or by bike.

Haines residents recognize that continued development and improvement of local roads the interconnected transportation system, and bicycle and pedestrian routes will strengthen both the economy and quality of life. In the 2011 Community Opinion Survey residents strongly supported several transportation improvements (Table 6.1).

Table 6.1 Support for Haines Transportation Improvement Projects		
	Support	Oppose
Road widening, ditching, maintenance and other safety improvements throughout the Borough.	90%	6%
Boat harbor improvements to the south including a breakwater, drive down ramp and work float, and moorage for new vessels.	75%	12%
Expand Port Lutak industrial dock to allow for more marine commerce.	71%	23%
Building a continuous pedestrian path from Picture Point to the Cruise Ship Dock.	62%	27%

This chapter reviews transportation trends, the current condition and use of infrastructure, future needs and improvements to the Haines transportation network, and ends with an Implementation Plan with objectives and actions to help set a path to achieve the community's transportation goals.

**Paving Mission Street, 2011**

## 6.1 Transportation Trends

### 6.1.1 People and Vehicles Traveling to and from Haines

Residents and visitors arrive in Haines by road, ferry, fast ferry, private boat, and scheduled or chartered flights (see Table 6.2).

Over the last decade the number of vehicles and people entering and leaving Haines by highway and by ferry has declined from 10 to over 30%.



**Haines waterfront with Port Chilkoot Dock and Portage Cove Small Boat Harbor in foreground, airport in far background, and Haines Highway and downtown street network.**



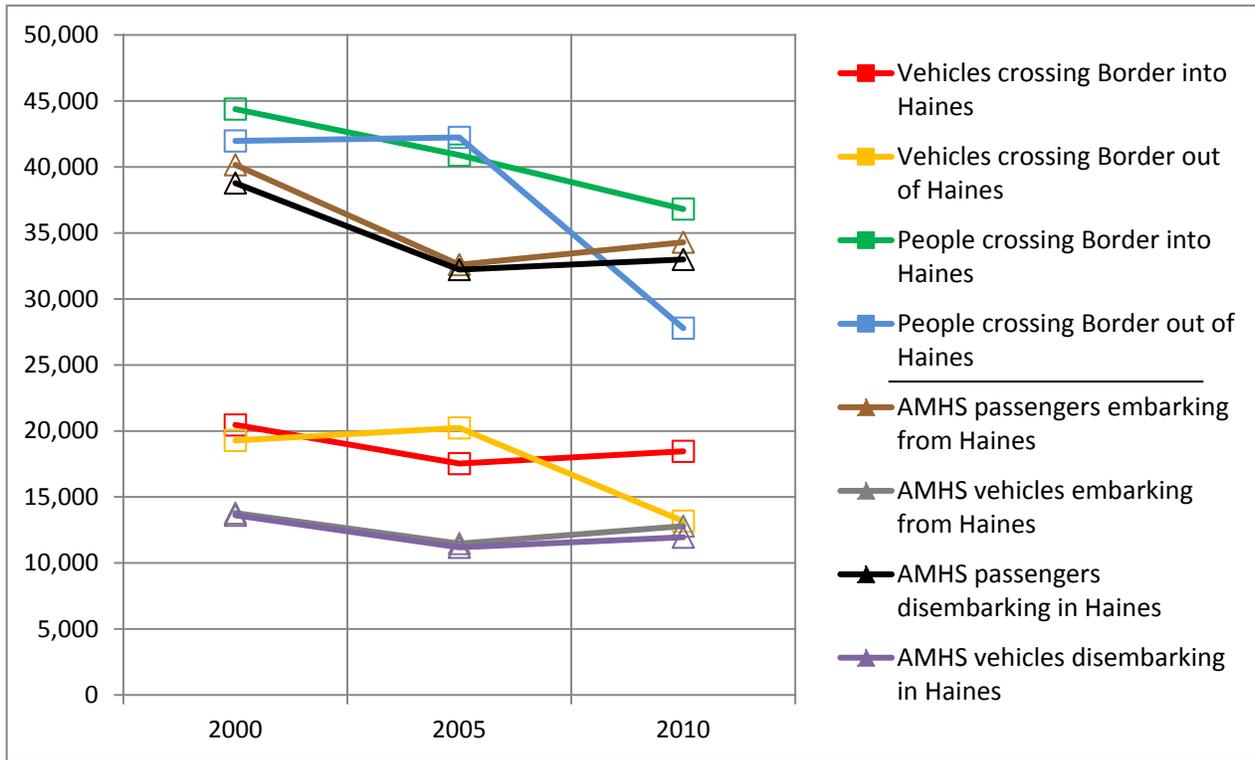
Since 2005, however, traffic is rebounding slowly, though not enough to make up for the losses from 2000. The number of vehicles entering Haines by highway (though not people) increased 5% between 2005 and 2010, and, the numbers of vehicles and passengers coming and going by ferry also increased since 2005. By air, the story has been steady growth. The number of passengers to and from Haines has increased 50-60% since 2002 (2000 data not available) and the pounds of air freight and mail jumped significantly.

**Table 6.2 Transportation Trends Haines, 2000-2010**

	2000	2005	2010	00-10 Change	05-10 Change
<b>Highway</b>					
<b>Passengers</b>					
Southbound	44,380	40,893	36,806**	-17%	-10%
Northbound	41,964	42,237	27,784**	-34%	-34%
<b>Vehicles</b>					
Southbound	20,452	17,525	18,454**	-10%	5%
Northbound	19,278	20,231	13,164**	-32%	-35%
<b>AMHS</b>					
<b>Passengers</b>					
Disembarking in Haines	38,779	32,223	32,987	-15%	2%
Embarking in Haines	40,160	35,598	34,295	-15%	6%
<b>Vehicles</b>					
Disembarking in Haines	38,779	32,223	32,987	-12%	7%
Embarking in Haines	13,779	11,468	12,789	-7%	12%
Sailings	613	591	574	-6%	-3%
<b>Cruise Ships</b>					
Number Cruise Ships	95	19	24	-75%	-17%
Cruise Passengers	187,397	31,968	30,850	-84%	-3%
Visitors from Skagway on fast ferry (mostly from cruises)	xx	xx	43,255	xx	xx
Total	187,397	31,968	87,513	xxx	+132%
<b>Air</b>					
<b>Passengers</b>	(Year 2002)			(02-10)	
Entering Haines	6,544	8,511	9,858	51%	16%
Leaving Haines	5,893	8,035	9,534	62%	19%
<b>Freight (pounds)</b>					
Entering Haines	192,866	198,004	308,405	60%	56%
Leaving Haines	47,089	61,681	125,907	167%	104%
<b>Mail (pounds)</b>					
Entering Haines	315,434	370,554	477,787	51%	29%
Leaving Haines	87,522	85,131	182,684	87%	115%

Sources: US Bureau of Transportation Statistics, Haines Visitors Bureau, Alaska Marine Highways

**Figure 6-3. Transportation Trends by Road and AMHS Ferry**



6.1.2 Ferry Schedule Impacts Local Businesses and Resident Convenience

Ferry service is important to both resident and visitor’s travel. AMHS ferry schedules have an impact on convenience and local economics. Summer demand for service in Lynn Canal is among the highest in the AMHS system; daily service initiated in about 1998 is well received and used. However, when the fast ferry discontinued service between Haines and Skagway in 2003-2004, this eliminated the ability of visitors to travel the popular Golden Circle Route and negatively affected tourism businesses. Service between these communities has since been reinstated. Increased economic benefit to Haines would result from increased sailings, particularly if ferries arrive in the late evening so that tourists spend the night prior to driving north. It would also be a benefit if ferries homeported or overnighted in Haines.

6.1.3 Lynn Canal Road

For over 20 years the State has desired to extend the road from Juneau to connect to Skagway. While the capital investment for the road is very high (\$390 million+), operations and maintenance costs to the State for roads is significantly less than for ferries (currently \$110 million annually for operations and maintenance for Southeast ferries and about \$10 million annually for Southeast State roads). A road would also use less fuel and reduce carbon emissions (ADOT&PF has estimated that it required 14 times more fuel to move 2010’s vehicle traffic by ferry between Juneau and Skagway than it would have if the same number of vehicles drove). The currently favored route would end at Katzehin River on east Lynn Canal where a

shuttle ferry service and terminal would take passengers and vehicles to Haines and to Skagway. If the road is built northbound ferry service would generally end in Juneau.

The ADOT&PF Southeast Alaska Transportation Plan is being updated in 2011-2012. The State is anticipating a 30% reduction in federal funding and steady or declining State funding for operations and maintenance. This coupled with rising fuel costs, four mainline ferries that are 50 years old, and the fact that Southeast's ferry system (including IFA) moved more people and cars in 1992 with fewer ferries than it does today, challenge the system. For all these reasons it is likely that the 2012 SATP's Preferred Alternative for Lynn Canal will continue to favor construction of a road from Juneau to Katezhin and frequent shuttle ferry service to Haines and Skagway from there.

In the past Haines residents have expressed varied and mixed opinion on the road. Opinions include support for it, a preference instead for a West Lynn Canal Road, concern that the road could divert tourists to Skagway (though the shuttle ferry would be quicker to and from Haines), that some local spending would shift to Juneau if it was less expensive to get there with a vehicle, an objection to losing the option of thorough ferry service to Juneau, that the road would be too costly to maintain and too dangerous in the winter given the avalanche crossings, concern over potential visual and environmental impact to Lynn Canal and Berners Bay, and concern that the hardships for a foot traveler would be difficult to overcome and that no commercial businesses likely to pick-up foot passenger transport between distant ferry terminals and communities.

#### 6.1.4 IFR Air Service

In the last few years small commercial airplane services in southern Southeast Alaska have started flying Caravan-size Instrument Flight Rule (IFR) capable planes on scheduled flights between Ketchikan and Prince of Wales Island and between Sitka and smaller communities. These instrument rated planes and pilots can fly through weather and have increased reliability of air service in central and southern Southeast; anecdotal reports are that it is reducing both resident's ferry and floatplane travel. It is likely that over the next decade IFR capable service will come to Juneau as well, increasing reliability of air travel between Juneau and surrounding communities including Haines.

#### 6.1.5 Freight & Transshipment Opportunity (including Rail)

Two related studies in 2005 and 2007 by the Yukon Government<sup>1</sup> investigated the demand for supplies and commodities transshipment that can be reasonably expected from Northern and Interior Alaska and the Yukon over the next 50 years. The purpose is to assist the Yukon in estimating total transport cost in relation to probable selling prices and determine the best

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<sup>1</sup> Yukon Ports Access Strategy for Yukon Economic Development, KPMG, 2005; Rails to Resources to Ports: The Alaska Canada Rail Link Project Phase I feasibility Study, ALCAN RailLink Inc., 2007

transshipment options and needed capital investment. The Yukon Government paid for these studies as the bulk of the exports will be minerals from the Yukon.

The studies, *“suggest that Haines is the preferred option for larger quantities of products such as coal and iron ore, which are likely to be developed in the longer term, while Skagway is the preferred option for [ore] concentrates and smaller quantities of coal”* (pg. 69, KPMG Study). Skagway is closer to the source for many mineral deposits so it is favored for smaller and shorter term export needs, but it has little upland and port expansion opportunity thus limiting bulk throughput to a maximum of about two to three million tonnes per year. Both the road system and narrow gauge railway at Skagway are unsuited to large scale bulk exports. Hence, large scale bulk exports (longer term need) through Skagway is considered infeasible.

The options that these reports state appear best for further consideration are:

- Short Term – Truck shipment of inbound and outbound goods through Haines, Skagway and Stewart, depending on the relative advantage of each port for each potential movement. Some consideration could also be given to utilizing the White Pass and Yukon Railway for outbound mineral concentrate movements.

Depending on location of ore short term transshipment through Haines is feasible at the Port Lutak Dock or Chilkoot Lumber Dock. Haines is also well positioned for a potential role in the supply of pipe and other supplies for the construction of an Alaska Highway Gas Pipeline; particularly those that construction spreads west of Whitehorse. Existing marine terminals could be easily modified for this freight.

- Medium Term – Further truck shipment of inbound and outbound goods through Haines, Skagway and Stewart as well as utilizing the White Pass and Yukon Railway for outbound mineral concentrate and potentially small volume coal movements.
- Long Term – The long term development concept is for Haines and is based on the utilization of the old Army Fuel Tank Farm as a site for a major bulk terminal for either coal or iron ore. This site is about 200 acres in size, is relatively flat and can easily access the foreshore for the loading of deep sea vessels. A Standard Gauge Railroad to Haines would be required, with a proposed route across the Yukon Mountains, along the Chilkat River Valley, and across to Lutak Dock.

## 6.2 Aviation

### 6.2.1 Current Conditions

The state-owned Haines Airport is located on the Haines Highway approximately three miles from downtown. In 1992, ADOT&PF completed construction of a five million dollar expansion to the airport. Improvements included a new runway, improved taxiway and aircraft parking. The airport is on a 126-acre parcel with a 4000 ft x 100 ft paved runway, apron and lease lot area. One lease lot has a private air carrier's terminal building (formerly built and owned by City), several others have private hangars, and there are XX (or acres) of vacant lots available to lease for future development. Two companies (Wings of Alaska and Air Excursions) provide daily scheduled air service to Juneau and Skagway; several businesses offer flight seeing and charter service. Future airport expansion is physically limited by an historical site, the Haines Highway, and the Chilkat River.

There are currently two public floatplane docks in the Borough, one in the Portage Cove small boat harbor and a one at Excursion Inlet. The seaplane float in the boat harbor was originally built in 1978 and turned over to the Borough along with the rest of the harbor in 1997. It was replaced in 2010. The Excursion Inlet float for seaplanes was upgraded with a used float several years ago. [current ownership appears to be Borough].

### 6.2.2 Concerns and Opportunities

ADOT&PF is currently in the design phase of a project to improve drainage and rehabilitate failing pavement on the apron, taxiways and runway. Fencing and lighting to improve safety and security may be part of this project. A building to store sand, chemicals, and maintenance equipment is also needed to improve airport operations. The runway is long enough for most private jets and the planes currently used for medivac; no extension is planned at this time. In the longer term an apron expansion is desired to provide additional capacity for future needs.

The seaplane float at Portage Cove is exposed to waves and thus not well-used. Protecting the seaplane by including it within the harbor's future wave barrier will increase its utility and use.

## 6.3 Harbors and Docks

### 6.3.1 Current Conditions

Haines Borough operates two harbor facilities (Portage Cove, Letnikof Cove), two docks (Lutak Dock, Port Chilkoot Dock), and three boat launch ramps (at Lutak Dock, Portage Cove and Letnikof Cove). See Table 6-5. All facilities are managed by the Borough's harbormaster, two assistants and other public works department staff. Harbors and Ports are separate enterprise funds. A Small Boat Harbor Advisory Committee helps set direction for harbors, and a newly appointed (winter 2011) Port Steering Committee is advising on port development.

## Harbors

### Bustling Portage Cove Small Boat Harbor April 2011

The Portage Cove Small Boat Harbor was originally constructed in 1958, expanded in 1976, and refurbished in 2010. The facility transferred from State to Haines Borough ownership in May 1997. In 2010, the Borough, with added state and federal funding, accomplished a \$6.6 million improvement that replaced all floats and realigned them to improve navigation; added an ADA covered gangway; added overhead pole lighting to slips; on the tidal grid installed electricity, fender piles, and an access stairway and walkway; extended drinking water to the transient floats; added removable finger floats to facilitate transient moorage; and replaced the seaplane float. Today, the rubble mound breakwaters and dredged entrance channel support four floating docks with 114 slips for boats from under 24 to over 40 ft in length. There is also a tidal grid, launch ramp, icehouse, fuel dispensary and seaplane float. Transient vessels moor to several of the floats and the outer side of the breakwater floats during favorable weather.



The Borough's seasonal (April-May through October) Letnikof Cove 500 ft of steel deck grating float and launch ramp are well used to support commercial and subsistence fishing, recreation and tourism. Vessels obtain a borough-permit can tie-up to the U-shaped float, and many more use the boat launch on a day-to-day basis. In 2011, there were approximately 40 permits for seasonal use of Letnikof Harbor, which is strategically located near the Chilkat River mouth and near Haines Packing Company's seafood processing facility. This facility was constructed in 1980 and turned over from the State to the Borough in May 1997. In addition to the float and launch ramp there is parking for vehicles and boat trailers.

## Docks

The Borough's Port Lutak Dock is located five miles north of downtown Haines. The 1,051 ft. dock face and six-acre staging area is 75 percent owned by the Haines Borough and 25 percent owned by the State of Alaska (AMHS ferry terminal). It was constructed in the 1950's by the U.S. Army and it has a 36-foot above MLLW depth at the face. Improvements have modified the fender system, constructed a barge loading facility, and developed the upland lots to service the dock. These improvements coupled with the location that is protected from the wind (compared to Skagway) have make this Borough-owned dock a top deep water port facility in Southeast Alaska.

The facilities at the Lutak Dock are currently capable of handling containerized cargo (break and bulk), manual loading and unloading operations, petroleum products transshipment and passenger operations. This dock is used commercially year-round and is operated by the Haines Borough on a fee basis. Current leases include Alaska Marine Lines for weekly barge service and general container loading, staging and storage as well as Delta Western for fuel transfer and storage. The Lutak Dock generated \$238,757 in FY11 from fuel and cargo tariffs and wharfage (see Table 6-4).

The Port Chilkoot Dock is located just south of the Small Boat Harbor in Portage Cove along the waterfront. A 1995 dock expansion project created a 900 ft long steel pier dock where cruise ships tie up when in town. One of the Skagway-Haines fast ferries also moors here. In 2011, a waterfront improvement project added public restrooms, expanded parking, installed pedestrian improvements and other amenities for cruise ship passengers.

In addition to these Borough facilities there are two private docks within ¼ mile of either direction of the Port Lutak dock. To the north is the Chilkoot Lumber Company dock and approximately 15-acre uplands and to the south is the decommissioned federal Petroleum-Oil-Lubricant (POL) dock, in the process of being transferred to Chilkoot Indian Association (still working to verify information). Contiguous with the Borough’s Lutak Dock is the State’s Alaska Marine Highway System (AMHS) ferry dock and terminal. Other private facilities in Haines Borough are the Haines Packing Company dock in Letnikof Cove, the Chilkat Cruises dock in south Postage Cove, and Ocean Beauty seafood plant facilities in Excursion Inlet.

**Table 6-4. Lutak Dock - The Numbers**

<b>Table 6-4. Lutak Dock - The Numbers</b>	
<b>Oil</b>	
Oil Transferred	12-13 million gallons annually
<b>Cargo</b>	
General Cargo Transferred	11,240 tons (2009), 9,845 tons (2010)
Hazardous Cargo Transferred	2,214 tons (2009), 2,368 tons (2010)
<b>Container Traffic</b>	
Number of Loaded Containers (inbound & outbound) at Lutak Port	4,033 (2009)
Number of Loaded Containers (inbound & outbound) at Lutak Port	3,066 (2005)
<b>Revenue (Lutak)</b>	
FY 00	\$106,873
FY 05	\$92,154
FY 10	\$132,379
FY 11	\$238,757
<i>Sources: Tariff Study Phase I, II and III, Northern Economics, 2011; US Army Corp of Engineers. Waterborne Commerce Statistics; personal comm.: E. Barrett, Harbormaster</i>	

### 6.3.2. Concerns and Opportunities

This section reviews four major capital improvement projects related to docks and harbors:

1. Letnikof Cove float maintenance or replacement
2. Portage Cove small boat harbor wave protection and expansion
3. Lutak Dock improvements
4. Port Chilkoot Dock improvements

In order to be “shovel ready” for funding opportunities it is important to determine each facility’s preferred improvement, prepare an engineered design and cost estimate and accompanying narrative describing the project’s purpose and need, and prepare a Capital Improvement package.

While many projects can be accomplished over a 20-year time period, neither local bonding capacity nor state and federal partners can provide funding for all projects at once (nor there are non-transportation improvements desired too). An objective and action in this chapter’s Implementation Section is to assemble information on desired capital improvement projects and identify short and medium term priorities so that the Borough can pursue infrastructure upgrades and improvements in a systematic manner.

#### Harbors

Expansion of the Portage Cove Small Boat Harbor has been desired for many years to enhance safety and navigability and better support commercial, sport and subsistence fishing and tourism activity such as water-based charters and tours. There are about 60 (verifiable) persons on the waiting list for a slip, primarily for vessels over 40 ft in length.

In the early 2000’s four alternatives for expansion of the boat harbor to the north were developed in partnership with the US Army Corps of Engineers (COE). Project costs for the preferred alternative however escalated over time due to rising transportation, fuel and material costs, and the discovery of more soft clay than anticipated; the most recent estimate (June 2008) was \$30 million. At an 80/20 cost share with the COE the Borough’s portion would be \$6 million; however, that is only for the breakwater and dredged navigation channel – the estimate is that an additional \$12 million from the Borough would be needed for project components the COE does not fund. The interplay between design, cost and funding availability caused Haines Borough to reassess its position.

Less expansive and expensive boat harbor expansion to the south is now the Borough’s focus; these options would protect the harbor from southerly wind and waves, add moorage for vessels 40 ft and larger, provide a drive down ramp/float, a drive down boat launch, and a larger parking lot to support the commercial fishing fleet and other users. The 2011 Community Opinion Survey queried level of support or opposition for a more modest improvement to the south and found 75% support (Table 6-1). There are five design options to the south with Borough price tags that vary from \$12 to \$23 million and total project costs, if all

phases of work were accomplished with state and federal funding, from \$32 to 49 million. Two concepts can be viewed on the next page.

The COE is concerned that the extensive environmental and economic review process that previously approved the larger project to the north may have to be redone to support expansion to the south. This issue is being resolved as this plan goes to print, beginning with a geotechnical drilling program in spring 2012 to better define the harbor area subsurface.

Given the project's purpose and need, cost estimates, likelihood of funding, results of geotechnical investigations, and other factors Haines Borough must identify its preferred design and then pursue project funding and development.

Moving west to Chilkat River challenges to the Letnikof Cove harbor are the sizeable waves generated by northerly winds originating in the Chilkat River valley and winter ice buildup, especially along the perpendicular 70 ft float. Failures of varying degrees to the Borough's float system here will increase in frequency given the wear and tear and deterioration observed (PND, 2010). At a minimum, anchor chains and float connections hardware must be replaced and sacrificial anodes installed. Given deterioration, the entire facility must eventually be replaced.

Concept 1 (top) and Concept 4 (bottom) for Portage Cove Small Boat Harbor expansion to south. Drawings courtesy of PND Engineers, Inc.

Haines Borough is in the process of identifying its preferred option among five concepts.



## Docks

The Borough's Lutak Dock is a closed cell sheet pile dock with a concrete cap along the seaward perimeter of the cells. Several repairs have been completed but a number of small-scale failures motivated the Borough to undertake a condition assessment in 2010 (PND Engineers, Inc.) Improvements to the existing infrastructure and expansion of the dock and work area will position the Haines Borough to capture revenue sufficient to sustain the facility and potentially provide additional jobs and economic opportunity. Recommended improvements are listed on Table 6-5 and including rehabilitating and extending the dock face and providing a method for offloading heavy loads.

Haines and Skagway have always served as ports for the Yukon and Interior Alaska. Today's high price of metals and commodities is creating another mining boom in these mineral rich areas which, coupled with skyrocketing demand for raw materials in Asia, creates an opportunity for the Lutak Dock to play a stronger role in regional import and export. The Haines Borough is beginning work on business and development plan for the Lutak Dock to assess traffic, port and supply chain competitiveness, short-medium and long-term options, models, risks and governance. The newly appointed Port Development Commission will advise and oversee this effort. The improvements described could position Haines Borough to generate more revenue from transfer and transshipment of tankered fuel, Liquid Natural Gas, ore, and other cargo and equipment associated with construction of an Alaska Natural Gas Pipeline, Yukon energy needs, and future mining projects in the Haines Borough, the Yukon Territory, and northern British Columbia.

The privately owned Chilkoot Lumber Company Dock just north of the Borough's Lutak Dock has a small fish processing facility on site and is used by the commercial gillnet fleet for product offloading and shipment (via truck), boat launch and vessel repair, and storage. Dock and upland improvements to support the commercial fishing fleet should be given consideration if space and infrastructure upgrades occur given the economic importance of the fishing fleet and fish processing to the Haines Borough economy.

As port competitiveness studies proceed if more contiguous upland space is needed to support port transshipment or commercial fisheries the four adjacent property owners of this waterfront industrial land - Chilkoot Lumber Company, Albert Schafer, Haines Borough, and Chilkat Indian Association (POL Dock) – might want to consider a unitization agreement for joint land development and use.

The Port Chilkoot Dock was inspected in 2011 to assess the condition of dock pilings and supports prior to completing a deck replacement. The 2011 survey (PND, Inc.) showed that the support pilings [REDACTED], which called into question investing in a deck replacement if the underlying trestles have significantly less design life. The Borough subsequently developed an option to replace underlying trestles as well as the gangway and deck (\$3.5 million), and another option to do this plus replace the main dock, moorage float and construct a passenger

queuing deck (\$8.7 million). Haines Borough is currently using the project's purpose and need, estimated future use, revenue and funding, and other factors to determine its preferred option and then and prepare a Capital Improvement package.

**Table 6-5. HAINES HARBORS AND DOCKS**

<b>BOROUGH FACILITIES</b>			
<b>Facility</b>	<b>Purpose/Uses</b>	<b>Facility Details</b>	<b>Needs</b>
<b>Portage Cove small boat harbor, launch ramp, seaplane float</b>	<ol style="list-style-type: none"> <li>1. Mooring commercial and recreational boats</li> <li>2. Landing for excursion vessels</li> <li>3. Launching commercial and recreational boats</li> <li>4. Fueling small vessels Handling supplies and equipment</li> <li>5. Landing for seaplanes</li> </ol>	<ul style="list-style-type: none"> <li>• Small Boat Harbor has 4 floats with slips for approx 114 vessels; water and electricity available.</li> <li>• Harbormaster's office, restrooms.</li> <li>• Tidal grid</li> <li>• One 200 x 16-ft launch ramp west of grid with timber float public seaplane float.</li> <li>• Borough now (2011) running vessel fueling with 3 hose stations on wharf served by 3 steel storage tanks located at rear, total capacity 250 barrels.</li> </ul>	<ul style="list-style-type: none"> <li>• Wave barrier to protect from southerly wind and waves</li> <li>• Add slips for &gt;40 ft boats</li> <li>• Drive down ramp and work float on S to support commercial use</li> <li>• Haul out, dry work area and storage for fishing fleet (here or other)</li> <li>• Sewer, showers/ laundry, disposal system for marine water</li> <li>• Year-round restrooms</li> <li>• Better icehouse access for commercial use</li> </ul>
<b>Letnikof Cove small boat harbor and launch ramp</b>	<ol style="list-style-type: none"> <li>1. Mooring and launch for commercial and recreational boats</li> </ol>	<ul style="list-style-type: none"> <li>• 500 x 6 ft U-shaped float available April/May-October.</li> <li>• Launch ramp is located at north side.</li> <li>• Unpaved parking area at rear, parking for vehicles and trailers.</li> </ul>	<ul style="list-style-type: none"> <li>• Entire float system deteriorated and needs replaced, install anodes</li> <li>• Install precast double vault toilet building</li> </ul>
<b>Lutak Dock</b>	<ol style="list-style-type: none"> <li>1. Receipt and shipment of containerized and roll-on/roll-off general cargo</li> <li>2. Receipt and shipment of seafood</li> <li>3. Receipt of petroleum products</li> <li>4. Shipping gravel and logs</li> <li>5. Icing vessels</li> <li>1. Launch of commercial and recreational boats</li> </ol>	<ul style="list-style-type: none"> <li>• 1000 ft dock (75% borough, 25% state), approx 5 acres of unpaved, open storage area are located at rear; leased use for fuel (Delta Western) and barged cargo transfer (AML). Also use by others at times.</li> <li>• Delta Western has three 6- and two 4-inch pipelines extend from wharf to 13 steel storage tanks located at rear, total capacity 65,000 barrels.</li> </ul>	<ul style="list-style-type: none"> <li>• Short term: replace exterior concrete cap; sandblast/ recoat transfer bridge and floatation pontoon; install sacrificial anodes; provide vertical support beneath open spans</li> <li>• Rehab approx 700 ft of dock face &amp; extend dock face add'l 700 ft</li> <li>• Provide maximum useable area between dock face and Lutak Road &amp; maximize leasable land for storage.</li> <li>• Provide method to offload heavy lift loads (up to 1 million pounds)</li> </ul>

			<ul style="list-style-type: none"> <li>• Dredge to allowing standard container vessels to unload at dock face.</li> <li>• Provide port security and amenities.</li> </ul>
<b>Port Chilkoot Dock</b>	<ol style="list-style-type: none"> <li>1. Mooring cruise ships</li> <li>2. Mooring Skagway-Haines excursion vessels</li> <li>3. Receipt of petroleum products</li> </ol>	<ul style="list-style-type: none"> <li>• 915 ft dock</li> <li>• Anodes installed in 2007</li> <li>• 2011 upgrades: public restrooms, expanded parking, pedestrian improvements and other amenities for cruise ship passengers.</li> <li>• Fuel formerly available: 6-inch pipelines decommissioned.</li> </ul>	<ul style="list-style-type: none"> <li>• Perform dive inspection on steel piles by 2013</li> </ul>
<b>OTHER (NON-BOROUGH) HARBORS AND DOCKS</b>			
<b>Facility Type</b>	<b>Purpose/Uses</b>	<b>Facility Details</b>	<b>Needs</b>
<b>Chilkoot Lumber Company dock</b>	<ol style="list-style-type: none"> <li>1. Receipt and shipment of containerized and roll-on/roll-off general cargo</li> <li>2. Receipt, shipment and processing of seafood</li> <li>3. Shipping gravel and logs</li> </ol>	<ul style="list-style-type: none"> <li>• 600 ft dock, approx 400 ft usable</li> <li>• Transfer bridge in a 45-foot recess with a 125- by 45-foot wharf extension on west.</li> <li>• Fish processing facility and open storage on approximately 25 acres uplands; former sawmill site.</li> </ul>	<ul style="list-style-type: none"> <li>• Dock needs resurfaced and about 250 ft face need rehab</li> <li>• Site remediation complete in 2012 for diesel to residential standards</li> <li>• Facility is both in use and for sale, as is adjacent private waterfront parcel together totaling about 40 acres.</li> </ul>
<b>State AMHS Ferry terminal and dock</b>	<ol style="list-style-type: none"> <li>1. Landing for State passenger and vehicle ferries</li> </ol>	<ul style="list-style-type: none"> <li>• 1000 ft dock (75% borough, 25% state- which is for AMHS ferry)</li> <li>• Pave parking area and terminal building, fix sink holes.</li> </ul>	<ul style="list-style-type: none"> <li>• In 2012 State will replace sheet piles with a rip-rap slope, install new mooring dolphins and fender system, dredge berth, and expand the staging area (including relocation of storage bldg).</li> </ul>
<b>P.O.L. Terminal Dock</b>	Not operated Working to ID status of transfer and ownership	<ul style="list-style-type: none"> <li>• 780 ft dock, 200 acres former military tankfarm demolished in early 2000's, remediation continuing.</li> </ul>	
<b>Chilkat Express Dock</b>	<ol style="list-style-type: none"> <li>1. Landing for Skagway-Haines excursion vessels</li> <li>2. Fueling vessels</li> </ol>	<ul style="list-style-type: none"> <li>• 250 ft dock, paved parking area, ticket office. One 2-inch fueling pipeline extends to float from 10,000 storage tank at rear.</li> </ul>	Need to talk to them

<p><b>Haines Packing Company dock</b></p>	<ol style="list-style-type: none"> <li>1. Mooring, fueling, icing, and repairing company-owned fishing vessels</li> <li>2. Handling supplies and equipment</li> </ol>	<ul style="list-style-type: none"> <li>• 574 ft dock</li> <li>• Six-inch screw-conveyor serves wharf.</li> <li>• Ice plant with 20-ton storage capacity.</li> <li>• Marine railway located on south side at rear handles fishing boats to 36 feet in length, on 20 x 8-foot cradles; boats can be transferred to either side of railway.</li> <li>• Marine repair plant at rear, including carpenter, and machine shops, used for repairing company-owned fishing vessels.</li> <li>• Fueling pipelines on float extend from one 10,000-gallon storage tank located in rear.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to talk to owner, proof details and needs</li> </ul>
<p><b>Ocean Beauty dock and seaplane float</b>  State? 465-4512 maintenace? Borough? Who?  1000 ft x 305 ft float For 2006: Aircraft operations: avg 58/month - 71% transient general aviation 29% air taxi</p>			

## 6.4 Road and Non-Motorized Routes

### 6.4.1 Current Conditions

#### Roads

Figures 6-X and 6-X show the Haines Borough road and non-motorized route system, road ownership, and whether each road is paved or gravel.

The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains approximately 70 miles of roads within Haines Borough including the 44-mile Haines Highway from Lutak Dock to the US-Canada border, Mosquito Lake Road, Old Haines Highway, Sawmill Road, Piedad Road, Comstock Road, Allen Menaker Road, Allen Road, Union Road, Main Street, a portion of Front Street, Lutak Road, Mud Bay Road, and Small Tracts Road. These roads are maintained by a four-person crew from the State Shop at Main and Union streets. Haines Borough owns the remaining roads and provides maintenance for roads, harbors/ports, and some water/sewer with the Public Works department's 4-5 fulltime and 1-2 seasonal (summer) employees based out of the City Shop at Union and 6<sup>th</sup> Street.

Since 2002, the State has been working to improve all of Haines Highway to a 55 mph road with wider shoulders. This, as well as ensuring it can pass industrial loads (can it now?), is important to Haines success at carrying an increased share of freight to and from the Yukon and Interior Alaska. Haines Highway work includes design, conduct of environmental reviews, acquiring permits and ROW, and eventually construction. In 20xx the highway from milepost (MP) 25 to 44 at the Border was improved and there are now six-foot shoulders with painted fog lines on both sides of the road. The next priority segment is from MP 21 to 25, which includes areas prone to rock slides. The current goal is to obtain approval of an Environmental Assessment authorizing this work in early 2012. In 2011, the State spent over \$100,000 to clean debris after a rock slide at MP 19. In the last few years the State also improved Lutak Highway from Mile 3.5 to the AMHS ferry terminal including installation of a well-used paved six-foot shoulder on the waterside.

The 44-mile Haines Highway is a designed a Scenic Byway for the scenic, fish and wildlife viewing, historic and cultural values and opportunities it offers. As a Scenic Byway, grants are available for improvements such as overlooks, pedestrian facilities, interpretation programs and safety upgrades. Projects must be consistent with the Haines Highway Corridor Plan. Applications are due annually in December. Haines has received four National Scenic Byway grants including two in 2011, one for \$496,000 to acquire Picture Point and another for \$40,000 to plan visitor services along the Haines Highway.

## Non-Motorized Routes

As downtown Haines is fairly compact, residents can walk and bike to many community destinations. Pedestrian use sidewalks, road shoulders, and off-street trails (see Map 6-x). Some stretches of road, such as along the Haines Highway and Lutak Road have wide, paved shoulders that can be used by cyclists for both recreation and commuting.

Many residents, including seniors and young people depend on non-motorized transportation to get around. Also, three of the top six most popular recreation activities (hiking, walking, and biking) involve trails, bike lanes and sidewalks. For these reasons, as well as to encourage safety and a healthy and active lifestyle it is important for Haines to continue developing facilities for local walkers and bikers. This section focuses on facilities that will help walkers and cyclists get from home to community destinations, but there is some overlap with recreation projects.

In 2011, sidewalks were added on Beach Road from the Port Chilkoot Dock to Front Street and on the Old Haines Highway from Front Street to Third Avenue.

### 6.4.2 Concerns and Opportunities

A challenge for Haines is State ownership of Main Street in the downtown commercial core. While positive effects of State ownership are prompt maintenance and snow removal and assistance with project funding, negative impacts are the State's rigid application of highway regulations, even though Main Street is functionally designated only as rural major collector, not an urban interstate. In anticipation of 2012 street improvements ADOT&PF required in 2011 that all signs hung from marquees over the sidewalk, awnings, benches, decks etc. on the sidewalk be removed because they are not allowed in the right-of-way. All these features, however, are desired by communities in the business core to encourage and enhance pedestrian use and thus commerce. Some State DOTs have adopted a policy and program called Context Sensitive Solutions that allow flexibility in situations such as this but ADOT&PF has generally been resistant to this approach, particularly in Southeast Alaska where the population does not warrant establishing a Metropolitan Planning Organization, which gives local communities more clout in conversations with transportation agencies.

In 2010, a Downtown Haines Revitalization Plan was completed. This Plan recommends rebuilding the sidewalks along Main Street to at least two feet wider, providing pedestrian amenities such as bench and landscaping, and improving pedestrian safety at crosswalks. Thus highlights the potential conflict and strong need for mutual dialogue between Haines Borough and ADOT&PF officials in order to accomplish infrastructure goals in the Downtown Haines Revitalization Plan.

Haines Borough's high, medium and low priority road network improvement projects are listed on Table 6-7, and include paving gravel residential streets, upgrading Haines Highway from Milepost 3.5 to Milepost 25, adding wider sidewalks, shoulder and bike paths in places, and

over time extending roads to provide access to undeveloped lots or secondary and emergency access.

Some of these projects are on the ADOT&PF STIP or Needs List. Possible funding sources include the Haines Borough, ADOT&PF(through FHWA), Chilkoot Indian Association, Denali Commission, cruise ship passenger fee funding, Legislative Appropriations, Safe Routes to School Funding (through ADOT&PF), National Scenic Byways grants, the USFS and ADNR. It is especially effective when multiple parties team on a project to pool their funding resources; not only do funders like to see this but different groups are eligible for different funding sources.

ADOT&PF plans to complete the following projects in 2012: **Brian/Mark, please verify**

1. Second Avenue, from Main St to Union St – reconstruction, replace sidewalks on both sides.
2. Front Street, from Main to Union St – rehabilitate pavement and replace sidewalks where they are in bad shape or do not meet ADA.
3. Old Haines Highway, from Third Ave down the hill to Y intersection – new sidewalks where missing, repairs to existing sidewalk.
4. Beach Road, from Mud Bay Road to Soap Suds – add sidewalk. Widen shoulder from Soap Suds to State recreation area. Improve Front Street from Beach Road to Main Street. Build new four way stop to replace Y intersection.
5. Third Avenue, from Old Haines Highway to Union Street - reconstruction
6. 4th, View and Lynnvue Streets - Reconstruct and resurface.
7. Front Street, from Main to Lutak Road -resurface
8. Fair Drive and Fair Drive West, rehabilitation, curb, gutter, sidewalks and bike lanes. Add crosswalk across Old Haines Highway from Chilkoot Estates Pathway. Add lighting to some of the side streets that are dark in the winter.

Haines Borough’s short, medium and longer term priority road system improvements are listed on Table 6-7.

**READERS:** Table 6-7 must be Sorted into 0-5 year, 6-10 year, and 11-20 year projects. **Please take a stab at filling in X’s and bring to meeting!**

Then, I need to create better linkage between this table and Implementation Section.

The more I think about it, the more I think this table will move to the Implementation Section, and these projects will be sorted beneath appropriate objectives.

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
1	<b>Third Avenue, from Old Haines Highway to Union Street.</b> Reconstruct	X			Phase II Local Roads. This route has heavy vehicle and pedestrian traffic to the library, school, Borough offices and commercial businesses.
2	<b>Second Avenue, from Main St to Union Street.</b> Reconstruction, replace sidewalks on both sides.				
3	<b>4th, View and Lynnvue Streets.</b> Reconstruct and resurface. Phase III Local Roads.	X			This road surface was removed in 2011 to replace waterline pipes under the road. Reconstruction will have to occur to leave it in finished condition. Work on 4 <sup>th</sup> and View (Borough roads) will relieve Haines Borough taxpayers of higher maintenance costs on deteriorated roads.
4	<b>Beach Road and Front Street Widening and Improvements.</b> Beach Road, from Mud Bay Road to Soap Suds. Add sidewalk, widen shoulder from Soap Suds to State Recreation area. Improve Front Street from Beach Road to Main Street. Build new four way stop to replace Y intersection.	X			This road is in very poor repair and safety to vehicles is a concern. This road is high profile in the community and is part of the first impression for tourists and visitors disembarking from cruise ships or the harbor. This route will showcase the waterfront and make it easy to identify and get to town from the waterfront. This is part of the project below. State project # 47738 This route to downtown can be made more intuitive and attractive by improving signage, view points, sidewalks and access to the beach. At present, views of the waterfront are unavailable for most of the roadway length due to growth of alders and separation from the water. Creating a more pleasant walking environment along the water will encourage pedestrian use and draw more people to Main Street.
5	<b>Waterfront Pedestrian and Multi-Use Route.</b> Construct a continuous pedestrian route from Picture Point to the Port Chilkoot Dock to Portage Cove State Recreation Area to the Battery Point trailhead. The entire path does not have to be directly on the waterfront.				This area and the roads are already heavily used by residents and visitors. A continuous pedestrian route will serve commuters and recreationists and improve safety along these streets.
6	<b>Old Haines Highway, Mark School Zones.</b> Clearly identify school zone on Old Haines Highway and install flashing traffic lights				Safe Routes to School project for student safety

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
7	<b>School Campus parking and bus areas.</b> Isolate vehicle traffic and bus and car parking zones from pedestrian and bicycle routes from point of access on school campus to the school door(s) at Main door, Karl Ward Gym Door and Other Doors				Safe Routes to School project for student safety
8	<b>Union and Second Avenue Intersection.</b> Establish crosswalk				Safe Routes to School project for student safety
9	<b>Bicycle Racks at School.</b> Add covered racks by all school doors				Safe Routes to School project to encourage bicycling
10	<b>Front Street, from Main Street to Lutak Road.</b> Resurface	X			Funds from Legislative appropriation and vessel passenger tax. Front Street is heavily used by cruise ship and other visitor, small boat harbor users, and others. Good visibility, improved signage and good road and sidewalk conditions at intersection of Front and Main is important to direct tourists to downtown. State project #47732.
11	<b>Third Avenue, Old Haines Highway to Mud Bay Road.</b> Finish pedestrian/bike route				Safe Routes to Schools project, well used route to school needs completion
12	<b>Fair Drive and Fair Drive West.</b> Rehabilitation, curb, gutter, sidewalks and bike lanes. Install crosswalk across Old Haines Highway from Chilkoot Estates Pathway. Add lighting to side streets that are dark in the winter.	X			Local Roads Phase V. Safe Routes to School project. Chikoot Indian Assoc priority
13	<b>Old Haines Highway, from Third Avenue to Y intersection on Front St.</b> Construct sidewalk, curb and gutter along both sides of the Old Haines Highway from the base of the hill (Front Street) to Third Ave. Add crosswalks at intersection of Third & Old Haines Hwy to assist with school crossing.	X			This road has no sidewalks but has pedestrian traffic from cruise ship passengers. This will make the road safer for pedestrian travel. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods. This route has heavy pedestrian traffic and is a main route for children to the school. State project # 47727, cruise ship passenger funding
14	<b>Haines Highway, MP 21-25.3.</b> Replace Chilkat River Bridge. Realign of road on either	X			Any plans for port development with potential commerce to the Yukon will require roads to be upgrade in order to haul

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
	side, widen o 36', straighten curves to meet a 55 mph design speed. Provide a long-term solution to slide area near MP 23. Enhancements planned along the Chilkat River. Project should include at least one six-ft shoulder for non motorized use and safety.				heavy loads. State project # 22279 Fed project # SHAK-095-6(28) AKSAS 68606.
15	<b>South Creek Bridge, Excursion Inlet.</b> Upgrade this bridge that connects cannery area with the south subdivision.	X			
16	<b>Railroad Corridor.</b> Identify possible railroad corridor on Future Growth Maps.				Designate possible Railroad ROW so that future land use and development can consider this
17	<b>Allen Rd, Main St to Old Haines Highway. Main Street, between Allen Rd &amp; Second Ave.</b> Reconstruct road, rebuild and widen sidewalks.	X			Downtown Haines Revitalization Plan recommends rebuilding the sidewalks along Main Street to at least two feet wider, providing pedestrian amenities such as bench and landscaping, and improving pedestrian safety at crosswalks. State project #69568
18	<b>Path through downtown area to the Post Office and loop through Tlingit Park to the Harbor area. Path from Mains Street to school.</b> Off-street pedestrian path improvements.				Downtown Haines Revitalization Plan notes several important off-street pedestrian routes are partially developed in town. The routes and walkways connect the downtown area to the Post Office and loop through Tlingit Park to the Harbor area, and from main Street to the School. Add tie-in to walking maps and signage. Add lighting, landscaping, benches and improved surfaces that enhance year-round use.
19	<b>Mud Bay Road, Old Haines Highway to Intersection at Third Avenue.</b> Shoulder Improvements				
20	<b>Second Avenue, Old Haines Highway to Mud Bay Road.</b> Narrow the road and add curb, gutter and sidewalk on east side				This route has heavy pedestrian traffic and is a main route for children to the school.
20	<b>Osulnd, Young, Skyline and Highland Roads.</b> Resurface, provide walking/cycling path on Young	X			Phase VI Local Roads. This road has heavy traffic to a major housing development area in Haines. This is a major rout

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
	<p>Road</p> <p><b>Muncaster and Bjornstad Street.</b> Reconstruct and resurface. Provide walking/cycling path on Bjornstad and Muncaster Streets</p>				students walk and bike to school, and trailheads off Young are used to access popular Mt Ripinsky trail. In attempt to market Haines as a desirable place to live/retire this neighborhood will be one of the first places potential new residents will drive.
21	<p><b>Main Street, Front Street to Second Street</b> Construct a ramp and stair structure near the Sheldon Museum. Install signage directing visitors to downtown. During road reconstruction, install visual cue at main and Front Street (e.g., Totem Pole, sculpture, flags) to reduce confusion of visitors approaching town from the Cruise Ship terminal and entice them to walk to downtown.</p>				Downtown Haines Revitalization Plan recommends strengthening connection between Main Street, the Sheldon Museum, and the lower harbor area along Front Street. Better connectivity will promote increased pedestrian use by both residents and visitors. The Sheldon Museum, a community asset is somewhat underused because of its location on the steep hill near First Street. This gradient makes it hard for visitors to find for visitors and is a disincentive for locals, particularly in winter. Strengthen both the visual and pedestrian linkage, construct a ramp and stair structure near the Sheldon Museum.
22	<p><b>Fort Seward area roads.</b> Reconstruct and resurface Tower Rd, Battle Rd, Blacksmith St. &amp; Totem St</p>				Local Roads Phase IV. These roads have heavy traffic in the Fort area and are a high profile area in our attempt to market Haines as a desirable place to visit, live and retire.
23	<p><b>Haines Highway, MP 3.5-21</b> Widen road to 36', improve the roadside environment, improve drainage, straighten curves to a 55 mph design speed, address mudslide area at MP 19. This project should include at least one six-ft wide paved shoulder for non-motorized use. If it will be several years before construction, short-term less expensive improvement to enhance safety for motorists and non-motorized users is to relocate guardrails farther from the road (many are &lt; 2 ft now) and install safety caps on all sections.</p>	X			Any plans for port development with potential commerce to the Yukon will require roads to be upgraded in order to haul heavy loads.
24	<p><b>Haines Highway</b> Construct a new weigh station</p>				Any plans for port development with potential commerce to the Yukon will require roads to be upgraded in order to haul

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
					heavy loads.
25	<b>Mud Bay Road, One Mile Creek, Beach Access.</b> Construct a wayside at Mile One Creek with parking area and accessible route to tidal flats.	X			This will provide organized access (preventing erosion and habitat degradation) for this popular area that residents use to walk the beach and flats, walk dogs and picnic.
26	<b>Lutak Road, AMHS ferry terminal to Chilkoot River</b> Continue six-ft paved shoulder on waterside.	X			A paved six foot wide shoulder already exists 5 miles to the AMHS ferry terminal; extending it another XX miles to Chilkoot River will benefit commuters and recreational cyclists. If industrial traffic increases from Lutak Port may want to separate shoulder to allow co-existing use.
27	<b>Chilkat State Park Road.</b> Rehabilitation		X		Existing gravel road in very poor shape. The potholes, heaves, dips and ridges in the road are severe, and make passage at rates faster than 15 mph difficult. The road was built by the state to access Chilkat State Park, but due to condition of road, only the most determined visitors and locals enjoy it.  The economic benefits of this project will be seen in the increased use of Chilkat State Park by "rubber-tired" tourists. The park features a boat launch to saltwater fishing, superior woodland and beach trails with wildlife viewing opportunities, 62 campsites and a visitor center; the park and its amenities are underutilized due to the condition of the access. Good roads to state parks is an investment in the state's visitor industry, which brings revenue to Haines and the state.
28	<b>Skyline Drive Road Extension.</b> Extend along pipeline corridor to connect Skyline Drive to Lutak Road			X	Will provide secondary/emergency access and allow access to developable Borough and private land.
29	<b>Construct "bench" Road.</b> Acquire ROW and construct road to connect Young, 4 <sup>th</sup> Avenue, Allen Menaker Rd			X	Will provide secondary/emergency access and allow access to developable Borough and private land.
30	<b>Public Transit</b>			X	Haines is a walking community but the distance between Fort Chilkoot and downtown, and between the cruise ship

**Table 6.7 Borough Road and Non-Motorized Route Improvement Priorities**

	Project	Timeframe			Economic and Other Need
		0-5	6-10	11-20	
					dock and downtown can be a challenge in inclement weather or for older residents and visitors. At this time there is a seasonal, privately run bus that takes visitors from the Cruise Ship terminal to downtown with stops along Main Street. Explore private and public sector options that would provide more regular transit service between Main Street, senior housing, the health clinic, school, Fort Chilkoot and the Cruise Ship terminal.

## 6.5 Parking

## 6.6 Junk Cars

A program to deal with disposal of junk and/or abandoned vehicles is needed in Haines. Currently, tow companies will not move these vehicles because they are unable to recoup costs for moving and storage. The Borough should identify (and acquire if not owned) a parcel of land for use as a storage lot for junk vehicles, and, identify funding options to periodically tow and secure junk vehicles in the storage lot until a scrap barge can remove them. This could cost approximately \$500 per vehicle thorough removal, though some of the cost might be offset by selling the scrap metal.

Data from the Alaska Division of Motor Vehicles (DMV) to assess the revenue that Haines Borough could realistically expect if it chose to 'opt-in' to the municipal Motor Vehicle Registration Tax (MVRT) was obtained and analyzed. It shows that Haines Borough could expect to receive approximately \$40,000 annually if it added local fees allowed per AS 28.10.431.

To opt-in, Haines must pass an ordinance and submit it to DMV. In order to begin to collect revenue on January 1, Haines must submit an ordinance to DMV before January 1 of the prior year. Opting-in means that when vehicles are registered in Haines Borough with the DMV and State registration fees are paid, an additional MVRT fee would be paid. The State levies and collects the municipal MVRT at the same time it collects the State registration fee, then retains 8% for administration, and passes the remainder of the MVRT collected to the municipality. As of 2010, boroughs that use the municipal MVRT are Anchorage, Bristol Bay, Juneau, Kenai Peninsula, Ketchikan, Kodiak, Matanuska-Susitna, Sitka and North Slope (has its own program). Boroughs that do not utilize the MVRT are Fairbanks, Haines, Skagway, Wrangell and Yakutat (Alaska Taxable 2010).

## 6.7 Implementation Plan

Still working on this. I will appreciate your ideas on 11/16. As noted, I think table 6-7 will be integrated into this section....

Over the next 20 years the Haines Borough, its citizens, businesses, local organizations and others will systematically work to accomplish the transportation objectives and actions listed.

Objective and Actions (listed in random order in this draft)		Timeframe to Accomplish			
		1-2	3-5	6-10+	on-going
Provide harbor, dock and launch facilities to support economic, recreational and subsistence opportunities.					
	For docks, harbors and boat launch projects, identify series of desired improvements, determine preferred development options, and set prioritized sequence to pursue (recognizing funding vagrancies).				
Provide convenient public access to coastal waters, rivers, lakes and beaches.					
Increase transfer and transshipment through Haines of cargo, supplies, fuel and ore with the Yukon and Interior Alaska.					
	Identify transshipment opportunities for which Haines is competitive; estimate revenue and jobs to community; risks; and infrastructure marketing, and other investments needed to capture increased market share by Haines Borough and private partners. (HB, PSC, HC, Local Legislators)				
	Based on study above, identify decision-making sequence and timeline. (HB)				
Identify preferred Small Boat Harbor expansion option to south and pursue funding and construction.					

Objective and Actions (listed in random order in this draft)		Timeframe to Accomplish			
		1-2	3-5	6-10+	on-going
	Use project purpose and need, cost estimates, funding likelihood, results of geotechnical investigations, and other factors to identify preferred project option.				
	Prepare Capital Project Improvement package and project funding and development.				
	Implement a junk car removal program.			x	
	Adopt ordinance to initiate Motor Vehicle Registration Tax and submit to State DMV prior to January 1, 2012. <i>(HB)</i>	x			
	Establish a taskforce and 2-month timeframe to investigate options, pros and cons, costs, and present recommendation to administration and Assembly (if needed). <i>(HB, HS, FOR, Acme, others)</i> <ul style="list-style-type: none"> <li>• Work with scrap metal buyers, solid waste businesses, shippers, and neighboring municipalities to identify options for disposal.</li> <li>• Identify options and costs to periodically tow and secure junk vehicles in designated lot.</li> <li>• ID parcel for use as a storage lot until a scrap barge can remove vehicles; if parcel not borough-owned, lease, rent or acquire land.</li> </ul>		x		
	Pave roads in Haines Borough. Focus first on Phase III-VI Local Roads Program within the townsite service area, then move to areas designated for urban and rural settlement in the Comprehensive Plan.				
	Work to ensure Haines Highway is upgraded to meet needs for increased truck and industrial transport.				

Objective and Actions (listed in random order in this draft)		Timeframe to Accomplish			
		1-2	3-5	6-10+	on-going

## **Current and Future Land Use (meeting 1)**

Talk through 2004 plan's Future Growth Maps and Land Use Issues for:

1. Town (commercial, residential, industrial)
2. Chilkat Peninsula
3. Haines Highway
4. Other areas

Attached are the following maps:

- Future Growth Map (from 2004 Comp Plan), whole borough
- Current Zoning (whole borough)

I have several other maps to support our conversation, but this file is already BIG.

I plan to bring color paper copies of maps with me, PLUS, a projector and will project maps on wall during Wednesday evening meeting and together walk through matters.

# Haines Borough Comprehensive Plan

**Legend**

**Future Growth**

- Multiple Use
- Recreation Emphasis
- Remote Areas
- Resource Development
- Rural Settlement
- Urban Settlement

Borough Boundary

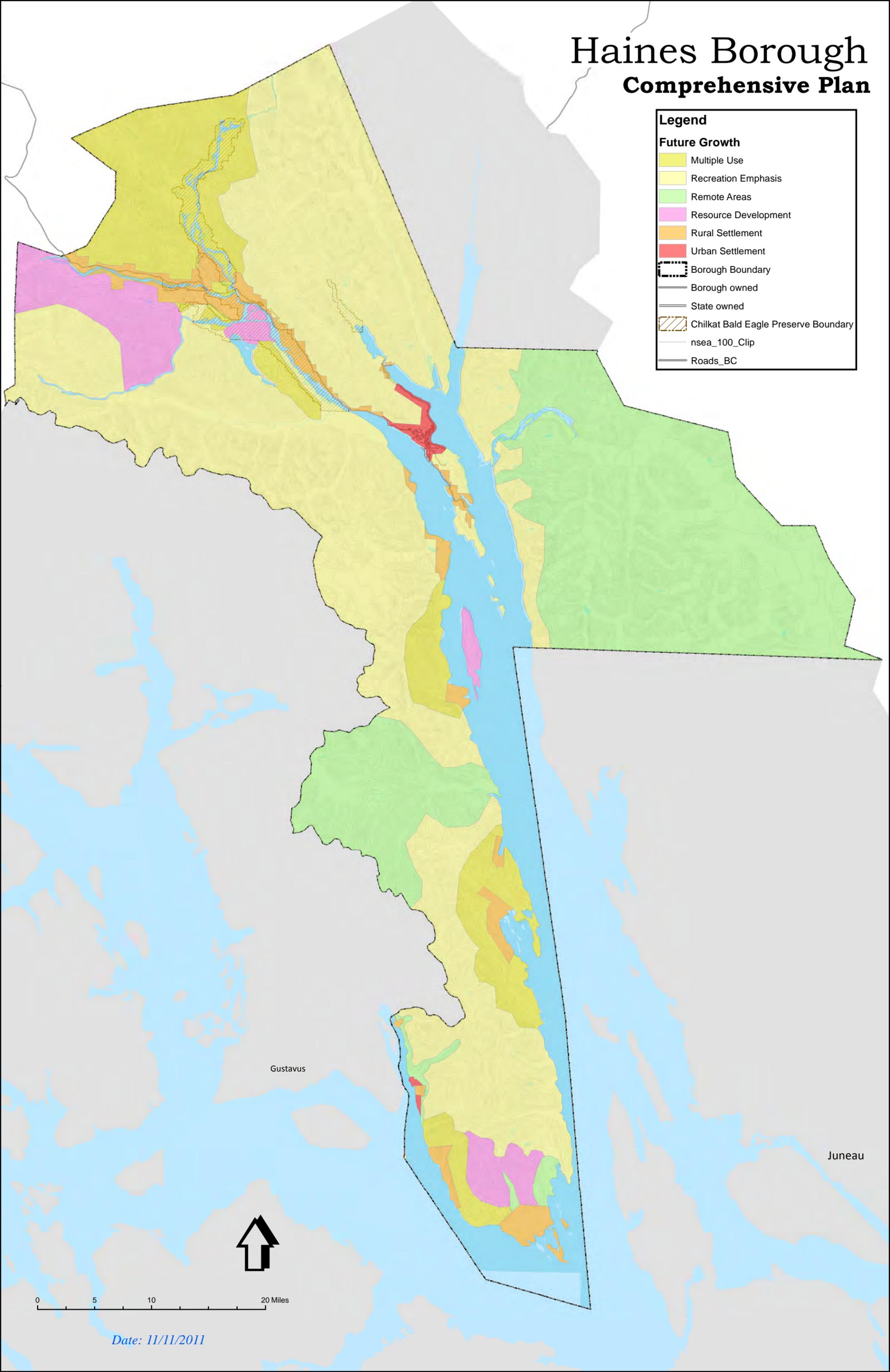
Borough owned

State owned

Chilkat Bald Eagle Preserve Boundary

nsea\_100\_Clip

Roads\_BC



Gustavus

Juneau



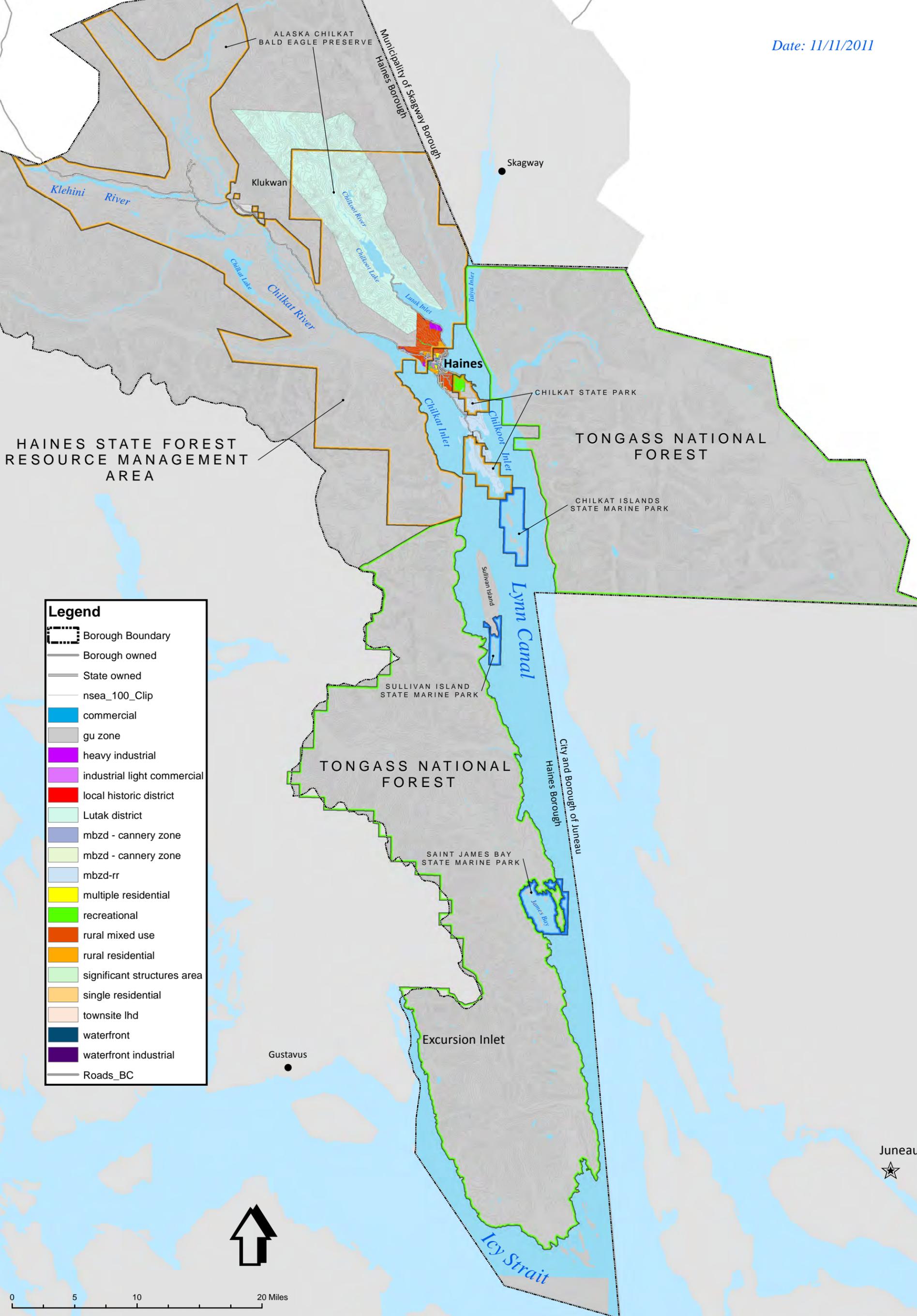
0 5 10 20 Miles

Date: 11/11/2011

# Haines Borough Comprehensive Plan

Date: 11/11/2011

CANADA



**Legend**

- Borough Boundary
- Borough owned
- State owned
- nsea\_100\_Clip
- commercial
- gu zone
- heavy industrial
- industrial light commercial
- local historic district
- Lutak district
- mbzd - cannery zone
- mbzd - cannery zone
- mbzd-rr
- multiple residential
- recreational
- rural mixed use
- rural residential
- significant structures area
- single residential
- townsite lhd
- waterfront
- waterfront industrial
- Roads\_BC



Juneau  
★