

2019

PETERSBURG INDIAN ASSOCIATION

PETERSBURG, ALASKA

LONG RANGE TRANSPORTATION PLAN

TRANSPORTATION PRIORITY
UPDATE

2019



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A) TRANSPORTATION PRIORITY UPDATE INTRODUCTION

Tribal Transportation is the government-to-government relationship between the Department of Transportation and Tribal governments regarding roads, paths, harbors, transportation facilities, and bridges which impact land use, culture, economic, social, and/or environmental quality of life for the area covered by a proposed plan.

The 2019 Petersburg Indian Association (PIA) Long Range Transportation Plan (LRTP) is a twenty-year comprehensive plan developed and updated by the Petersburg Indian Association in a five-year cycle. The boundary limits of the Petersburg Indian Association are situated within Southeast Alaska as depicted in **Map 1- PIA Boundary Limits, page 4**. This area encompasses the Transportation Priority Update Area.

The LRTP is an important component in obtaining Federal funding for roadway improvements through the Tribal Transportation Program. The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States.¹ Petersburg Indian Association has a government to government program agreement with the Bureau of Indian Affairs for their Tribal Transportation Program.

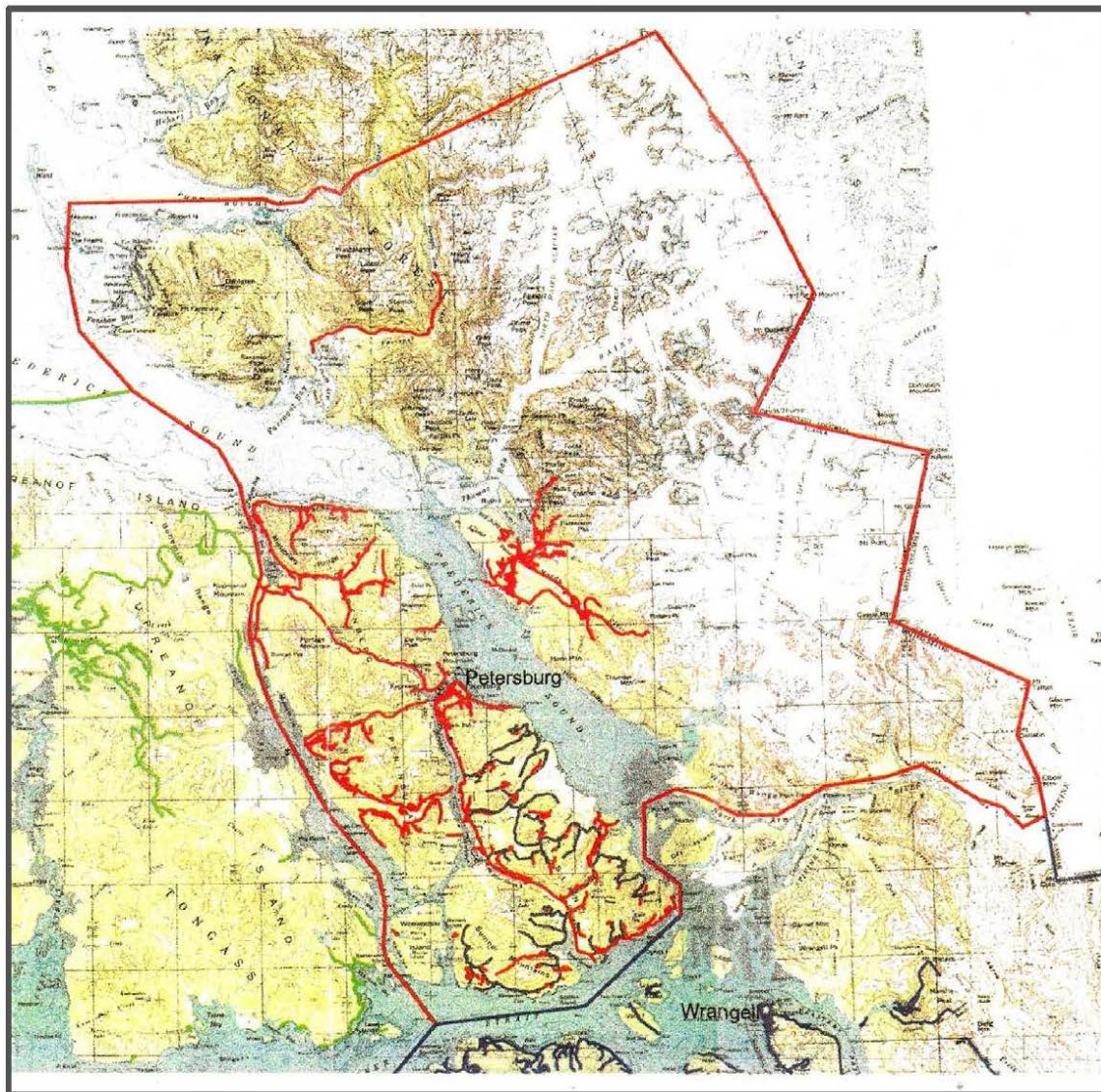
The prime objective of Petersburg Indian Association's Tribal Transportation Program is to contribute to the economic development, self-determination, and employment of Indians and Native Americans. The Transportation Department's mission is safe, reliable and efficient transportation of people, goods and vehicles in the community and contributing to the areas economic growth.

2019 LRTP Transportation Priority Update identifies the Petersburg Indian Association's multi-modal transportation plan includes a public transit bus and projects ranging from roads, harbors, and transit to bicycle and pedestrian paths over the next 20 years.

To qualify for TTP funding, the PIA must establish an approved long range transportation plan and Tribal Transportation Improvement Program (TTIP) which is a 4-year road and bridge construction priority schedule.² The PIA developed a Long Range Transportation Plan in 2005 and continues to update and review this plan to meet the needs of the Tribal Community.

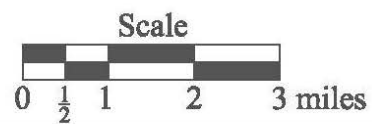


Map 1 - Petersburg Indian Association Boundary Limits



MAP 1
Petesburg Indian Association
BOUNDARY MAP
Petersburg, Alaska
2015

SEH 3/2015





B) LRTP PLAN GOALS

The LRTP is the Petersburg Indian Association's vision of future transportation construction to fulfill and meet their long term transportation needs.

Tribal Transportation Goals:

- To provide a comprehensive transportation system that encompasses all modes of transportation, including water, road, transit, bike and pedestrian paths.
- To provide safe transportation within Petersburg Indian Association's boundary limits.
- To improve overall road, pedestrian path, bike path, harbor facilities, transportation termini facilities and bridge conditions.
- To develop the necessary multimodal transportation system to foster and support economic development and increase employment opportunities.
- To assist in the maintenance of roads, pedestrian paths, bike paths, harbor facilities, transportation termini facilities and bridges.

C) FEDERAL FUNDING OF TRIBAL TRANSPORTATION PROGRAM (TTP)

On May 22, 1983, the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA) entered into a Memorandum of Agreement to include planning for Indian reservation roads so that an agency can receive money for these projects. The Tribal Transportation Program is a nationally based Federal program, with a number of requirements and responsibilities that each Tribe needs to fully understand as a partner in the process. Federal Regulations governing the Tribal Transportation Program are 25 C.F.R. Part 170.³

The Tribal Transportation Program is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. The tribal shares are determined via a statutory funding formula that can be found at 23 USC 202(b).⁴

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The Tribal Transportation Program (TTP) receives \$465 million annually in FY 16 with increases of \$10 million per year through 2020 to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.¹



D) MODES OF TRANSPORTATION

Although roads have been the primary mode of transportation on the Petersburg Indian Association, other transportation modes such as bicycle, water, pedestrian and tribal transit have also increased in importance to the PIA.

The following provides a description of the various roadway classifications, as defined in the DOI-BIA TTP Coding Guide, October 2004

Class 1 – Major Arterial Roads:

The BIA Class 1 roads are major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic. The PIA currently has none of this class.

Class 2 – Rural Minor Arterial Roads:

The BIA Class 2 roads are rural minor arterial roads providing an integrated network having characteristics for serving traffic between large population centers, generally without stub connections. These roads typically link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Class 2 roads generally provide for at least inter-county or interstate service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day. Class 2 roads constitute 37.3 miles or 5.9% of the entire PIA- Tribal Transportation Inventory.

Class 3 – Streets:

Street type roads are located within the Petersburg Community serving the residential area. Class 3 streets amount to 45.6 miles or 7.2% of the total PIA- Tribal Transportation Inventory.

Class 4 – Rural Collector Roads:

The BIA Class 4 roads are rural major collector roads that serve as a collector to rural local roads. Class 4 roads amount to 162.4 miles or 25.6% of the total PIA- Tribal Transportation Inventory.

Class 5 – Rural Local Roads:

These roads are rural local roads that may be either section line or stub type roads, which make connections within the grid of the TTP system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. This class also includes roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or



other use purposes. Class 5 roads amount to 179.5 miles, or 28.3% of the total PIA- Tribal Transportation Inventory.

Class 6 – City Minor Arterial Roads:

These roads consist of minor arterial streets that are located within communities and serve as access to major arterials. The PIA currently has none of this road class.

Class 7 – City Collector Streets:

These are streets located within communities and serve as collectors to the city local streets. The PIA currently has none of this road class.

Classes 8-10

These are classification for non-road and other intermodal transportation facilities, such as trails, bike paths, transportation facility termini, rest stops, harbors, docks, and temporary roads. Class 8 to 10 roads amount to 208.9 miles, or 33% of the total PIA- Tribal Transportation Inventory. There are 29 trails, 2 bike paths, 19 marine facilities (docks and boat launches) and 13 transportation safety termini facilities (cabins).

Class 11

This is a classification to indicate an overlapping or previously inventoried road section (s) and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification only. The PIA currently has none of this road class.

E) TRANSPORTATION ISSUES:

The following are important transportation topics:

1. Safety improvements (roadway striping, signage, traffic control, guard rail, pedestrian paths, bike paths and street lights)
2. Access to recreation
3. Transit
4. Road improvements (paving existing dirt or gravel roads)
5. Road maintenance (pothole repair and blading of dirt roads); and
6. Bridge improvements.

Lack of paved roads coupled with increased traffic and safety issues have been identified as affecting quality of life.



F) EXISTING TRANSPORTATION SYSTEM

Within the property owned by the Petersburg Borough, U.S. Forest Service, and the State of Alaska, there are 633.7 miles of official roads and 19 marine and 13 safety facilities currently inventoried in the BIA system. Table 1 shows the official road inventory broken into Class type.

Table 1 - Existing Transportation System		
<i>Transportation Facility</i>	<i>Miles</i>	<i>Class</i>
Rural Minor Arterial Roads	37.3	Class 2
Residential Streets	45.6	Class 3
Major Rural Collector Roads	162.4	Class 4
Rural Local Roads	179.5	Class 5
Trails	208.9	Class 8
Temporary Forest Service Roads		
19 Transportation marine Facilities: Docks & Boat Launches	N/A	Class 9
13 Transportation Safety Termini Facilities: Cabins	N/A	
Bridges	0.3	Same Class as road
Total Miles	633.7	

The Petersburg Borough and PIA share responsibilities for the maintenance of Petersburg’s community roads. The United States Forest Service (USFS) and the PIA entered into a partnership and work together to maintain the roads on Forest Service property. The ADOT&PF is responsible for the major local roads on Mitkof Island, such as the Mitkof Highway. The new highway bill, Fixing America’s Surface Transportation Act (FAST ACT), authorizes a percentage of TTP dollars for maintenance. The PIA can utilize up to \$500,000 of their Tribal Shares total fiscal year allocation, for eligible and approved maintenance activities.⁴ Land use requirements for specific road projects will vary depending on the project location. As applicable, road improvements are subject to federal and state regulations, community requirements, and private landowner approvals. Petersburg is not accessible by any road system. Aircraft, boats, and a ferry system are the only modes of transportation to the island. On the island the road network is limited to a few well-maintained roads. Within the community there is a system of roads that provide residents with access to housing and community facilities. Mitkof Highway, a State Highway, wraps around the west and south coast of the island. This highway connects Petersburg to the south end of Mitkof Island (36 miles) and provides connections to other roads outside of the community that allow locals access to cabins, subsistence areas, and resource needs. Principal trip generators within the community include commercial stores, restaurants, schools, the ferry terminal, and the airport. This highway provides access to USFS roads that access cabins, homes, camps, and other roads throughout the island. These subsistence and economic routes scattered around the Island are used throughout the year.



The roadways within the city limits are owned by the Petersburg Borough and dedicated right-of-way corridors were established within the community. The ADOT&PF owns the roadways that lead to the airport and any roads within state right-of-way, such as the Mitkof Highway. The roads on USFS land are owned by the USFS. A memorandum of agreement between stake holding agencies and a public use easement is required if any TTP dollars are used to improve any of the roads in the TTP inventory.

The PIA is constantly refining their program and rating their performance so they can provide tribal members with employment and improve the transportation network throughout the Island that benefits the entire community as a whole. The subsistence, economic, and resource routes that are owned by the USFS and Petersburg Borough are an important part of the Tribe’s and other community member’s livelihood and culture. Depending on their transportation funding the PIA will strive to be a good steward and assist the Borough and USFS in maintaining their transportation facilities. These partnerships are valuable for employing tribal members and keeping all the resource and subsistence roads on the Island open for public use.

A major issue regarding road upgrades, specifically within the city limits, is dust control. Safety and health concerns for residents and pedestrians of all ages increased due to the excessive dust from the roadways. The tribe would like to see a dust suppressant incorporated into any upgrade or design project within the community that deals with gravel surfacing. It is recommended that an environmentally safe product be used that is not harmful to the residents. The PIA will use the **“Safe Routes for School⁵” boundary area page 10** to prioritize the community streets that have gravel surfaces and as funding is available these roads will be redesigned and constructed for safety and health concerns.

There are only a few trails on the Island, which are mainly used to access subsistence and recreational areas. These trails and future trails are a Tribal priority. The Tribe will assist the USFS and Borough in the maintenance and construction of trails. Maintaining and constructing trails will create a more efficient and safe transportation system.

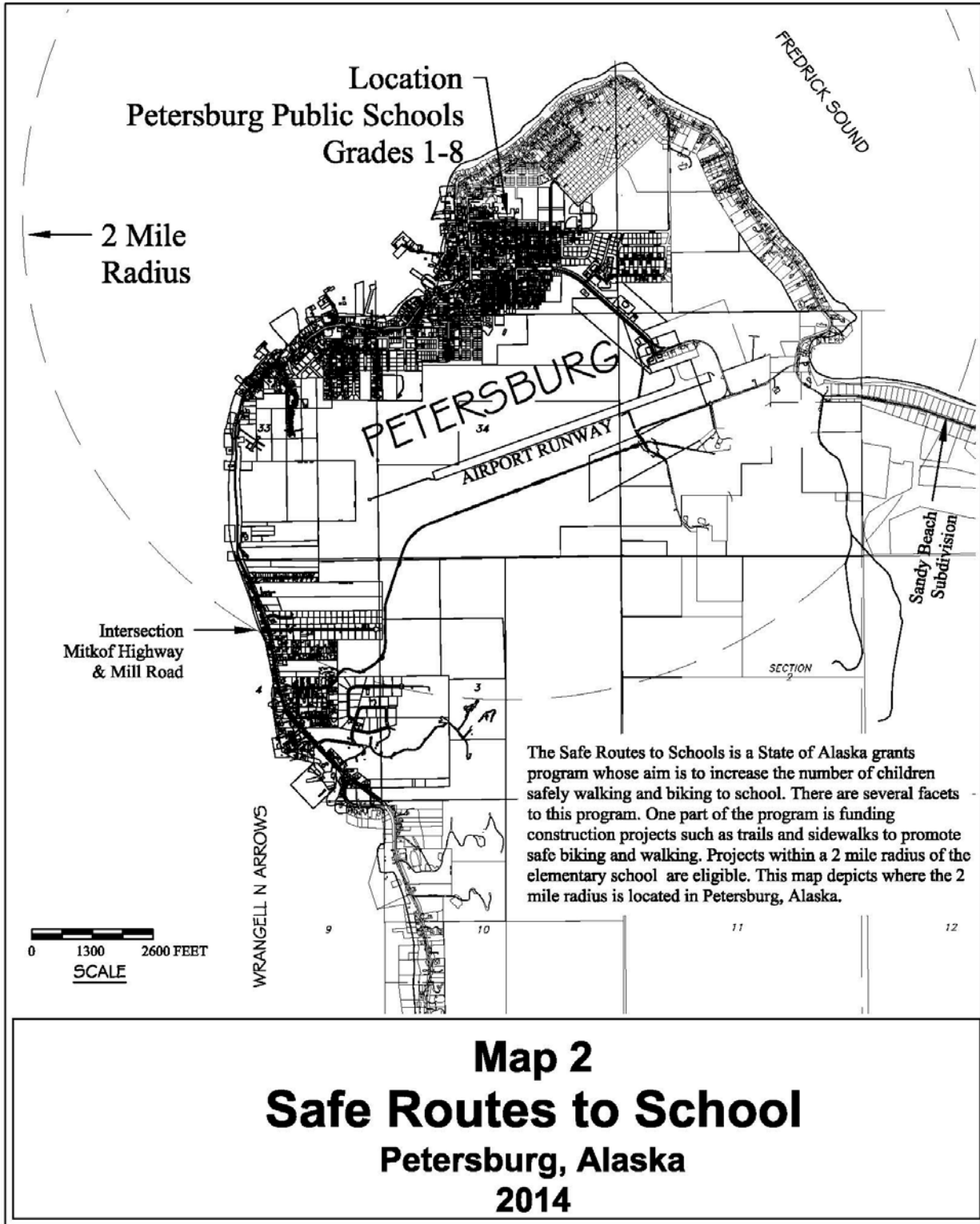
G) TRANSPORTATION SAFETY PLAN

In 2005, the Federal Highway Administration and the Bureau of Indian Affairs, with Tribal input developed a “Strategic Highway Safety Plan for Indian Lands”. The Strategic Highway Safety Plan establishes direction and emphasis areas aimed at reducing crashes in Indian Country.

Each year under FAST Act, 2% of the available TTP funds are set aside to address safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related crashes. We recognize that traffic fatalities and injuries severely impact the quality of life in Indian country. Injury statistics are consistently higher for Native Americans than the rest of the nation as a whole. The Federal TTP Safety Program advocates the development of Strategic Transportation Safety Plans as a means for tribes to determine how transportation safety needs will be addressed in tribal communities.⁶



Map 2 - Safe Routes to School Boundary Map



Petersburg Indian Association has adopted a Transportation Safety Plan, attached in the Appendix pages 43-56. A facet of this safety plan is the “Safe Routes to School Grant Program” which concentrates on transportation projects within a 2 mile radius of the elementary school. **See Map 2-Safe Routes to School Boundary, page 10.**

Safety Goals:

- **Safety:** Continually improve transportation safety.
- **Mobility & Productivity:** Preserve, improve, and expand the tribal highway transportation system while enhancing the operation of transportation systems and intermodal connectors.
- **Global Connectivity:** Promote and facilitate a more efficient tribal, domestic, and global transportation system that enables economic growth.
- **Environment:** Protect and enhance the natural environment and communities affected by transportation development.
- **Organizational Excellence:** Advance the tribal ability to manage for results and innovation.

H) FUTURE SIDEWALK PROJECTS PROPOSED

There are two sidewalk reconstruction projects and three new sidewalk construction projects that are proposed for the PIA community that will enhance transportation and safety in the community.

Upgrade Existing Sidewalks for ADA compliance

PIA will continue to upgrade existing sidewalks that are presently in the community.



First Street Sidewalk reconstruction in front of the Petersburg Medical Center in 2011.



In house, PIA construction crew, working on the First Street Sidewalk Project.

Reconstruction of sidewalks involves constructing ADA approved ramps at all of the road intersection/corners and at all driveway intersections. Repair of failed sidewalk systems are also done to bring the existing sidewalk system in the PIA community up to current standards of safety and accessibility.

- **Proposed Sidewalk Reconstruction Project: North Harbor Sidewalks Reconstruction. Estimated Project Cost equals \$975,000**



3,300 feet of North Harbor existing sidewalks need reconstruction

- **Proposed Sidewalk Reconstruction Project: Petersburg School District Sidewalks Reconstruction.**
Estimated Project Cost equals \$1,037,500



Photo of Petersburg School District's sidewalks that need reconstruction.

There are approximately 4000 feet of Petersburg School District sidewalks needing reconstruction. The sidewalks in front of the Rae C. Stedman Elementary School were reconstructed in 2014 and 2015. Balder Street, Charles W, and 3rd Street, surrounding the Mitkof Middle School and Petersburg High School area need to be reconstructed.

- **Proposed Sidewalk Construction Project: Howkan and 12th Street Sidewalk to Hammer & Wikan and Native Housing**
Estimated Project Cost equals \$425,000



Photo of the proposed sidewalk area for 12th St.



Photo of the proposed sidewalk area for Howkan St.

A new 1000 ft sidewalk will start at the intersection of Howkan and 12th street. This sidewalk would continue on Gjoa street, past the Hammer and Wikan grocery store and wrap around Native housing. The justification for this new sidewalk is safety. The school bus drops off children at the intersection and then they have to walk on the edge of the road to their homes past the busy Hammer and Wikan parking lot. In the winter it is dark and icy with snow piled on the edge of the road.

➤ **Proposed Sidewalk Construction Project: Balder St**
Estimated project cost equals \$350,000

950 feet of new sidewalk construction adjacent to the school beginning at 1st, proceeding 150 feet along Balder street, continuing 250 feet along 2nd street, then 250 feet along Wrangell Avenue, then 300 feet on 3rd street.



Extension of the existing sidewalk on Balder Street of 150 feet of curb cut along the school parking on Balder



250 feet along 2nd street on the east side of the street.



Continue transition from 2nd street to Wrangell Ave, 250 feet.



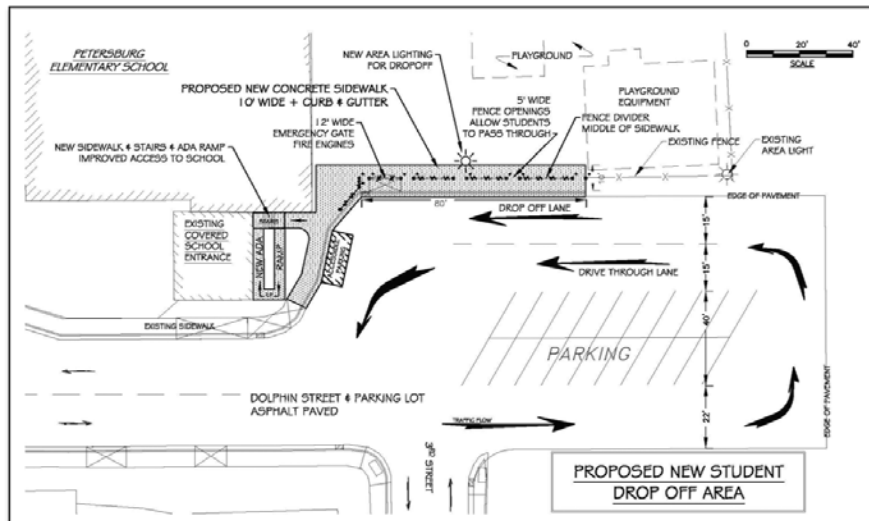
250 feet of sidewalk on the south side of Wrangell Ave to 3rd street.

➤ **Proposed USPO to 12th Street Pedestrian Path**
Estimated project cost equals \$165,000

This project would be partnered with the Alaska Department of Transportation. The purpose would be to construct a gravel path alongside the Haugen Drive in Petersburg starting at 12th Street and ending at the US Post Office. The existing sidewalk from downtown Petersburg ends at 12th Street. The new gravel path would parallel Haugen Drive and end at the sidewalk system that surrounds the Post Office for approximately 800 feet. The purpose is to provide safe pedestrian travel way from Petersburg downtown to the Post Office without having to walk alongside the highway and compete with automotive traffic.



➤ **Proposed Rae C Stedman Elementary School Drop Off Zone**
Estimated project cost equals \$106,250



The project is proposed to advance the elementary school student safety upon arriving and departing the school. Students will enter/depart the school by moving through and behind a protected fenced area, as opposed to having to presently walk around and through car traffic. Also incorporated in this project is the construction of an ADA ramp to allow unimpeded disability access through the southeast school entrance. This project is in partnership with the Petersburg School District and the Alaska Safe Routes to Schools Program.

1) EXISTING BIKE PATHS

There are two existing bike paths in Petersburg. The bike paths are maintained by the State of Alaska Department of Transportation. The paths are eight feet in width and paved asphalt concrete. The first is along Haugen Drive starting at 8th street and terminating at Sandy Beach Park for 1.3 miles. The second is along Mitkof highway for 0.7 miles, starting at mile post 0.3 and is 0.7 miles in length.

J) FUTURE BIKE PATHS PROPOSED SEE MAP 3, PAGE 19

➤ Sandy Beach Bike Path Estimated project cost equals \$2,240,000

This bike path project is the construction of a bike/walking path on Sandy Beach Road (SBR). SBR is a popular pedestrian/bike area and the walkers and bikers have to compete with the vehicular traffic, making for an unsafe situation. This new path will begin at the intersection of Haugen Drive and Sandy Beach Park and continue along the SBR about 1.5 miles to the existing sidewalk starting at Fourteenth Street. The existing SBR is an asphalt paved road with a 5 foot extra wide shoulder. The new pathway will be constructed on the water side of the road and consist of an 8' wide concrete surface with a 12"x12" concrete log curb constructed to separate the driving lane from the pathway. This concrete curb will delineate the pathway from the driving lane and also offer protection to the pedestrian from the traffic. The project will involve working with the Petersburg Borough and the existing land owners on SBR to obtain the best design for the project.



Existing Sandy Beach Road; new bike path will be on the right side of this picture.

➤ North Nordic Bike Path Estimated project cost equals \$677,500

The North Nordic Bike Path is a planned 4300' path that will follow the popular ocean side

route along North Nordic Drive starting at Hungry Point. The first 2600 feet of this trail can be made of a gravel surface on the existing side of the road fill that comprises North Nordic Drive. The next 1200 feet will have to be built as a piling supported concrete deck adjoining the existing concrete bulkhead that retains the edge of the road. The last 500 feet of path will be constructed on gravel surface on the existing side of the road bed of Nordic Drive. The width of the path surface will be a minimum of 8 feet. This will easily accommodate both bikers and pedestrians. More than half of the path is already used by numerous walkers that have made a rough trail along side of the existing guardrail. Completion of the new trail would be a valuable asset to the community both for biking/walking opportunities but also for the beautiful views of the Wrangell Narrows and Coastal Mountain Range. On the north end of the trail at Hungry Point, there would be a small rest area, turnaround or cross over to the existing sidewalk on the inboard side of the road. This sidewalk would continue as part of the loop system that leads to the airport and back to downtown Petersburg.

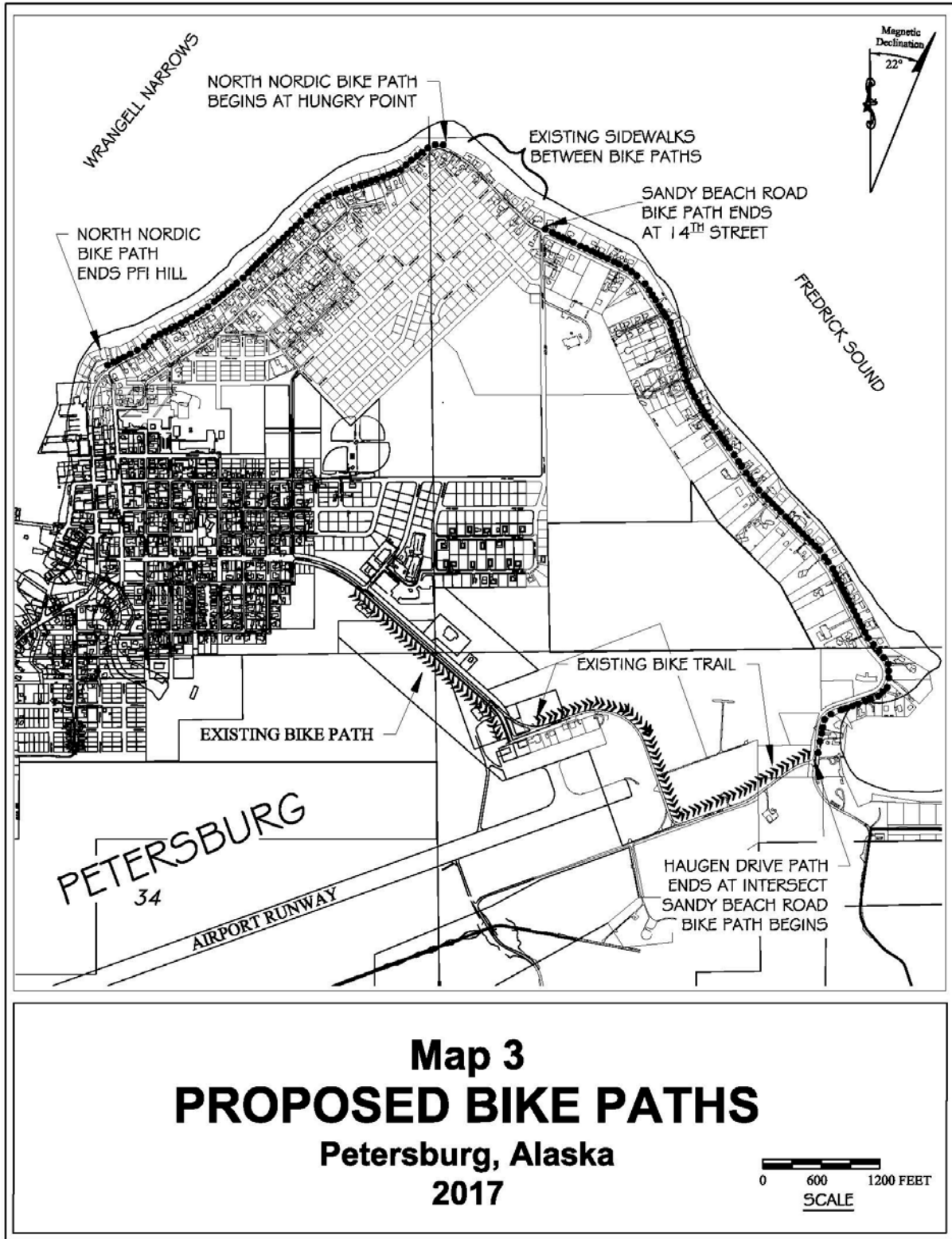
The North Nordic Bike Path would be a great safety improvement as there are many pedestrians and bikers using the roadway for this purpose. This new path would remove these users from harm's way by moving them out of vehicle traffic lane to the protected North Nordic Bike Path.



Existing North Nordic road, bike path will be on the water side of this picture.



Map 3 - Proposed Bike Paths



K) FUTURE ROAD PROJECTS PROPOSED

➤ Upgrade Cabin Creek Reservoir Road Estimated project cost equals \$386,000

The Cabin Creek Reservoir Road is within the Petersburg Borough. This road connects the Sandy Beach Road to the US Forest Service road system on the north side of Mitkof Island. Presently the first 2.5 miles of this 6 mile road is a good gravel road that transverses the Point Frederick Subdivision. The next 3.5 miles is the portion that is proposed for upgrade. This last 3.5 miles is a narrow 12' wide rough gravel road with encroaching roadside brush, tight turns, blind spots and too few turnouts. This upgrade project will provide a safe roadway for viewing Frederick Sound and accessing the US Forest Service road system and land. Cars and visitors will be able to transit safely along this corridor. Proposed project work includes clearing brush/trees from sides, ditching road for drainage, widening roadway in specific areas to improve sight distance and eliminate blind spots, construct more passing turnouts, and top the roadway with crushed rock for smoother driving. The present roadway is narrow (12' ±) high brush on sides, with poor drainage. This road connects to US Forest Service road system, providing a loop system for travel to and from the town of Petersburg. The project proposal will include brushing, ditching and resurfacing the existing road with a 4" layer of crushed rock. An additional option item will be widening existing roadway in specific areas to improve sight distance.



Cabin Creek Access Road, narrow 12 foot wide with limited sight distance

➤ **Upgrade Excel Street**
Estimated project cost equals \$3,000,000

Excel Street is within the Petersburg Borough. This road is a main road that connects downtown Petersburg with the community ball field. This road is heavily used by traffic and pedestrians. The public elementary, middle, and high schools are within a block of this street, thus a lot of the vehicle and foot traffic is school related. The Petersburg Medical Center's clinic entrance is adjacent to Excel Street. The length of the road from downtown Petersburg to the terminus at the community ball field is 10 blocks (2,500').

The existing road is a narrow gravel road, except for the first block. There are no sidewalks or any type of delineation to separate and protect the pedestrians from the vehicular traffic. There are numerous places where it is difficult for two motor vehicles to pass safely much less with pedestrians present. This is especially unsafe during the spring and summer baseball season when there are school children and cars both heading to and from the ball field.

The Excel Street Improvement Project may qualify for the State of Alaska, Safe Routes to Schools grants. These grants are multifaceted and can be used for education, planning, construction for safe routes to Petersburg elementary, middle, and high school. Since Excel is so heavily used by Petersburg school children it should easily obtain these grants.

The proposed improvements to Excel Street would involve construction of a modern road. A typical cross section of this would reflect a pedestrian sidewalk, a parking lane, and traffic lane. The new sidewalks would be constructed of concrete and the parking/traffic lanes would be constructed of asphalt pavement.

This upgrade would run from the top of the hill at the community ball field down to the existing pavement and sidewalks on First Street. These improvements would provide safe walking/biking for pedestrians, delineated from vehicular traffic. The improved parking/traffic lanes would eliminate traffic congestion and stop the dust problems common with the old gravel road during dry weather.



Excel Street is narrow, 18' to 25' wide, with pedestrians and traffic mixed together



L) EXISTING PEDESTRIAN TRAILS

The Petersburg Indian Association is in partnership with both the Borough of Petersburg and the U.S. Forest Service in building and maintaining a system of trails within our community. Trails support an active lifestyle that improves health. Physical activity also reduces stress and improves mental health. Trails are exceptionally well suited to helping everyone become more physically active. Many are designed for the recreational activities citizens most enjoy, including walking, cycling and jogging. They are readily accessible to most people and inexpensive to use. They are found in a variety of attractive settings and can provide moderate and outdoor adventures. They can provide physical activity for the widest range of people, including persons with disabilities, children and youth, the elderly and others who are known to be less physically active. Compared to other park and recreation facilities, trails are less expensive to operate and maintain for the number of people using them. Not only do they provide a type of physical activity they also serve as transportation corridors between different points in town. **Table 2 shows the existing Forest Service Trails in the NTTFI. Map 4, page 23** shows the location of the Forest Service trails.

Table 2 - Existing Forest Service Trails⁷	
<i>Trails</i>	<i>Service needed within next 20 years</i>
1. Blind River Rapids Trail	Reconstruction
2. Blind River Rapids Trail (Loop)	Reconstruction
3. Cascade Creek Trail	Reconstruction
4. Colp Lake Trail	None
5. Harvey Lake Trail	Reconstruction
6. Ideal Cove Trail	None
7. Man Made Hole Trail	Reconstruction
8. Mitchell Creek Spur Trail	None
9. Mitchell Creek Trail	None
10. Muddy River Trail	Reconstruction
11. Ohmer Creek Trail	Reconstruction
12. Petersburg Lake Trail	Reconstruction
13. Petersburg Mountain Trail	Reconstruction (upper)
14. Portage Mountain Trail	None
15. Ravens Trail	Reconstruction (upper)
16. Ravens Trail Extension	None
17. Sand Hill Crane Lakes Trails	Reconstruction (aka: 3 Lakes Loop trails)
18. Spurt Lake Trail	None
19. Twin-Frenchy Snowmobile Trail	None
20. Twin Ridge Ski Trail	None
21. Upper Twin Ski Trail	None

Map 4 shows Forest Service Trails.

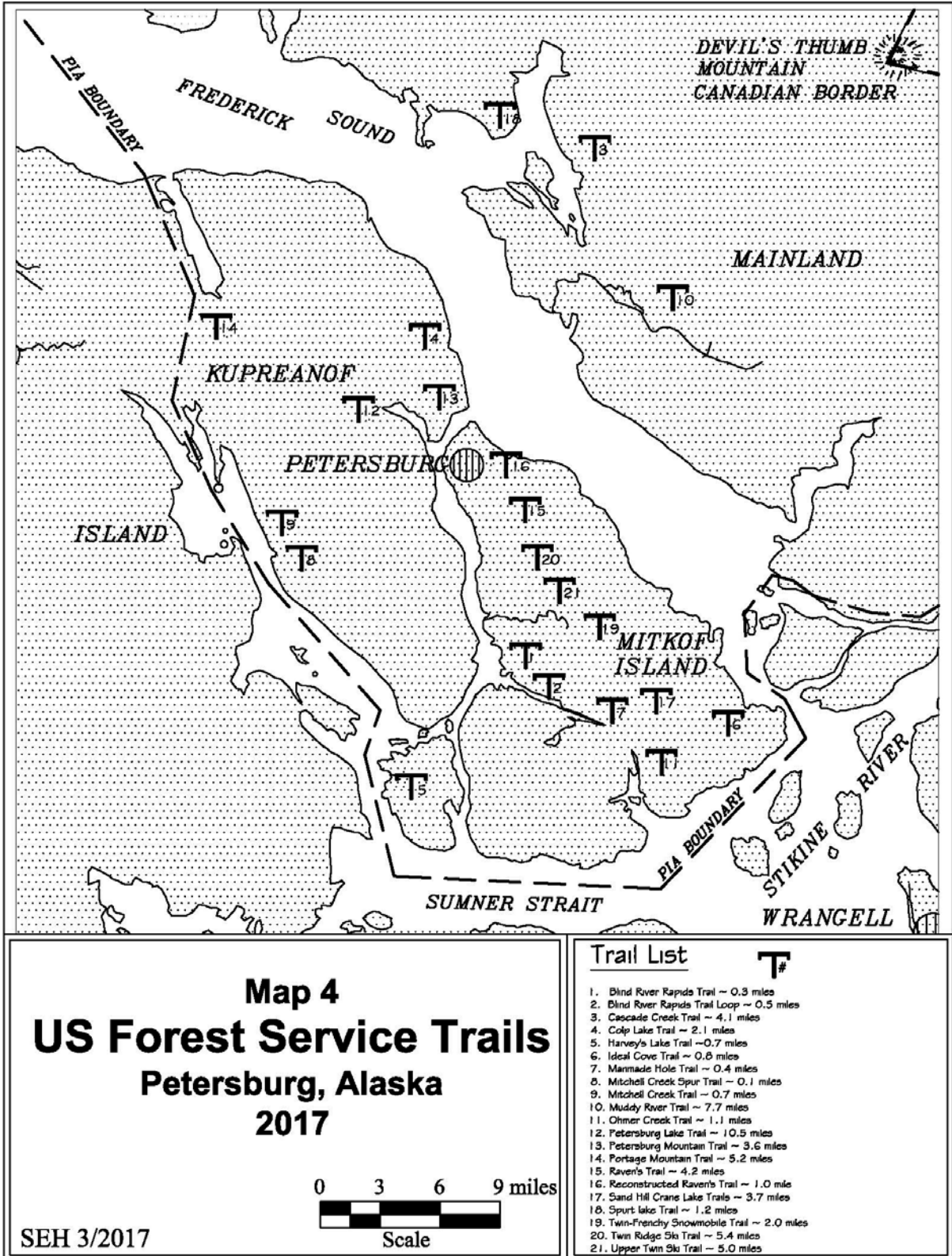




Table 3 shows Petersburg Borough Trails - existing and proposed

Table 3 - Petersburg Borough Trails existing and proposed	
<i>Trails</i>	<i>Service needed within next 20 years</i>
1. William Musson Memorial Pathway	Reconstruction (Short Term 0-5 years)
2. Hungry Point Trail	Reconstruction (Short Term 0-5 years)
3. Hungry Point Trail Extension	2017 Completed New Construction
4. Mountain View Manor	In Design
5. City Creek Trail Phase 1	2017 Completed Phase 1 Construction
City Creek Trail Phase 2	Reconstruction in Design
6. City Creek Trail Loop	Proposed New Construction
7. Nature Boardwalk	Reconstruction (Long Term 10-20 years)
8. USPO to Severson's Trail	Proposed New Construction

1. William Musson Memorial Pathway



2. Hungry Point Trail



3. City Creek Trail

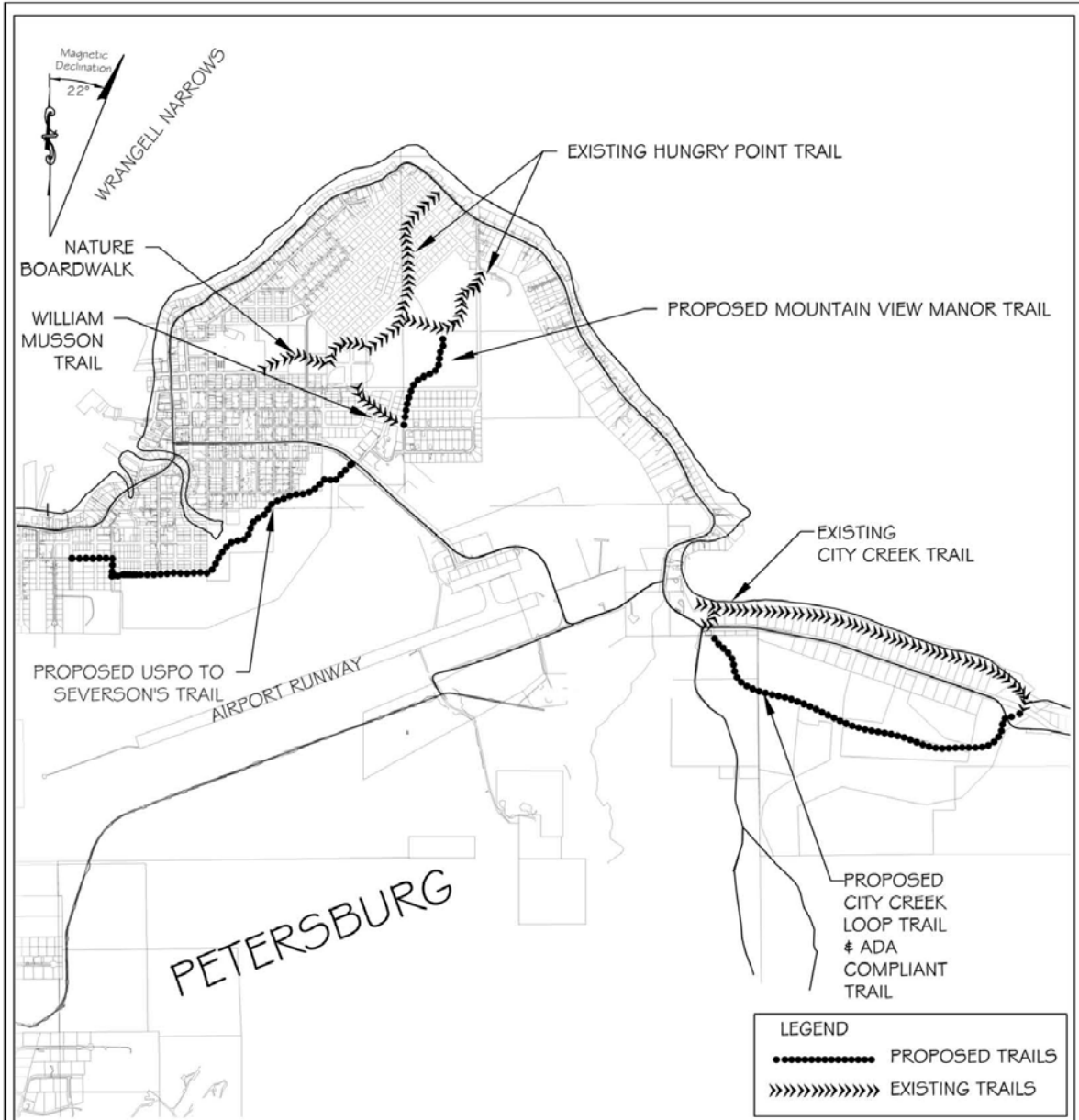


4. Nature Boardwalk





Future trails projects proposed by PIA include three additions to the Petersburg Borough system.
Map 5 – Petersburg Borough Trails



Map 5
PETERSBURG BOROUGH TRAILS
 Petersburg, Alaska
 2017

0 1000 2000 3000 feet
 Scale

SEH 2/2018

M) PROPOSED PEDESTRIAN TRAILS – PETERSBURG BOROUGH

➤ **USPO to Severson’s Subdivision**
Estimated project cost equals \$500,000

The proposed trail runs from the Severson Subdivision on the south part of town to the existing walking/bike trail by the new fire station. This would link the south part of town to the airport area without going through down town Petersburg. The proposed trail constructed by PIA will be a combination of wooden boardwalks, gravel, and pedestrian bridges approximately 6’ wide. The trail would start at the end of Odin Street, continue across various muskeg and forested areas of the airport lands to terminate at the existing trail system along Haugen Drive. Approximate length is about one mile. This new trail would open up numerous opportunities for the residences of Severson Subdivision.



End of Odin Street where the trail begins in Severson’s Subdivision.



End of Noseum Street where the trail continues to the Haugen Bike Path.

➤ **Mountain View Manor Trail Extension**
Estimated project cost equals \$160,000

The Mountain View Manor Trail Extension starts at the end of existing North 13th Street heading north following the R.O.W. and intersecting the new Hungry Point Loop Trail Extension. Construction would be a 6 foot wide 1400 foot wooden boardwalk.



Beginning of Mountain View Manor trail at 13th Street.

➤ **City Creek Trail Reconstruction Phase II**
Estimated cost equals \$300,000

Plans for City Creek Trail are to make the entire trail ADA compliant. The existing trail starts at Sandy Beach Park and is approximately 1 mile and terminates at City Creek.

Currently 1300 feet of gravel trail/raised boardwalk has been reconstructed ADA compliant and a new 500 foot handicap accessible gravel trail tie in has been added that begins off of the Cabin Creek/Reservoir road.



Photo of City Creek Trail Reconstruction

➤ **City Creek Loop Trail Phase II**
Estimated cost equals \$300,000

The loop would access the area known as the old ski hill area. From the intersection of Reservoir road and City Creek road the trail would meander up the hill toward the bailer facility until it gained the top of the ridge and then turn east and run along the back of the Sandy Beach Subdivision lots. The trail would continue along the ridge until it reached City Creek and then it would lower in elevation through muskeg and timber until it reconnects with the existing City Creek Trail. Length of this trail would be about a mile. This trail would be constructed of crushed rock and be about 4' to 6' wide. Its main attraction would be vistas of Frederick Sound and the coastal mountain range. It would also provide back country skiing in the winter time.



Photo of the proposed trail route from Reservoir road.

N) PROPOSED PEDESTRAIN TRAILS – USFS

➤ **Blind Slough Connecting Trail System**
Estimated cost equals \$985,000

This project would be partnered with the US Forest Service. The purpose would be to construct a trail system that would tie together three of the main recreation areas that are located out the road from Petersburg. The trail would start at Blind Slough Picnic Area connect to the Manmade Hole Recreation Area and terminate at the Ohmer Creek Trail and Campground. This trail would be approximately 6.8 miles in length and be constructed of a combination of gravel paths, boardwalks and foot bridges. The approximate cost of this project would be \$985,000.

O) SCENIC OVERLOOK PROJECT
Estimated cost equals \$96,000

This proposed project is applied for in grant form from Alaska Federal Lands Access Projects. The

location is at milepost 3.2, Cabin Creek Reservoir Road. A project overview is to provide a safe and scenic area for viewing Frederick Sound, coastal mountains and Petersburg. Cars and people will be able to pull into the scenic overlook area to enjoy the view in a safe location. Proposed project work includes clearing of brush and trees, grade area for drainage and widening, top area with crushed rock, install barrier boulders to separate overlook area from road, install guard rail to protect visitors from steep drop off, and install picnic tables and fire ring for visitor enjoyment. This project would provide enjoyment to the community and employment to the tribe.



Scenic Overlook Project on the Cabin Creek Reservoir Road

P) MARINE FACILITIES

The area that Petersburg Indian Association calls home is a maritime collection of islands. Marine facilities and navigational improvements are the unique transportation needs within this area. Due to the limited road system, aircraft and boats are transportation vessels that are common in this region. Barges carry annual supplies, construction material for most projects, and fuel to the area. All year round, boats provide transportation to neighboring towns, freight services, and access to subsistence resources. Improving and constructing marine facilities such as docks, boat harbors, ports, barge landings, and breakwater structures is an important part of transportation in the PIA region.

On Mitkof Island, there are eight marine facilities in the Petersburg Borough complex. **See Map 6 - Petersburg Borough Marine Facilities, page 31.** The harbors in town are: North Harbor, Middle Harbor, South Harbor, South Harbor Crane Dock, Drive Down Dock, South Harbor Boat Launch, and North Harbor Side Dock. Heading south on Mitkof Highway from Petersburg are other marine facilities that are useful to the PIA community. The Scow Bay Airport Turn Around Boat Launch owned by the Petersburg Borough is located at milepost 3. Papke's Landing owned by the State of Alaska is at milepost 10 and encompasses a boat ramp and also a floating dock. Further on at milepost 21, turning onto road 6245 at milepost 9 is Woodpecker Boat ramp owned by the Forest Service. Woodpecker is a concrete boat ramp that services the Sumner Strait area. South at milepost 30 is another boat ramp, Banana Point, owned by the State of Alaska. The Banana Point boat ramp accesses the Sumner Strait area and the town of Wrangell. Blaquiere Point boat ramp owned by the State of Alaska is located near the end of road at mile post 35. Blaquiere Point boat ramp is a concrete ramp with a gravel parking lot that services the Stikine River area.



On the island of Kupreanof the marine facilities are: Tonka dock and Portage Bay dock, owned by the Forest Service and the City of Kupreanof dock, owned by the State of Alaska.

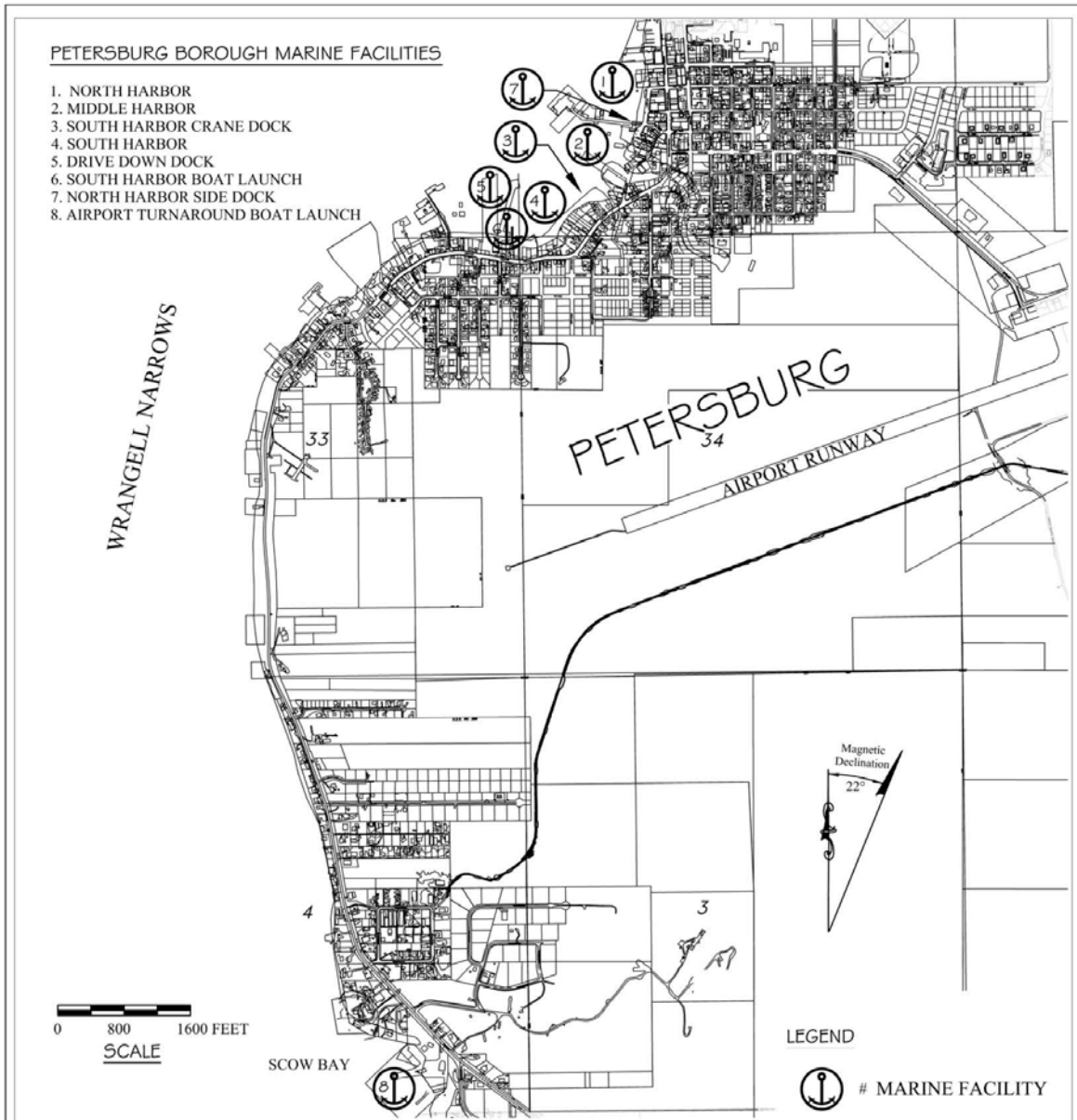
On the main land there is the Thomas Bay dock, owned by the US Forest Service.

All of the marine facilities are important to the life style and subsistence needs of the PIA tribal members and public in general. The upkeep, maintenance and improvements to these facilities are crucial to future transportation needs of Petersburg Indian Association. **See Marine Facility Map for US Forest Service page 32.**

Table 4 Marine Facilities		
Facility	Ownership	Priority Need
North Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
Middle Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
South Harbor Crane Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
South Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
Drive Down Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
South Harbor Boat Launch	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
North Harbor Side Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
Airport Turnaround Boat Launch	Petersburg Borough	Medium Construction Priority (5-10 years)
Tonka Dock	US Forest Service	Long Range Priority (10-20 years)
Thomas Bay Dock	US Forest Service	Long Range Priority (10-20 years)
Portage Bay Dock	US Forest Service	Long Range Priority (10-20 years)
Woodpecker Dock	US Forest Service	Long Range Priority (10-20 years)
Blaquiere Boat Launch	State of Alaska	Pursing inclusion in the NTTFI inventory
Banana Point Boat Launch	State of Alaska	Pursing inclusion in the NTTFI inventory
Olsen's Log Dump	State of Alaska	Pursing inclusion in the NTTFI inventory
Ernie Haugen Public Use Dock*	State of Alaska	Pursing inclusion in the NTTFI inventory
Papke's Boat Launch	State of Alaska	Pursing inclusion in the NTTFI inventory
Papke's Dock	State of Alaska	Pursing inclusion in the NTTFI inventory
Kupreanof Dock	State of Alaska	Pursing inclusion in the NTTFI inventory
*Interisland Ferry		



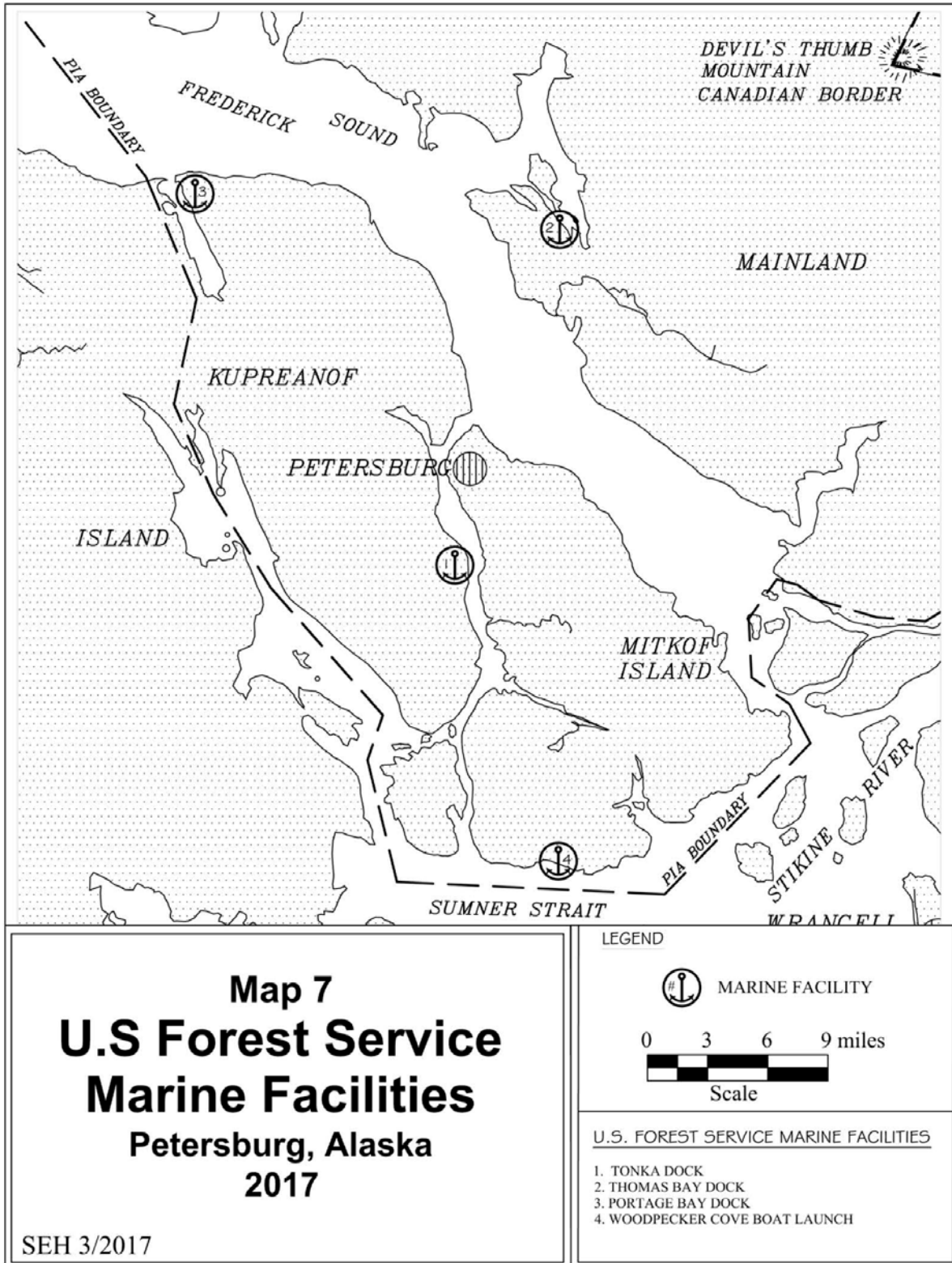
Map 6 – Petersburg Borough Marine Facilities



Map 6
Petesburg Indian Association
PETERSBURG BOROUGH MARINE FACILITIES
Petersburg, Alaska
2017



Map 7 – U.S Forest Service Marine Facilities





Q) *PROPOSED MARINE PROJECTS*

➤ Life Jacket Stands at Blaquiere and Banana Point Boat Launch Estimated project cost equals \$5,000

This project would be partnered with the Alaska Department of Natural Resources. The purpose would be to construct a life jacket stand to be installed at both boat ramps, thus providing life jackets to children that would be out on the water in boats. This is a safety issue and has been shown to be effective in our area.

R) *CAMPGROUNDS*

Another facility that PIA has developed to accommodate traveling public and tribal members is Green Creek picnic area and rustic camp ground area. PIA is also looking at the prosperity and economic development of its resources by maintaining access and promoting tourism. Green Creek picnic area and campground is an excellent example of this. This historical site has been rehabilitated by PIA and is now being maintained and providing a valuable location for community members and visitors to visit and explore. PIA along with Alaska DNR rehabilitated the road into Green Creek, reconstructed about 30 campsites along with 4 picnic sites. All sites have typical recreational facilities such as fire pits, rest areas, and picnic tables. PIA is providing employment to its tribal members with projects like Green Creek camp ground reconstruction project. It is also building good public relations for the community and PIA members.

S) *REMOTE CABINS – TRANSPORTATION TERMINAL SAFETY FACILITY*

Another area that PIA would like to develop and maintain are the remote cabins that accommodate the traveling public and tribal members. **See Map 8 – Remote Cabins, Transportation Terminal Safety, page 35.** The United States Forest Service currently maintains these cabins⁸. These facilities provide emergency safety shelters and recreation for the water transportation users. The cabins around the Petersburg Indian Association’s home area are usually the destination or end terminal of a boating trip. Petersburg Indian Association’s home is on a collection of islands located in the North Pacific Ocean part of Southeastern Alaska. This fact further states four important givens. The area is remote, practically roadless, extreme inclement weather, and relies heavily on boat transportation. Safety is a primary concern of PIA especially involving boating traffic of their members and the public. Boating as a form of transportation is a very common usage in work and recreation.

PIA will establish a safety network of cabins located in remote areas around PIA’s home territory. Most cabins located on the shorelines of the islands provide a safe haven for boating travelers that become stranded because of bad weather or mechanical troubles. These cabins literally become life savers when dire circumstances arise and the boating traveler needs shelter for the night before help arrives.



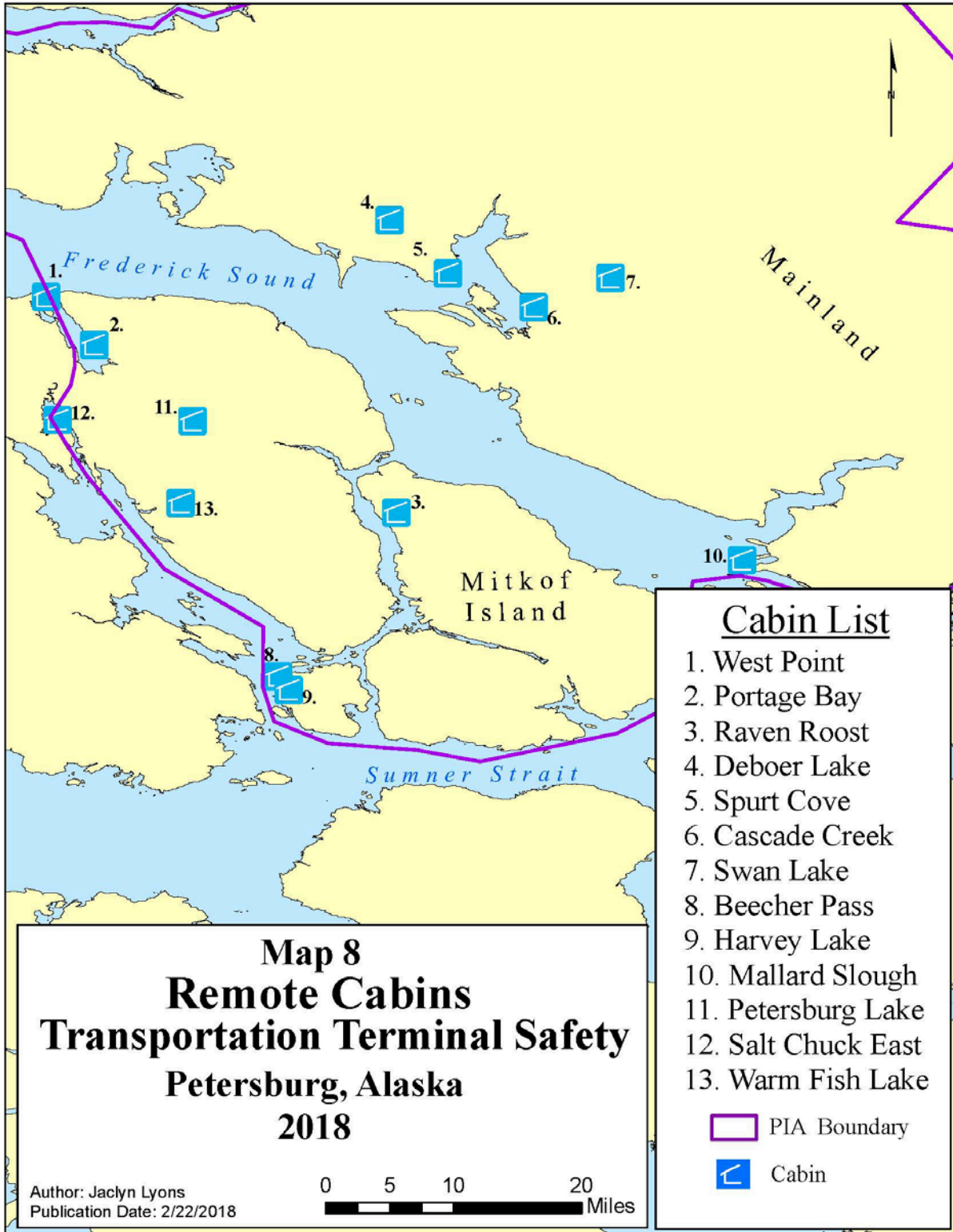
The US Forest Service along with PIA would operate and maintain a system of remote cabins for recreation use and more importantly double as safety cabins. PIA is active in working with the Forest Service to assist with the maintenance and construction of these cabins. Maintenance generally involves minor structure repair, chimney cleaning, outhouse cleaning, and refilling the wood shed. This service generally requires only one annual visit to keep up the facility. Some of the higher use cabins may require several yearly visits.

This facet of PIA’s Transportation Program builds good public relations for the community and PIA members.

Table 5 - Remote Cabins Transportation Terminal Safety Facilities⁸		
	<i>Cabins</i>	<i>Service needed within the next 20 years</i>
1	West Point	none
2	Portage Bay	none
3	Raven Roost	Replacement, New Construction
4	DeBoer Lake	none
5	Spurt cove	none
6	Cascade Creek	Replacement, New Construction
7	Swan Lake	none
8	Beecher Pass	none
9	Harvey's Lake	Replacement, New Construction
10	Mallard Slough	none
11	Petesburg Lake	none
12	Salt Chuck East	none
13	Warm Fish Lake	none



Map 8 - Remote Cabins, Transportation Terminal Safety Facility





T) PROPOSED CABIN PROJECTS

- **Mobile Cabin Project - \$85,000**
Estimated project cost equals \$500,000

This project would be partnered with the US Forest Service. The purpose would be to construct a recreation cabin (12' x 24' in area) that could be moved to popular recreation sites around Mitkof Island for use by the public. The Forest Service would use their cabin reservation system for renting the cabin out to the public.

U) TRANSIT

Petersburg Indian Association Paratransit Services, door to door public transit service that is demand responsive for seniors (age 60-plus) and for persons of any age with a disability that keeps them from driving.

Estimated cost of mini-bus = \$90,000; operating cost = \$100,000/year

Petersburg Indian Association's Paratransit Service will be a 8 passenger, 2 wheelchair mini bus operating in the Petersburg Borough service area and will have door to door service to defined destinations operating on a fixed schedule. The bus transit system will be open to a segment of the public defined by age, and disability. Estimated ridership of the mini-bus is 50 people per day. (Number based on 2010 US Census Bureau Data of 261 persons over 65 in poverty)

V) ANNUAL MAINTENANCE

It is important to PIA that transportation provides safe travel ways for the public and tribal members. Road maintenance activities of the PIA include: road maintenance, routine maintenance, bridge maintenance, snow and ice removal, emergency maintenance, and program management. The PIA has an "in house" maintenance crew employed to perform selected eligible maintenance activities on transportation facilities.

PIA's purchase of a backhoe will be used in their maintenance activities. Estimated cost \$100,000.

Eligible maintenance activities are listed in 25 CFR 170 Appendix A to Subpart G³.

The following activities are eligible for PIA's Maintenance Program. The list is not all-inclusive.

1. Pedestrian trail maintenance.
2. Cleaning and repairing ditches and culverts.
3. Stabilizing, removing, and controlling slides, drift sand, mud, ice, snow, and other impediments.
4. Adding additional culverts to prevent roadway and adjoining property damage.
5. Repairing, replacing or installing traffic control devices, guardrails and other features



- necessary to control traffic and protect the road and the traveling public.
6. Removing roadway hazards.
 7. Repairing or developing stable road embankments.
 8. Repairing parking facilities and appurtenances such as striping, lights, curbs, etc.
 9. Repairing transit facilities and appurtenances such as bus shelters, striping, sidewalks, etc.
 10. Training maintenance personnel.
 11. Administering the BIA Transportation Facility Maintenance Program.
 12. Performing environmental/archeological mitigation associated with transportation facility maintenance.
 13. Leasing, renting, or purchasing of maintenance equipment.
 14. Paying utilities cost for roadway lighting and traffic signals.
 15. Purchasing maintenance materials.
 16. Developing, implementing, and maintaining an TTP Transportation Facility Maintenance Management System (TFMMS).
 17. Performing pavement maintenance such as pot hole patching, crack sealing, chip sealing, surface rejuvenation, and thin overlays (less than 1 inch).
 18. Performing erosion control.
 19. Controlling roadway dust.
 20. Re-graveling roads.
 21. Controlling vegetation through mowing, noxious weed control, trimming, etc.
 22. Making bridge repairs.
 23. Paying the cost of closing of transportation facilities due to safety or other concerns.
 24. Maintaining airport runways, heliport pads, and their public access roads.
 25. Maintaining and operating BIA public ferry boats.
 26. Making highway alignment changes for safety reasons. These changes require prior notice to the Secretary.
 27. Making temporary highway alignment or relocation changes for emergency reasons.
 28. Maintaining other TTP intermodal transportation facilities provided that there is a properly executed agreement with the owning public authority within available funding.



W) Transportation Priority List in Table 6.

Table 6 - Transportation Priority List			
	Project	Cost	Year
1	Tribal Transportation Program Administration	\$82,475	2019
2	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$279,034	2019
3	Tribal Transportation Program Planning	\$35,609	2019
4	Design – Howkan and 12 th Street Sidewalk	\$13,294	2019
5	Design – Mountain View Manor Trail Tie-In	\$5,772	2019
6	Transit Service and Capital Asset	\$141,638	2019
7	Construction - Mountain View Manor Trail Tie-In	\$165,434	2019
8	Construction – Howkan and 12 th Street Sidewalk	\$451,053	2019
9	Design – Cabin Creek Reservoir Road Upgrade	\$10,000	AFLAP dependent
10	Construction – Cabin Creek Reservoir Road Upgrade	\$95,000	AFLAP dependent
11	Design – Cabin Creek Reservoir Road Scenic Upgrade	\$40,000	AFLAP dependent
12	Construction – Cabin Creek Reservoir Road Scenic Upgrade	\$346,000	AFLAP dependent
13	Tribal Transportation Program Administration	\$82,475	2020
14	Annual Maintenance: Petersburg Borough & US Forest	\$284,110	2020
15	Tribal Transportation Program Planning	\$35,609	2020
16	Transit Service	\$53,938	2020
17	Design - Balder Street Sidewalk	\$20,000	2020
18	Design – City Creek Trail Phase II	\$35,000	2020
19	Construction - City Creek Trail	\$198,828	2020
20	Tribal Transportation Program Administration	\$82,475	2021
21	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$234,310	2021
22	Tribal Transportation Program Planning	\$35,609	2021
23	Transit Service	\$53,938	2021
24	Design - Balder Street Sidewalk	\$25,000	2021
25	Design - Harbor Sidewalks	\$30,000	2021
26	Construction - City Creek Trail Phase II	\$248,628	2021
27	Tribal Transportation Program Administration	\$82,475	2022
28	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$281,505	2022
29	Tribal Transportation Program Planning	\$35,609	2022
30	Transit Service	\$53,938	2022
31	Design - Middle and High School Sidewalks	\$25,000	2022
32	Design - Harbor Sidewalks	\$30,000	2022
33	Construction - Balder Sidewalk	\$248,878	2022
Total Funding Prioritized		\$3,842,634	



W) AUTHORITY, REGULATIONS AND PROGRAM STANDARDS

The Tribe certifies they will meet all applicable health, safety, and labor standards related to the administration, planning, engineering, and construction activities performed.

Below is a list of some respective regulations related to the implementation and oversight of the Tribal Transportation Program:

- 23 CFR 625 – Design Standards for Highways
- 23 CFR 630 – Preconstruction Procedures
- 23 CFR 650 – Bridges, Structures, and Hydraulics
- 23 CFR 661 – Indian Reservation Road Bridge Program
- 23 CFR 710 – Right-of-Way
- 23 CFR 771 – Environmental Impact and Related Procedures
- 25 CFR 170 – Indian Reservation Roads Program
- 29 CFR 1910 – Occupational Safety and Health Standards
- BIA NEPA
- Government Performance and Results Act

U) REFERENCES

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<http://flh.fhwa.dot.gov/programs/ttp/>
2. Tribal Transportation Program Delivery Guide - Revised March 6, 2018 and Retrieved March, 2018:
A Guide for Tribes having a TTP Program Agreement (TTPA) with FHWA or the BIA:
<https://flh.fhwa.dot.gov/programs/ttp/guide/documents/full-guide.pdf>
3. Final Rule 25 CFR Part 170 Tribal Transportation Program (published Nov. 7, 2016) Retrieved March, 2018:
<https://www.gpo.gov/fdsys/pkg/FR-2016-11-07/pdf/2016-26141.pdf>
4. Title 23 United States code, 23 USC 202(b), Retrieved March 2018
<https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>
5. Safe Routes for School, Retrieved March, 2018:
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