

Literature Review

For Ketchikan Gateway Borough Comprehensive Plan Update

DRAFT: March 31, 2025

Researched and prepared by



Purpose

This plan review was conducted as part of the Background Research and Analysis Task for the Ketchikan Gateway Borough (“KGB”) Comprehensive Plan Update. Documents reviewed were developed by local, borough, and state entities and will serve to inform the Comprehensive Plan Update alongside public outreach, mapping, and other data collection efforts.

This Plan and Document Review primarily focuses on key takeaways from each plan. These will aid in the development of the comprehensive plan by allowing the project team to review the key summaries to understand if that document should be reviewed in full to assist in developing key focus areas of the comprehensive plan.

A few notes about this plan and document review:

- Each plan in the table below was reviewed. Once recommended policies are drafted for the comprehensive plan, those will then be checked against the entire plans and documents for consistency, alignment, or conflicts.
- Some of the plans are relevant and detailed to the point that their entire contents must be considered in drafting recommended policy updates for the comprehensive plan. For example, only a general overview of the 2023 Ketchikan Tourism Strategy was included here because so much of this plan is relevant in drafting the comprehensive plan.
- This review focuses on plans published after the 2010-2020 Comprehensive Plan. A separate review of the 2010-2020 Comprehensive Plan is being conducted.
- Some passages under “Key Takeaways” are direct or indirect language from the plan and cited with page number. Other passages are a summary of findings and may not have a page number associated with them.

Documents Reviewed

This is a living document that the project team will update throughout the course of the planning process. Documents that can be accessed are online hyperlinked in blue.

Title (Source)	Author/Source	Publication Date
Alaska 2022-2023 Visitor Profile Report	Alaska Travel Industry Assoc.	February 2025
2024 – 2027 State Transportation Improvement Plan (Amendment #1 as approved)	DOT&PF	August 2024
Southeast Alaska by the Numbers 2024	Southeast Conference	September 2024
Economic Impact of USDA Southeast Alaska Sustainability Strategy Investment Spending	Southeast Conference	July 2024
Southeast Alaska Business Climate Survey 2024	Southeast Conference	May 2024

Title (Source)	Author/Source	Publication Date
<u>Southeast Alaska 2025 Economic Plan</u> (2024 Update)	Southeast Conference	April 2024
<u>Multi-Jurisdictional Emergency Operations Plan</u>	Greater Ketchikan Area (KGB, CoK, City of Saxman [CoS])	April 2024
<u>Housing Market Analysis for the Ketchikan Gateway Borough</u> (and other housing presentations to the Assembly, studies & reports)	Ketchikan Gateway Borough (KGB)	March 2024
<u>FY2024-2028 Strategic Plan Update No. 1</u> (Update in progress)	Ketchikan Gateway Borough (KGB)	2024
<u>2024 - 2028 Ketchikan Public Utilities Capital Improvement Program</u>	City of Ketchikan (CoK)	2024 Budget
<u>Ketchikan Gateway Borough FY2024 – 2028 Strategic Plan</u>	KGB	June 2023
<u>Parks and Playground Master Plan</u>	KGB Public Works Department	Feb 2023
<u>2023 Hopkins Alley/Newton: A Framework for Revitalization</u>	KGB Department of Planning and Community Development	Sept 2023
<u>Policy Issues and Capital Priority Projects FY2025</u>	Community of Ketchikan (KGB, CoK, (CoS))	Sept 2023
<u>Ketchikan Tourism Strategy</u> (adopted by KGB, not yet adopted by CoK)	KGB Department of Planning and Community Development	2023
<u>Statewide Comprehensive Outdoor Recreation Plan</u>	State of Alaska	January 2023
<u>2022 – 2026 General Government Capital Improvement Program</u>	CoK	2022 Budget
<u>Clam Cove Hamlet Neighborhood Plan</u>	KGB Department of Planning and Community Development	Aug 2022
<u>Ketchikan Coordinated Transportation Plan</u>	KGB Transit Department	2021 Update
<u>Ketchikan Terminal Area Plan Preferred Terminal Concept</u>	KGB International Airport	July 2020

Individual Plan Summaries and Key Takeaways

Alaska 2022-2023 Visitor Profile Report (2023)

This report, created by the Alaska Travel Industry Association, summarizes data regarding tourism in Alaska for the summer 2022 and winter 2022-23 seasons. This includes tourist demographics, trip purpose and details, and tourist satisfaction.

Key Takeaways

- Ketchikan is the second most visited area in the state, behind Juneau. (Pg. 32)
- Ketchikan receives 47% of all visitors to the state. (Pg. 33)

2024-2027 Statewide Transportation Improvement Plan (2024)

The Statewide Transportation Improvement Plan (STIP) is the State of Alaska's four-year funding plan for transportation projects.

Key Takeaways

(Relevant Ketchikan items in the STIP)

- Ketchikan Ferry Terminal Improvements [Stage 2]: This project will remedy structural and operational deficiencies at the Alaska Marine Highway System (AMHS) Ketchikan Ferry Terminal. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements. (pg. 88)
- Revilla New Ferry Berth and Upland Improvements: Construct new ferry terminal berthing facility for the airport ferry in Ketchikan. Reconstruct the existing airport ferry terminal on Revilla Island. (Pg. 121)
- Herring Cove Bridge Rehabilitation: Replace the Herring Cove Bridge #253 in Ketchikan to include pedestrian facilities and improve the intersection of South Tongass and Powerhouse Road and the intersection of South Tongass and Wood Road. (Pg. 78)
- Sayles and Gorge Street Viaduct Improvements: This viaduct improvement in Ketchikan is focused on the improvement of the existing 'L' shaped trestle at the intersection of Sayles and Gorge Streets. This will involve replacing the trestle with a new 'L' shaped concrete deck bridge, underpinned by a steel frame substructure and associated concrete supports. Improvements will extend to the surrounding area, with a new pedestrian staircase constructed from near the Sayles/Gorge intersection to Water Street below. Additional activities include replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required. (Pg. 132)
- South Tongass Ferry Terminal: The terminal construction project, located in Saxman along South Tongass, is designed to enhance the Alaska Marine Highway System

(AMHS). The aim is to construct a new ferry terminal for the M/V Lituya, which operates between Metlakatla and Ketchikan. By shortening the vessel's route, the terminal will facilitate more frequent service, thus improving connectivity and efficiency. This project is not expected to have new activity in 2024-2027 but is included in the 2024-2027 STIP to obligate funds on advance construction. (Pg. 146)

- South Tongass Highway and Water Street Viaduct Improvements: Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure, and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances. (Pg. 147)
- South Tongass Highway Deermount to Saxman Reconstruction: Reconstruct South Tongass Highway in Ketchikan from Deermount Street to Saxman. Reconstruct bicycle/pedestrian facilities, parking, drainage improvements, and roadside hardware. (Pg. 150)
- South Tongass Highway Hoadley Creek Bridge Replacement: Replace Hoadley Creek Bridge #725 on South Tongass Highway in Ketchikan. (Pg. 151)
- South Tongass Highway Improvements: Resurface pavement and construct improvements along South Tongass Highway between Hoadley Creek Bridge and the Tongass Avenue Viaduct in the vicinity of Elliot Street. (Pg. 152)
- South Tongass Highway Saxman to Surf Street Reconstruction: Reconstruct South Tongass Highway in Ketchikan from Saxman to Surf Street. Construct bicycle/pedestrian facilities, parking, drainage improvements and roadside hardware. (Pg. 153)
- Spruce Mill Promenade: Construct a pedestrian walkway that will connect to existing pathways on either end of The Great Alaskan Lumberjack Show Pavilion. Work includes driven steel pipe pile foundations for a concrete retaining wall, shot-rock borrow backfill with riprap erosion protection along the base of the wall, and base course supporting a timber promenade decking surface - with steel safety handrailing along the seaward edge of the walkway. Also includes various landscaping features and electrical/lighting improvements. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation. (Pg. 154)
- Ward Creek Bridge Replacement: Replace the existing Ward Creek Bridge #747 in Ketchikan. Work will also include associated approach roadway reconstruction, embankment and riprap repair, and new approach guardrail. (Pg. 176)

Southeast Alaska by the Numbers 2024

“Southeast by the Numbers” is an annual report produced by the Southeast Conference that provides an in-depth economic overview of Southeast Alaska, including key statistics and trends in areas like jobs, wages, tourism, fishing, and more.

Key Takeaways

- The average value of a single-family home for Ketchikan (July 2024 values): \$427,383 (Pg. 6)
- Rental Housing: The average adjusted rent in Southeast Alaska was \$1,392 in 2023, a 6.8% increase over 2022; Ketchikan had the highest increase in rent of Southeast community’s researched at an increase of 9.4%. (Pg. 6)
- Ketchikan Gateway Borough received the second highest amount of project funding for Southeast communities through the Federal Infrastructure Investment and Jobs Act at \$18.2 million. (Pg. 7)
- K-12 enrollment was down by 1% (across Southeast Alaska), as school numbers fell by 122 students in 2022. Losses were experienced across the region, but Ketchikan elementary student declines accounted for more than half of the total reduction (-67). (Pg. 15)

Economic Impact of USDA Southeast Alaska Sustainability Strategy Investment Spending

This economic impact analysis of the USDA’s Southeast Alaska Sustainability Strategy (SASS) investment funding in calendar year 2023 was performed by Southeast Conference.

Key Takeaways

- SASS investment projects in Ketchikan reporting SASS spending in 2023: Regional Biomass Strategy and Pellet Mill. (Pg.10)
- In 2023, the Southeast Alaska Watershed Coalition helped support several tribal- and community-led stewardship crews around the region. SASS funding played a major role in supporting several of these crews. Alternative funding also played a role. Work in 2023 included supporting a five-person indigenous-led natural resource stewardship crew in partnership with the Ketchikan Indian Community and Ketchikan Ranger District. Work included stream restoration, riparian thinning, and watershed assessment. (Pg. 21)
- In February 2023, Spruce Root secured a contract with Red Hummingbird Media Corporation to facilitate stakeholder collaboration around community forests and economic opportunities on Prince of Wales Island, including stakeholders from Ketchikan. (Pg. 21)

Southeast Alaska Business Climate Survey 2024

Southeast Conference, in partnership with organizations across the region, conducts an annual Southeast Alaska Business Climate Survey. Rain Coast Data designs and conducts the business confidence analysis. A total of 440 Southeast Alaska business owners and top managers, representing a combined staff of approximately 11,000 workers, responded to the survey in April 2024.

Key Takeaways

- Housing, Workforce, Transportation Challenges: Southeast business leaders continue to identify housing as the top obstacle to economic development and critical for creating a vibrant business climate in the region, with 61% of business leaders saying it is critically important to focus on housing over the next five years. Half of regional business leaders say that finding better ways to attract and retain workforce-aged residents to the region is critically important. This is most strongly expressed by Juneau, Wrangell, Petersburg, and Ketchikan businesses leaders, where three-fifths of respondents say the need to attract young professionals over the next five years is critical. (Pg. 3)
- The communities with the most positive economic outlook for their business or industry over the next 12 months are Hoonah, Skagway, and Ketchikan. (Pg. 4)
- *Several quotes from Ketchikan survey participants are included on pages 52-70.*

Southeast Alaska 2025 Economic Plan (2024 Update)

As the region's EDD, Southeast Conference is responsible for developing an Economic Plan or Comprehensive Economic Development Strategy (CEDS) for Southeast Alaska that is designed to identify regional priorities for economic and community development. The CEDS is a strategy-driven plan developed by a diverse workgroup of local representatives from private, public, and nonprofit sectors.

Key Takeaways

- Maritime Industrial Support Sector: Objective #1: Increase employment and training opportunities for Southeast Alaska residents in the Marine Industrial Support Sector. Support development of school and university programs and curricula focused on industrial knowledge, skills, and experience transferable to Marine Industrial Support employment opportunities, i.e. UAS Ketchikan Maritime and Multi-Skilled Worker Program. (Pg. 27)
- Southeast Conference has identified sustaining and supporting the Alaska Marine Highway System and promoting beneficial electrification as priority infrastructure strategies. Related strategies include: (Pg. 23)
 - Sustain and support the Alaska Marine Highway System

- Develop a long-term, strategic, multi-modal, regional transportation plan
 - Move freight to and from markets more efficiently
 - Ports and harbors infrastructure improvements
 - Road development
- *Detailed priorities and projects outlined in pages 19-46 of the Economic Plan.*

Greater Ketchikan Multi-Jurisdictional Emergency Operations Plan

The GKA MJEOP is a comprehensive framework for emergency preparedness and response in the Greater Ketchikan Area. It outlines procedures, organizational structures, and responsibilities for managing various emergencies and disasters, including natural disasters, public health crises, industrial accidents and terrorist or man-made disasters. The document is maintained in the Clerk's Office and the GKA Emergency Operations Center.

Key Takeaways

- The plan emphasizes collaborative emergency management across government levels and private sector providers through the NIMS Incident Command System. (Pg. 8)
- A comprehensive review of the plan should occur at least every five years. (Pg. 14)
- The MJEOP is centered around the concept of "whole community," emphasizing the involvement of the entire community in disaster planning and response. The approach goes beyond traditional first responders to include nontraditional partners like volunteers, faith-based organizations, and private businesses. It stresses the importance of considering all community members, including those with disabilities and access needs, in all disaster phases. (Pg. 20-21)
- Residents are encouraged to take individual responsibilities in disaster preparedness by being aware of hazards, mitigating risks, and preparing for personal and family safety. The public should recognize that disasters can disrupt infrastructure and resources for an extended period, requiring individuals to be self-sufficient for at least 7 days. (Pg. 21)
- The plan includes an assessment of the Greater Ketchikan Area's geography and socio-economic factors, along with a hazard and threat analysis specific to the region. Key points include:
 - **Geographic Assessment:** Discusses the geographical characteristics of the Greater Ketchikan Area, providing insights into its terrain, natural features, and vulnerabilities.
 - **Socio-Economic Assessment:** Analyzes the socio-economic aspects of the area, including population demographics, infrastructure, economic activities, and any potential challenges or strengths. (Pg. 22-23)

Socio-Economic Analysis & Demographics

The Social Vulnerability Index (SVI), managed by the CDC, highlights medium to high vulnerability in the Greater Ketchikan Area.

Demographics:

- Older Population (65+): 16%
 - Children Under 18: 21.7%
 - Average Family Size: 2.99
 - Educational Attainment: 26.4% have a bachelor's degree or higher
 - Median Household Income: \$77,820
 - Median Gross Rent: \$1,235
 - Median Value of Owner-Occupied Housing Units: \$315,200
 - Residents Below Poverty Line: 9.4%
 - Disability Rate: 15%
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- Hazard and Threat Analysis: Focuses on identifying potential hazards and threats that the Greater Ketchikan Area may face, such as natural disasters, industrial risks, or other security concerns.
 - Planning Assumptions: Outlines the foundational assumptions used in developing the Multi-Jurisdictional Emergency Operations Plan (MJEOP), which serve as the basis for emergency preparedness and response strategies.
 - Data Sources: Utilizes data from various sources, including risk assessments, past incidents, and current threat evaluations, to create a comprehensive overview of the situation in the Greater Ketchikan Area.

Housing Market Analysis for the Ketchikan Gateway Borough (and other housing presentations to the Assembly, studies & reports)

Key Takeaways

The collection of Housing presentations to the assembly and housing studies and report are available at the borough website at: <https://kqbak.us/1058/Housing-Studies-Reports-Presentations>

All reports and presentations will be reviewed and considered in development of the Housing goals, objectives, and actions for the comprehensive plan.

FY2024-2028 Strategic Plan Update No. 1 (Update in progress)

The strategic plan outlines an approach to foster economic growth, enhancing transportation infrastructure, improving quality of life, and promoting organizational excellence within the community. The plan sets a roadmap for the Borough's development over the next five years.

Key Takeaways

Focus areas:

- Community Health and Safety: Promote a clean and safe environment.
- Vibrant Economy: Foster a diverse economy.
- Transportation: Deliver a seamless transportation network for resident and non-resident air travelers and transit patrons.
- Quality of Life: Provide programming and services that support a high quality of life, including but not limited to culture, recreation, and education.
- Organizational Excellence: Provide high quality, responsive, transparent, and innovative services in an efficient and cost-effective manner.

(The entirety of the strategic plan is relevant to the development of the comprehensive plan and should be reviewed in full by all team members to identify cross-over.)

2024 - 2028 Ketchikan Public Utilities Capital Improvement Program

The plan discusses various capital projects aimed at enhancing infrastructure across different divisions, including telecommunications, electric, and water. It highlights funding allocations for projects such as the installation of flow meters, upgrades to feeder protective relays, and improvements to the municipal water system. The focus is on ensuring reliable services to underserved areas through the expansion of power facilities and the maintenance of existing systems. The projects prioritize the use of advanced technologies, including wireless and fiber, to improve service delivery and operational efficiency.

Key Takeaways

- It emphasizes the importance of upgrading aging equipment to maintain operational efficiency and safety.
- The implementation of advanced metering infrastructure (AMI) is highlighted, which facilitates automated billing and improves metering accuracy.
- Overall, the recommendations outline a strategic approach to resource allocation that prioritizes essential upgrades and maintenance to ensure reliable service delivery to underserved areas.

Parks and Playground Master Plan

The plan discusses the development and improvement of parks and recreational facilities within a Borough, emphasizing the need for accessible trails and community parks. It highlights opportunities for creating new recreational spaces, such as pocket parks and natural day-use areas, while ensuring they are connected to existing facilities. The plan also addresses maintenance considerations and funding requirements for park improvements.

Key Takeaways

See “1.2 Summary of Recommendations” on page 5-6 of the plan.

- **Assessment-Based Recommendations:** The recommendations are based on an inventory and assessment of existing park and playground facilities, which included a level of service analysis and public input. This ensures that the suggestions are grounded in actual community needs and best management practices for parks and playgrounds.
- **Policy Direction:** The recommendations provide policy direction for future planning decisions. This includes identifying priority improvements that the Public Works Department should focus on to enhance the quality and accessibility of parks and playgrounds in the Borough. (Pg.77)
- **Community Engagement:** The recommendations reflect the input gathered from nearly 300 respondents through a Recreation Master Plan Survey. This survey highlighted community needs, such as the desire for new parks and playgrounds, and the necessity to replace aging equipment and facilities. (Pg. 11)
- **Strategic Framework:** The Master Plan serves as a strategic framework for future decisions regarding the Borough's parks and playgrounds. It sets priorities for capital projects and aims to address the gaps in service, particularly in neighborhoods that are currently underserved. (Pg. 1)
- **Long-Term Vision:** The recommendations include a long-term vision for designating parks, such as transitioning certain areas from neighborhood to community parks. This reflects a commitment to expanding recreational opportunities and improving service levels across the Borough.
- **Focus on Under-Served Areas:** Specific attention is given to neighborhoods that lack adequate park facilities, such as Newtown and Westend. The recommendations emphasize the need for new neighborhood parks and playgrounds in these areas to better serve the community.

2023 Hopkins Alley/Newton: A Framework for Revitalization

The plan provides a framework for revitalizing the Hopkins Alley neighborhood, offering recommendations and resources for property owners and business operators. It serves as a manual for enhancing properties and encourages collaboration among local stakeholders for long-term redevelopment strategies. The framework includes insights into economic aspects of historic preservation, highlighting financial advantages and the significance of heritage tourism. It also addresses building codes and potential exceptions, which are important for property owners considering renovations or restorations.

Key Takeaways

- The plan highlights the potential economic benefits of revitalization, including increased property values and rental income. (Pg. 2)

- It underscores the significance of using historic materials in renovations, which, while requiring investment, can yield long-term benefits for property owners. (Pg. 3)
- The plan outlines Planning, Zoning, and Building Code issues in the Hopkins Alley/Newton area. (Pgs. 16-28)
- Appendix C of the plan outline Recommendation and proposed projects. Some of the issues identified include (Pgs. 53-56):
 - Access to/from the waterfront and downtown
 - Historic significance of the Newtown/Hopkins Alley neighborhood is not conspicuous
 - Access from the sea walk is irregular, circuitous, and includes hazards to pedestrians and vehicles
 - The tunnel is an unattractive access to/from the downtown and berths 1 & 2
- Recommended waterfront and downtown access improvement projects include (Pg. 58):
 - Hopkins Alley South Entrance Gateway
 - Marine Bar Area Gateway and Sea Walk Connections
 - Bauer Way Gateway
 - Interpretive Signage
 - Self-Guided Walking Tour Brochure and Interactive Signage
 - Paint-Up/Fix-Up Program
 - Access Improvements North of Tunnel
 - Tunnel Enhancements
 - Tidelands Cleanup

Policy Issues and Capital Priority Projects FY2025

This paper outlines Ketchikan's strategic focus for the fiscal year 2025 in a series of policy issue requests for state administrative or legislative action alongside priority infrastructure capital project requests for funding.

Key Takeaways

Fiscal Year 2025 Community of Ketchikan list of capital project priority requests for State funding:

- Ketchikan Airport Ferry Improvements
- Park Avenue and Harris St. Road, Sewer, and Water
- Saxman Water Line Replacement

Fiscal Year 2025 Community of Ketchikan list of priority policy issues for State consideration:

- Opposing actions by the state of Alaska to Shift the costs of its constitutional obligation to maintain a system of public schools open to all children of the State.
- Urging continuance of funding for the Alaska Marine Highway System.

- Encouraging continuance of the current arrangement for sharing of the State excise tax on commercial passenger vessels.
- Urging the State to transfer into Borough ownership certain parcels of land owned by the Alaska Department of Natural Resources to facilitate the development of housing.
- Urging the Alaska Department of Transportation and Public Facilities to implement pedestrian safety improvements along Tongass Avenue.

Ketchikan Tourism Strategy

The 2023 Tourism Strategy has several sections that will be reviewed throughout the development of the comprehensive plan because of their relevancy, especially for economic development strategies. Focus areas and “Stewardship Goals” from the plan include (those with particular relevance to the comprehensive plan are bolded): Visitor Management, Year-Round Visitation, Communications & Engagement, **Workforce Shortages, Transportation & Traffic Congestion, Workforce Housing**, Monitoring and Reporting, and Governance.

Key Takeaways

- The Ketchikan Tourism Strategy aims to enhance tourism's long-term competitiveness while minimizing negative impacts on the community and environment.
- The strategy focuses on improving quality of life, economy, visitor experience, and natural environment.
- Community sentiment about tourism is mixed, with significant concerns about its impact on residents' quality of life.
- The growing reliance on cruise tourism presents challenges such as traffic congestion and workforce shortages.
- The plan emphasizes the need for planned and controlled tourism development to balance economic benefits and community well-being.

Statewide Comprehensive Outdoor Recreation Plan 2023-2027 (2023)

This plan from the State of Alaska identifies trends in outdoor recreation in Alaska, summarizes outdoor recreation by region, and provides seven statewide outdoor recreation goals.

Key Takeaways

- Totem Bight State Historical Park is typically listed as a top destination for travelers to Ketchikan. The park is also used by Ketchikan residents in every season, as shown by spikes in use as late as September. (Pg. 73)
- Four of the top five most visited destinations in Alaska are Southeast cruise destinations: Juneau, Ketchikan, Skagway, and Glacier Bay. (Pg.125)
- *The description of Southeast Alaska is provided in Section B6 of Chapter 3 (page 29).*

2022 – 2026 General Government Capital Improvement Program

The plan outlines various infrastructure projects aimed at replacing outdated systems and equipment to enhance the efficiency and reliability of public services. It details funding allocations for various projects. It also mentions funding for the replacement of aging vehicles and infrastructure improvements, such as corrosion protection for hospital culverts and extending the life of harbor pilings. The plan emphasizes the importance of maintaining and upgrading municipal infrastructure to ensure efficient service delivery.

Key Takeaways

- *The plan is outlined by project and funding and will be checked against draft goals and objectives in the comprehensive plan for consistency, alignment, or conflicts.*

Clam Cove Hamlet Neighborhood Plan

The Clam Cove neighborhood was defined for the first time in 2005 with the adoption of the Gravina Island Plan, Clam Cove and Blank Inlet Area. The 2005 Plan identified the boundaries for the Clam Cove hamlet as extending from the waterfront to the boundaries of the Gravina Island Highway. The 2005 Plan dictated that before any additional land use zone changes were to occur, a master plan for the Clam Cove area was to be developed to guide development of the area. The intent was to develop the master plan shortly after the 2005 Plan was completed, however, due to changes in development plans for Gravina Island, the master plan for Clam Cove remained dormant for over ten years. In 2018, a rezone request spurred the Department of Planning and Community Development to begin development of this Clam Cove Neighborhood Plan.

Key Takeaways

- Infrastructure in Clam Cove hamlet is limited, with private water and septic systems. Some residents draw water from neighboring lakes and ponds. (Pg. 17)
- There are no developed interior roads connecting to the Gravina Island Highway, although there are platted road systems that provide potential for public access. (Pg. 17)
- Residents expressed concerns that as development occurs, septic systems and docks may become a nuisance. There is a general agreement that public docks may be necessary in the future to protect the scenic view of the waterfront. Additionally, there are concerns about potential contamination of drinking water from increased lot development. (Pg. 17)
- Currently, emergency services are provided by the U.S. Coast Guard through beach access, which is not ideal due to shallow waters. As development progresses, there may be a need to create a service area for fire and emergency medical services. (Pg. 17)

Ketchikan Coordinated Transportation Plan

The plan presents an update on the Ketchikan Coordinated Transportation Final Report, focusing on improving public transportation for individuals with disabilities, older adults, and those with limited income. It outlines strategies for enhancing service delivery, including adding bus stops and shelters, and sharing specialized equipment among agencies. It suggests the re-evaluation of fare structures and eligibility criteria to alleviate financial burdens on the transportation network. The plan advocates for enhanced coordination among transportation providers to share resources and improve service efficiency, particularly for paratransit services. It also calls for the establishment of a centralized information source for transit services to aid users in navigating available options.

Key Takeaways

- Ketchikan is a regional transportation hub; its international airport, with 84,934 enplanements in 2014, ranks fifth among 300 airports in Alaska. Ketchikan's local floatplane airport is its harbor, with an estimated 40,000 enplanements a year. Ketchikan Harbor is one of the largest U.S. centers of commercial floatplane enplanements. (Pg. 4)
- Ketchikan International Airport is located on Gravina Island, approximately one-half mile across Tongass Narrows from the Borough's population center on Revillagigedo Island. The connecting ferry, operated by Ketchikan Gateway Borough, carried 388,264 passengers and 102,399 vehicles in 2019. (Pg. 4)
- Ketchikan is served by the Alaska Marine Highway's coastal passenger/vehicle ferries, to/from highway termini at Haines and Skagway, Prince Rupert, B.C., and Bellingham, Washington, as well as Alaskan ports from Metlakatla to Unalaska; 65,432 passengers embarked and disembarked on these services in 2014. The Inter-island Ferry Authority operates passenger/vehicle ferry service between Ketchikan and Prince of Wales Island, carrying an average of 52,000 passengers annually as of 2014. (Pg. 4)
- Ketchikan's municipal port received 504 calls by cruise ships in 2018, with 1,073,923 passengers. These vessels dock at four "Panamax"-capable berths in the Downtown/Newtown business district. Ketchikan's public small boat harbors accommodate 1,045 vessels from 20 to 125 foot length, including large fleets of commercial fishing and sport fishing charter vessels. (Pg. 4)
- This intensive transportation activity on Ketchikan's waterfront creates heavy demand for related shore-side transportation services. A fixed route public transit service is provided by the Ketchikan Gateway Borough. The Borough Bus system has three lines, designated Green, Silver (north and south) and downtown shuttle serving the Borough's population and tourists alike. Each of these three lines, except the downtown shuttle, operates year-around, with full service seven days a week and reduced service on Sundays and extended evening service on Friday and Saturday. (Pg. 4)
- A set of data pulled together by the Ketchikan Wellness Coalition in their Community Needs Survey showed a very high incidence of households with no vehicle access at all. This number for Ketchikan is 16.3% which is nearly double the national average of

8.6% according to the US Census Bureau. This number indicates a higher-than-normal need for transportation and transportation options in Ketchikan. (Pg. 8)

- Since the publishing of the 2015 plan, significant strides have been taken in the continuous improvement of Ketchikan's transportation network. To highlight the work of the RCTC Agencies a short list of the gaps and strategies that have been addressed is included. (Detailed in section 4 of plan starting on Pg 15).
- Current airport transportation services for seniors and ADA eligible riders: Southeast Senior Services offers pre-scheduled rides to and from the airport in one of their wheelchair lift- equipped cutaway buses to individuals over 60 or those with disabilities who have ADA eligibility. The vehicle must arrive early to meet the ferry, be loaded on the city side, then disembark and pay fees on the airport side, then must wait for the returning ferry, be reloaded onto the ferry, pay an airport fee, drive off on the city side, and then finally proceed to the next location. Providing a ride to the airport takes a Southeast Senior Services van and a driver out of rotation for 1-3 hours, often for only one rider. SESS provided an estimated 592 airport rides last year and each trip cost them \$26 for the ferry in addition to their \$32.13 cost per trip. (Pg. 16)
- Given that Southeast Senior Services ridership has increased 25% in the last three years, the airport service significantly taxes their vehicular and personnel resources. The RCTC group is concerned about the sustainability of this arrangement and the lack of airport transportation services for the public. (Pg. 16)
- There have also been many requests to improve access to local recreational areas such as trailheads. For example, the need to improve pedestrian access to the 3rd Avenue / Rain Bird Trail Bus stop when accessed off of Gorge St. in order to reinstate bus stop at the Rain Bird trail head. (Pg. 21)
- There is an unmet need for lift-equipped taxi service for mobility-limited individuals in Ketchikan. (Pg. 23)

Ketchikan Terminal Area Plan Preferred Terminal Concept

The 4-page plan outlines the need for a detailed review of the terminal area layout and configuration at Ketchikan International Airport. It highlights the necessity for flexible, cost-effective, and financially feasible development that can be implemented in phases to accommodate future aviation demands. The implications also include considerations for environmental impacts, community disruption, and the need for fair treatment of affected populations during project implementation.

Key Takeaways

- Ketchikan International Airport serves is a regional asset, supporting various aircraft and promoting local economic growth.
- The airport is operated by the Ketchikan Gateway Borough under a lease expiring in 2027

- The Study Committee selected Terminal Building Concept 3 as the most favorable long-term development concept for the KTN terminal building. An updated terminal area conceptual development plan is included on pages 3-4.