

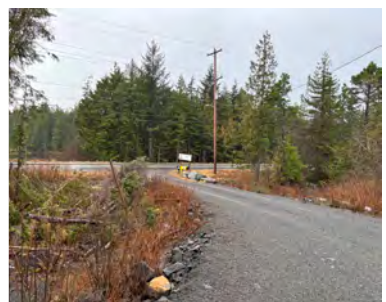


Metlakatla Indian Community

Tribal Transportation Safety Plan Update

Funded by FHWA

September 2025



Thank you to the Metlakatla Indian Community (MIC) for their dedication and support in developing this Tribal Transportation Safety Plan Update. MIC is grateful for the grant funding provided by the Federal Highway Administration (FHWA) and the guidance from the Bureau of Indian Affairs, both of which were instrumental in shaping this plan. Your support is vital in enhancing road safety in Metlakatla, helping to prevent injuries and save lives on community roads. A special thanks to the MIC Roads Department and its staff for their hard work and commitment in bringing this plan to fruition.



I. Plan Adoption Letter

COUNCIL ANNETTE ISLANDS RESERVE
METLAKATLA INDIAN COMMUNITY

ALBERT G. SMITH, Mayor
JUDITH A. EATON, Executive Tribal Secretary
DARCY BOOTH, Treasurer

RESOLUTION #25 - 47

ESTABLISHED 1887
METLAKATLA INDIAN COMMUNITY

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BY THE COUNCIL/EXECUTIVES ANNETTE ISLANDS RESERVE

A Resolution to Adopt the 2025 Metlakatla Indian Community Tribal Transportation Safety
Plan Update (TTSP)

WHEREAS, the Council of the Annette Islands Reserve (the "Council") is the governing body of the Metlakatla Indian Community, Annette Islands Reserve, Alaska, by the authority of the Constitution and By-Laws of the Metlakatla Indian Community approved on August 23, 1944, by the Secretary of the Interior (Constitution); and

WHEREAS, the Metlakatla Indian Community (the "COMMUNITY") is a federally recognized Indian Tribe, organized pursuant to the provisions of Section 16, of the Federal Reorganization Act, 25 USC, subsection 476; and

WHEREAS, the COMMUNITY is governed by its Council, which is responsible for the welfare of the Annette Islands Reserve, all Community members and management of its sovereign waters, fisheries and natural resources; and

WHEREAS, the COMMUNITY is committed to pursuing zero deaths and serious injuries on tribal roads and improving the overall safety of the community transportation system; and

WHEREAS, the COMMUNITY has identified a need to update its existing 2016 Tribal Transportation Safety Plan for the benefit of its tribal citizens; and

WHEREAS, the COMMUNITY has reviewed the May 29, 2025 Metlakatla Indian Community Tribal Transportation Safety Plan Update; and

NOW THEREFORE BE IT RESOLVED that the Metlakatla Indian Community Council hereby accepts and approves the plan as reflecting the conditions and needs relating to transportation safety in the community, and hereby adopts the May 29, 2025 Metlakatla Indian Community Tribal Transportation Safety Plan Update. The COMMUNITY acknowledges the importance of making the Plan available to the public and allows use of the plan for posting and viewing on the Federal Highway Administration (FHWA) Tribal Safety web portal.

Resolution #25-47 continued

To Adopt the 2025 Metlakatla Indian Community
Tribal Transportation Safety Plan Update (TTSP)

Dated this 2nd day of September, 2025 at Metlakatla, Alaska

ATTEST:


Judith A. Eaton, Executive Tribal Secretary

METLAKATLA INDIAN COMMUNITY


Albert G. Smith, Mayor

CERTIFICATION

This is to certify that the foregoing resolution was adopted at a Special Tribal Council meeting held on 2nd day of September, 2025 at which a quorum was present, by a vote of 22 FOR, 2 AGAINST, and 0 ABSTAIN, the Mayor being authorized to sign said resolution.


Judith A. Eaton, Executive Tribal Secretary



II. Commitment Letter



May 29, 2025

Transportation Safety Leadership Statement,

As we continue building a stronger, safer Metlakatla, we take pride in our community's deep cultural heritage, our shared values, and the collective spirit that drives us forward. The Metlakatla Indian Community (MIC) is committed to creating a future where our roads serve everyone, a place where families, elders, children, and workers can walk, drive, and travel without fear of traffic-related injury or loss of life.

Roadway safety is not just a transportation issue, it is a public safety imperative. While serious incidents are not commonplace in our community, we recognize that one crash is one too many. Every life matters. We must remain vigilant and proactive to ensure that no more lives are lost and that our roads continue to support safe access to homes, schools, cultural sites, and essential services.

Metlakatla's unique location, connected to the rest of Southeast Alaska by ferry and marine transport, makes reliable and safe roads especially vital. Corridors like Walden Point Road are essential to everyday life, connecting residents to the ferry terminal, public facilities, and neighboring areas. Investing in road safety means investing in our sovereignty, in our economy, and in the well-being of every person who calls this community home.

We know that vulnerable users including pedestrians, youth, elders, and ATV operators face the greatest risks. Many of our lower-income residents depend on walking or shared transportation to reach work, school, or the clinic. It is our responsibility to eliminate disparities in transportation safety by improving sidewalks, lighting, signage, and visibility across our road network. Guardrails, drainage systems, and routine maintenance must be part of a long-term strategy grounded in both community input and expert guidance.

Our path forward includes working with safety partners, transportation professionals, and funding agencies to implement a safety-first approach one that integrates engineering, education, and enforcement. With each improvement we make, we honor our responsibility to protect lives, preserve our land, and promote resilience.

This vision is bold but achievable. Together as a community, with dedication and unity, we can create a Metlakatla where no one fears using the road, and where transportation supports a thriving, connected community for the future.

Get'er done! Wayi wah!


MAYOR & CITY MANAGER

Albert Smith
Mayor & City Manager, Metlakatla Indian Community of Alaska



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Acronyms

ADOT&PF	Alaska Department of Transportation & Public Facilities
AHSO	Alaska Highway Safety Office
AISD	Annette Island School District
AISU	Annette Island Service Unit
AMSEA	Alaska Marine Safety Education Association
ANMC	Alaska Native Medical Center
BIA	Bureau of Indian Affairs
CEDS	Comprehensive Economic Development Strategy
CMF	Crash Modification Factors
DMV	Department of Motor Vehicle
DOT	Department of Transportation
DUIs	Driving under the influence
EMS	Emergency medical services
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
HSIP	Highway Safety Improvement Program
L RTP	Long-Range Transportation Plan
MIC	Metlakatla Indian Community
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
PIDP	Port Infrastructure Development Program
RSA	Road Safety Audit
SAR	Search and Rescue
SEARHC	Southeast Alaska Regional Health Consortium
SEREMS	Southeast Region EMS Council, Inc.
SRTS	Safe Routes to School



SS4A	Safe Streets & Roads for All
STIP	Statewide Transportation Improvement Program
TTP	Tribal Transportation Program
TTPSF	Tribal Transportation Program Safety Fund
TTSP	Tribal Transportation Safety Plan
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation



FIGURE 1.METLAKATLA COMMUNITY OVERVIEW MAP



FIGURE 2. METLAKATLA COMMUNITY AREA MAP

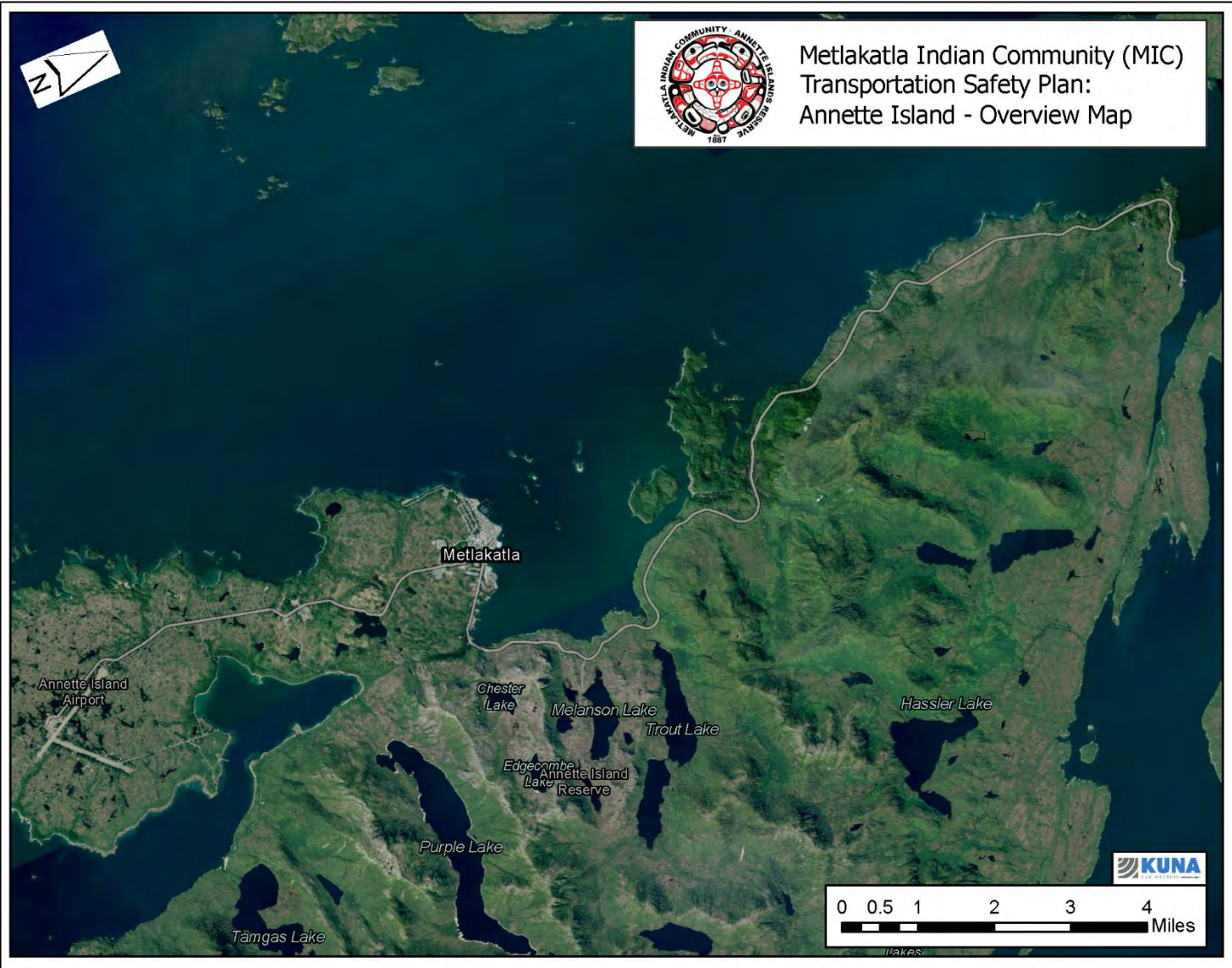


FIGURE 3. ANNETTE ISLAND OVERVIEW MAP



FIGURE 4. METLAKATLA REGIONAL OVERVIEW MAP



1. Introduction

The Metlakatla Indian Community (MIC) is updating its 2016 Tribal Transportation Safety Plan to document new and ongoing transportation safety concerns affecting the community. These safety improvements address vehicular, transit, bicycle, pedestrian, and other modes of transportation within and around Metlakatla. The Tribal Transportation Safety Plan Update was developed to identify hazardous conditions along the community’s transportation routes and establish a framework for protecting the safety and well-being of residents. This plan was funded by the Federal Highway Administration (FHWA) with guidance from the Bureau of Indian Affairs (BIA). Additional support for plan development was provided by Kuna Engineering, LLC.



Once completed, the Tribal Transportation Safety Plan (TTSP) will serve as a key resource for enhancing transportation safety on tribal lands. The TTSP will identify critical safety concerns, priority areas for improvement, and strategies for implementing transportation safety measures in and around Metlakatla.

While various agencies may lead certain safety initiatives, MIC staff will play a crucial role in initiating safety strategies and tracking progress to ensure that all planned actions are effectively implemented. As a “living document,” the TTSP must be regularly reviewed and updated to reflect changing priorities, assess progress, and maintain eligibility for funding. The FHWA recommends updating transportation safety plans at least every five years to ensure they remain aligned with community needs and remain eligible for funding opportunities.

1.1. Public Involvement

The safety plan was developed with input from the MIC, incorporating feedback collected through a community survey and direct engagement with local stakeholders and leaders in Metlakatla. Public input was collected through a community survey made available online via social media, at the tribal office, Metlakatla School and other MIC facilities in February 2025. The survey was also distributed to key community safety partners, including business leaders, public safety, school staff and first responders.



Public Involvement included a public meeting held at the tribal building in January 2025.

Key leads involved in the Roads and Forestry Department include Laurie Dunne (Roads Coordinator/GIS Specialist), Dawn Pringle (Forestry and Land Resources Manager), Genelle Winter (MIC Special Projects and Grants Coordinator), and Amber Booth (Grants Coordinator



Assistant). Oversight and guidance for public involvement in the plan were provided by the Planning Committee and the Mayor of Metlakatla, Albert Smith.

Planning support from Kuna Engineering included a site visit to Metlakatla in January 2025, with meetings and outreach conducted among MIC staff and community stakeholders as part of the plan development process. Additional details on the public survey and input received can be found in the plan's appendix.

2. Background

2.1. Location

Metlakatla, Alaska, is the states only federally recognized Indian reservation, located on Annette Island, encompassing approximately 132,737 acres of land and water. Situated 20 miles south of Ketchikan and about 700 miles north of Seattle, Washington, the community faces unique transportation challenges due to its geographic isolation.



Metlakatla, Alaska

Source (NOAA)

Access and Transportation: Access to Metlakatla is limited to air and water routes. The Alaska Marine Highway System operates a ferry service between Ketchikan and Metlakatla five days a week. The ferry departs from a port located 14 miles outside Metlakatla, accessible via a winding, unlit road. Alternatively, Metlakatla can be reached by floatplane, weather permitting, or by private vessels. Within the community, there is one main port with a dock, two small boat harbors, and two ferry terminal docks owned and operated by the Alaska Marine Highway System: one at Port Chester within Metlakatla and another at Annette Bay.

Climate: Metlakatla experiences a maritime climate characterized by wet and cool winters, with average winter temperatures around 33.6°F. Summers are mild, with August high temperatures averaging 64°F. The area receives substantial rainfall, averaging 106.3 inches annually, and an average snowfall of 39.8 inches per year.

Demographics: According to the 2020 U.S. Census, Metlakatla's population was 1,454. The median age is approximately 38.5 years. The community comprises around 469 households, with an average household size of 2.93 individuals and an average family size of 3.50. The median household income is estimated at \$69,107, with a per capita income of approximately \$29,707. About 15.1% of the population lives below the poverty line.

Transportation Infrastructure: Residents rely heavily on travel to Ketchikan for essential services such as shopping, medical care, and access to the Ketchikan International Airport. This



travel necessitates the use of Skaters Lake Road and Walden Point Road. During the summer months, tourism increases especially when the Alaska Marine Highway Ferry is in service and during the peak cruise ship season.¹

Metlakatla, Alaska Population History 1960-2020

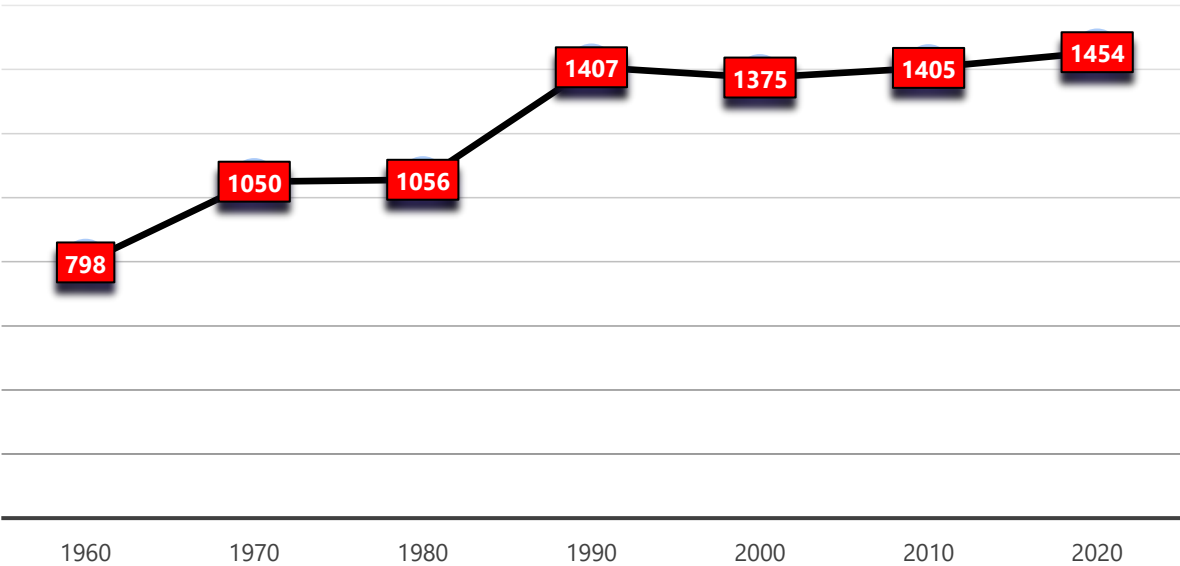


FIGURE 5: METLAKATLA POPULATION (2020 CENSUS).

2.2. History and Culture

The MIC is the sole federally recognized Indian reserve in Alaska, situated on Annette Island, approximately 20 miles south of Ketchikan.

Historical Background: In 1887, the Tsimshian people established a permanent settlement on Annette Island, recognizing it as a homeland for their community. They founded the village of Metlakatla, meaning 'saltwater passage', and developed essential infrastructure, including a church, school, sawmill, and cannery. In recognition of their settlement, the U.S. Congress officially designated Annette Island as a federal Indian reserve in 1891. Today, Metlakatla remains the only Indian reserve in Alaska and is home to the federally recognized Metlakatla Indian Community

Community and Governance: The MIC operates under a tribal council system, overseeing various departments such as the Police Department, Fish & Wildlife, Tourism, Municipal Offices,

¹ State of Alaska, DCRA Portal, Metlakatla, Alaska, website:
<https://dced.maps.arcgis.com/apps/MapJournal/index.html?appid=a1f04be08b194bb4b5fd969c1c2cf4d3>



Tribal Court, Department of Labor & Education and more. The community maintains exclusive commercial and subsistence fishing rights within the island's waterways, extending 3,000 feet from the mean low tide line. They actively manage salmon fisheries, harvesting species like chum, coho, king, sockeye, and pink salmon, ensuring sustainable practices.

Culture: Metlakatla’s (Maxłaxaala) culture is deeply rooted in Tsimshian traditions, with a strong emphasis on community, language, and the preservation of ancestral practices. The community celebrates its heritage through traditional songs, dances, and art, including intricate Tsimshian totem poles and carvings. The Sm’alg yax language, spoken by the Tsimshian people, is actively taught and preserved through local language programs and cultural initiatives. Metlakatla hosts an annual Founders Day celebration on August 7th, marking the arrival of the Tsimshian people to Annette Island in 1887. This event features traditional performances, canoe races, storytelling, and feasts centered around locally harvested foods such as salmon, halibut, and shellfish. The community also practices a subsistence lifestyle, relying on fishing, berry collecting, and hunting to sustain their way of life.



Overview of Metlakatla (1919) & Annette Island Canning Company (1939)

Source: (UAF Historical Archives)

TABLE 1: COMMUNITY CONTACT INFORMATION

Tribal Council – Metlakatla Indian Community 900 Milton St Metlakatla, AK 99926 Phone 907-886-4441 Public Safety Phone 907-886-4011	School District – Annette Island School District. P.O. Box 7 Metlakatla, AK 99926 Phone 907-886-6332 Fax 907-886-5130
Clinic – Annette Island Service Unit 563 Brendible St Metlakatla, AK 99926 Phone 907-886-4741 Fax 907-886-6978	Ferry – Alaska Marine Highway System (ADOT) 7037 N. Tongass Highway Ketchikan, Alaska, 99901 Phone 907-228-7257 Toll Free Phone 800-642-0066



2.3. Vision for Safety

During the development for this plan, the MIC Transportation Program reaffirmed and updated its 2016 Transportation Safety Plan vision statement: **“All roads will be bicycle and pedestrian friendly by 2022”**. Building on this foundation, MIC has expanded its vision to take a more comprehensive approach to transportation safety. The updated vision now includes all road users, while also analyzing safety improvements for waterways and ferry access connecting Metlakatla to surrounding communities.

The Metlakatla Indian Community is committed to improving safety for motorists, pedestrians, bicyclists, trail users, and boaters. This plan expands on previous efforts to enhance road conditions and ensure safe, accessible transit services. MIC will prioritize pedestrian-friendly infrastructure, safer ferry access, and improved transportation connectivity.

Metlakatla is dedicated to achieving zero transportation-related deaths and will follow a Vision Zero approach to safety.² Grant funding will support initiatives to reduce risks and enhance transportation safety across the community. In addition to Vision Zero, the plan will use the Safe System Approach in its goal of continuing to retain zero roadway deaths on community roadways. FHWA states:

Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, ensuring the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

² Vision of Zero, USDOT, March 15, 2022 website: <https://www.transportation.gov/tags/vision-zero-vision-zero-highway-deaths-utc-csrs-unc>

2024 Vision Statement

“All roads, trails, and waterways will be safe and accessible for all users.”

The Metlakatla Indian Community (MIC) aims for zero transportation-related deaths on roads, trails, pedestrian walkways over the next five years. The plan will focus on improving road safety, pedestrian and bicycle access, and community access conditions to protect both residents and visitors to Metlakatla.



Diagram of Safey System Approach to achieving Zero Roadway Deaths.

Source: USDOT



The six principles that form the basis of the Safe System approach will guide transportation safety efforts that are included in the plan:

- 1. deaths and serious injuries are unacceptable,
- 2. humans make mistakes,
- 3. humans are vulnerable,
- 4. responsibility is shared,
- 5. safety is proactive, and
- 6. redundancy is crucial.

These six principles guide the development of priority transportation safety emphasis areas. The tribal council and community are committed to implementing these areas to maintain transportation safety and uphold their goal of zero road deaths on community roadways.



FHWA Diagram of the Four E's in Transportation Safety

To achieve the mission in this plan, the plan will address the four elements (4 E's) of transportation safety – engineering, enforcement, education, and emergency services – and how they can be used to address safety issues. ³

2.4. Priorities

The 2016 Safety Plan emphasis areas that remain ongoing have been integrated into this update, while completed items have been removed. New emphasis areas have been added, focusing on potential grant funding opportunities for implementation. These priorities are organized using the Safe System Approach, ensuring a comprehensive strategy to improve transportation safety across roads, trails, waterways, and transit networks.

Emphasis Area	Goal	Strategies	Grant Funding Opportunities	Ongoing /New
Education	Reduce speed limits near school zones.	Install radar speed limit signs near Richard Johnson Elementary School and Walden Point Road.	Safe Streets & Roads for All (SS4A)	Ongoing
	Reduce speed limits on hazardous winter sections of Walden Point Road.	Install “slippery” signs along Walden Point Road.	BIA Tribal Transportation Program (TTP)	Ongoing
	Reduce accidents along Airport Road.	Install reflectors along Airport Road.	FHWA Safety Grant	Ongoing
	Improve signage and connectivity for trails.	Install bilingual safety and informational signs for trail access points, rest stops, and street names.	Federal Lands Access Program (FLAP)	Ongoing
Emergency Response	Improve emergency service response times.	Install road and street signs with street numbers and unique identifiers.	FEMA Hazard Mitigation Grants	Ongoing

³ Strategic Highway Safety Plan, FHWA, 2011 website:
https://safety.fhwa.dot.gov/hsip/resources/fhwasa1102/flyr3_in.cfm



Emphasis Area	Goal	Strategies	Grant Funding Opportunities	Ongoing /New
	Reduce on-street parking to allow emergency access.	Enforce Title Eight Traffic Ordinances prohibiting on-street parking.	No grant needed, enforcement-based	Ongoing
	Improve patient transport for emergency boat evacuations.	Complete an emergency boat launch for direct ambulance-to-boat transfers.	Port Infrastructure Development Program	Ongoing
	Improve parking access for emergency services.	Designate uplands near emergency boat launch for ambulance-only parking; pave and stripe boat harbor lot.	State DOT Funds	Ongoing
Engineering	Improve pedestrian and bicycle safety.	Install sidewalks where needed (Skater's Lake Rd, Graveyard Rd, Raven's Loop, Airport Rd).	BIA TTP Safety Funds	Ongoing
	Improve road conditions for safety.	Install culverts and sidewalks, enhance soft shoulders, improve banking/grades to prevent ice buildup.	FHWA BUILD Grant	Ongoing
	Improve lighting in high-traffic areas.	Install lighting along Walden Point Road, School, Harbor, Casino area, Cemetery Road, Liquor Store, Tobacco Shop.	BIA TTP Safety Funds	New
	Improve School Zone safety.	Install solar-powered speed monitors near school and Tribal Complex to reduce speeding.	Safe Routes to School (SRTS)	New
Enforcement	Increase compliance with traffic and parking laws.	Establish penalties for traffic/parking violations; enforce vehicle registration.	No grant needed, enforcement-based	Ongoing
	Improve access to DMV services.	Coordinate with the State of Alaska to increase DMV access for MIC residents.	State DMV Partnership	Ongoing
	Improve accident reporting.	Encourage and emphasize reporting of accidents to improve data accuracy.	No grant needed, policy-based	Ongoing
	Reduce DUIs and unlicensed driving incidents.	Develop a safety program to address unlicensed drivers and increase licensing opportunities.	Highway Safety Improvement Program (HSIP)	Ongoing
Safety Countermeasures	Improve safety along Walden Point Road.	Install stop signs, lighting, and guardrails, look at developing road safety audit to determine solutions for high usage roadways.	BIA TTP Safety Funds	New
	Improve safety on Raven Point Road.	Address safety improvements including pedestrian walkways and lighting for planned new housing in the community.	FHWA BUILD Grant	New
	Guardrail replacement.	Replace damaged or missing guardrails in high-risk areas.	BIA TTP Safety Funds	New
	Sidewalk replacement and installation.	Upgrade sidewalks and install new ones where needed for pedestrian safety.	Safe Routes to School (SRTS)	Ongoing

TABLE 2: TRANSPORTATION SAFETY EMPHASIS AREAS AND PRIORITY PROJECTS



3. Community Resources

Many departments and groups work together to preserve and improve transportation safety in Metlakatla and the region. Included below is a list of safety partners that contribute to the education, enforcement, maintenance, and other aspects of transportation safety in the community.

3.1. Safety Partners

Name	Organization/Role
Transportation Safety Committee Leaders	
Genelle Winter	Grants Coordinator, MIC
Amber Booth	Grants Coordinator Assistant, MIC
Mark Gunyah	Roads Maintenance, MIC
Albert Smith	Mayor, MIC
Bruce Janes	Police Chief, Metlakatla Police Department
Dawn Pringle	Forestry and Land Resources, MIC
Laurie Dunne	Roads Coordinator & GIS Specialist, MIC
Transportation Safety Committee Partners	
Rick Anderson	Public Works, MIC
Dustin Winter & Ian Hudson	Department of Fish & Wildlife, MIC
Taw Lindsey	Superintendent, Annette Island School District
Floyd Russell	Metlakatla Power & Light, MIC
Diana Yliniemi	Head Start & Early Head Start, MIC
Raeme Janes	Tourism, MIC
MIC -Planning Committee	David R. Boxley, Chair Roger Mckeehan, Co-Chair Mark G. Gunyah Desmond A. Hayward-King, Sr. Frank "Butch" Hayward Kevin Hudson

TABLE 3: SAFETY PARTNERS AND COMMITTEE LEADERS



- **Metlakatla Indian Community (MIC):** The Metlakatla Indian Community (MIC) is committed to improving transportation safety through a comprehensive approach that includes road safety, pedestrian access, and waterway transportation. The MIC works to ensure safe and accessible transportation for all road users, including motorists, pedestrians, cyclists, and boaters. Efforts include maintaining and improving local roadways, ensuring they are bicycle and pedestrian-friendly, and addressing safety concerns related to ferry systems and waterways connecting Metlakatla to surrounding areas. The community actively pursues grant funding opportunities for transportation safety projects and regularly evaluates their transportation safety plan to adapt to evolving needs and ensure the safety of all residents and visitors.

OUR MISSION

The mission of the Metlakatla Indian Community (MIC) is to improve the lives of our members by preserving our heritage, promoting self-sufficiency, and strengthening our tribal sovereignty. We strive to honor our ancestors, protect our land and water, and create sustainable economic and social opportunities for future generations.

METLAKATLA INDIAN COMMUNITY

- **Metlakatla Police Department:** The Metlakatla Police Department is a key safety partner in the ongoing update of the community’s transportation safety plan. The department plays an essential role in addressing roadway, harbor, and public safety concerns, working to improve emergency response capabilities and mitigate risks associated with transportation infrastructure. Priorities include enhancing harbor safety through structural upgrades, improving roadway visibility, and addressing potential increases in alcohol-related incidents with the opening of a liquor store. The department also monitors crime trends influenced by economic conditions, recognizing the connection between transportation safety and broader community well-being. Through proactive enforcement, public outreach, and collaboration with local agencies, the police department supports efforts to create safer roads, trails, and waterways, ensuring a comprehensive and effective approach to transportation safety.
- **Metlakatla Fire Department:** The Metlakatla Fire Department is a vital safety partner in the update of the community’s transportation safety plan. Fire Chief, Desmond King Sr., who also serves as a planning committee member, identifies how the fire department plays a key role in emergency response and search and rescue



Metlakatla Fire Department Search and Rescue Boat in Metlakatla Harbor.



operations across Annette Island and its surrounding waters. The department operates primarily on a volunteer basis, with community members mobilized as needed to respond to fires and other emergencies. The Search and Rescue Department, overseen by the fire department, maintains a boat for conducting search and rescue missions in the region. In addition to fire emergencies, the department supports police operations when needed, contributing to a coordinated approach to community safety. Their dedication to protecting lives and providing emergency services makes them an essential partner in advancing the transportation safety priorities outlined in the plan.

- **Alaska Marine Highway:** The Alaska Marine Highway System is a crucial transportation resource for Metlakatla, providing a vital connection to Ketchikan and off-island resources. The MV Lituya operates five days a week between the two communities, allowing residents access to medical care, goods, and economic opportunities. Walden Point Road serves as the primary link between the ferry terminal and Metlakatla, experiencing heavy traffic during ferry arrivals and departures. The ferry terminal itself is operated by the Alaska Department of Transportation (DOT), while the access roads to the ferry terminal are maintained and overseen by the MIC roads department sees significant use by commuters, freight transport, and emergency services. Multiple accidents have occurred along this corridor, highlighting the need for ongoing safety improvements. Efforts to enhance roadway safety, including infrastructure upgrades and traffic management strategies, are a key focus in the transportation safety plan to ensure safer travel for those using the ferry system.

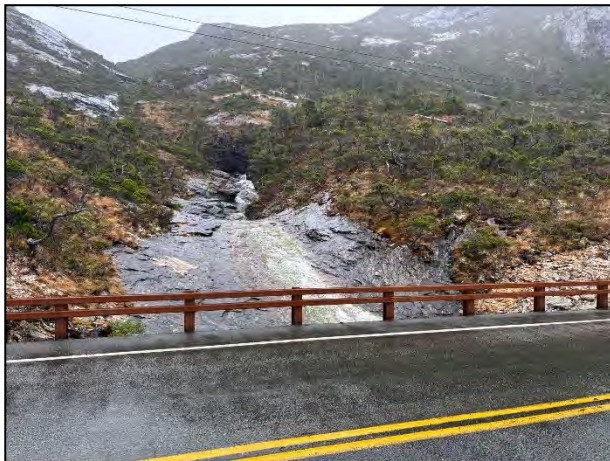


Metlakatla Ferry Terminal with the M/V Lituya in the background.

- **Forestry Department:** The MIC Forestry Department is actively working to reopen old forest service roads, enhancing access for both community members and visitors to Annette Island. In collaboration with the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA), the department operates under the guidance of offices based in Portland, Oregon, which provide expertise in forest road development for Tribal communities across the Northwest. The Forestry Department works closely with the Roads Department to improve and maintain roads listed in the BIA Road Inventory, ensuring they support both forestry operations and public use. Rebuilding these roads not only strengthens the local forestry industry but also improves transportation safety and connectivity. While small-scale timber processing may be viable locally, larger-scale operations could require partnerships with commercial logging companies.



- **Public Works:** The MIC Public Works Department is focused on improving access to public works facilities and utility access points as part of the safety plan. Planned future projects will require utility connections and access, which may impact roadway connectivity and traffic flow during construction and implementation. Ongoing and planned utility projects must integrate road safety improvements, particularly in areas such as the mobile home communities, where enhanced pedestrian walkways and improved road drainage are needed.
- **Fish and Wildlife:** The MIC manages and maintains the Tamgas Creek Hatchery (TCH), employing 32-34 people. The TCH relies on safe roads, signage, and dust control for operations, while bridge and culvert improvements help protect fish habitats. The green crab invasion threatens marine ecosystems, requiring coordinated transportation for monitoring efforts and emergency response teams. The decline of the herring fishery has increased reliance on alternative industries like tourism and shellfish harvesting, emphasizing the need for safe harbor access, ferry services, and road maintenance. Improving ferry services, maintaining roadways, and ensuring emergency access are important aspects to protecting fisheries, supporting economic stability, and enhancing overall safety in Metlakatla.
- **Metlakatla Power & Light:** Transportation safety in Metlakatla is tied to the broader efforts to improve infrastructure and reduce power outages, particularly through vegetation management and upgrades to the power grid. Power outages, often caused



Metlakatla bridge over stream used for Chester Lake hydroelectric generation used by Power and Light Utility.

by factors like high winds, fallen trees, or accidents, have an impact on the community's daily activities, including transportation. Local tribal utility Metlakatla Power & Light has initiated vegetation management, which has significantly reduced outages caused by trees on power lines, which can also affect transportation routes, particularly in areas with vulnerable infrastructure. New housing projects and the construction of the tribal complex will increase local traffic, further stressing the need for reliable energy systems and safe road conditions. Power grid

stability and the installation of more energy-efficient lighting, like LED streetlights, will improve visibility and safety on roads, benefiting both pedestrians and vehicles. Ideas such as developing a biomass alder processing plant, along with identifying suitable locations for such a facility, could support the creation of alternative and efficient energy sources. These efforts would contribute to long-term energy resilience and help reduce



reliance on costly and unstable fuel supplies. Access to future proposed renewable energy project locations will also require the implementation of transportation safety measures to ensure safe and reliable site access during construction and ongoing operations.

- **Tourism:** Transportation safety in Metlakatla, as it relates to the tourism department, is an important aspect of ensuring the growth and sustainability of the community's tourism sector. The current shared breakwater dock, which is used by both tourism vessels and fishing boats, presents significant safety concerns due to its outdated infrastructure, including exposed wires and wobbly floats. These issues create potential hazards for tourists, especially during peak seasons when traffic is high. The lack of dedicated tourism facilities such as restrooms, cafes, and clear signage exacerbates the need for better navigation and safety measures for visitors. To address these concerns, the community has discussed the creation of a separate floating dock exclusively for tourism. This would reduce conflicts with the commercial fishing operations and enhance safety. The development of eco-tourism activities, such as kayaking and sport fishing charters, and the exploration of niche tourism like ATV tours and e-bike rentals, require careful attention to safety standards and infrastructure readiness. Implementing better signage, safety measures, and infrastructure improvements will make Metlakatla a more attractive destination and ensure that transportation safety aligns MIC's values of sustainability and cultural preservation.
- **Annette Island Service Unit (AISU):** The Annette Island Service Unit Clinic in Metlakatla plays a crucial role in addressing emergency response within the community, particularly in the case of accidents and crashes, which are unfortunately common on Walden Point Road. This road, connecting the community to the ferry terminal, is a vital route but is also prone to weather-related issues that can impede access, especially during storms or winter conditions. The clinic is equipped to handle most emergency medical situations locally, providing immediate care and stabilizing patients for transport if needed. In the event of more serious injuries that require specialized care, medevac services can be utilized to transfer patients to larger medical facilities in Ketchikan, Sitka, Juneau, Anchorage, or Seattle.



AISU Clinic is centrally located in Metlakatla and is an important transportation safety resource in the community.

The clinic's emergency medical services (EMS) staff are trained to respond quickly and effectively to crashes and



accidents, ensuring that those injured receive the appropriate care at the scene. This training includes stabilizing patients and initiating necessary interventions before transportation to a higher-level care facility. In some cases, individuals involved in accidents on the road or at sea are brought directly to the clinic, where EMS teams can assess and treat injuries. If necessary, the clinic coordinates with water, air or ground transport services to ensure that patients are swiftly transferred to the nearest hospital capable of providing advanced care. Despite the challenges posed by remote access and weather conditions, the clinic's preparedness, combined with EMS training, ensures that Metlakatla's residents and visitors have access to timely and critical care during emergencies.

- **Alaska Marine Safety Education Association (AMSEA):** AMSEA is dedicated to enhancing boater safety in Southeast Alaska and Metlakatla through comprehensive training and education. AMSEA offers programs that cover essential topics such as emergency procedures, survival skills, and safe boating practices. By providing hands-on workshops and certification courses, they equip local mariners with the knowledge and skills needed to navigate Alaskan waters safely. Their efforts help reduce accidents and ensure that boaters are well-prepared for the challenges of marine environments in Metlakatla.

- **Southeast Region EMS Council, Inc. (SEREMS):** SEREMS plays an important role in supporting crash response and transportation safety in Metlakatla. As a regional organization, SEREMS provides essential training, resources, and coordination for emergency medical services across



Boater safety education and training is provided by AMSEA, MIC and the Alaska DNR Boater Safety Program.

Southeast Alaska, including Annette Island. They support EMS staff in Metlakatla by offering advanced training in trauma care, incident management, and rapid response techniques, ensuring that first responders are well-prepared to handle transportation-related incidents. In the event of a crash, SEREMS assists in coordinating the efficient deployment of EMS personnel and resources, ensuring that victims receive timely and effective medical care. SEREMS collaborates with Annette Island Service Unit in Metlakatla to develop and implement safety initiatives focused on accident prevention and improving overall transportation safety in the community.



3.1.1. Education

The Annette Island School District (AISD) plays a crucial role in shaping the community's future and in understanding the transportation needs for students and residents. The schools in the AISD not only provide the foundation for academic achievement but also influence the broader community's approach to transportation safety. Issues like the lack of driver's education and the impact of transportation barriers, such as the inability to easily obtain a driver's license, directly affect students' opportunities for career development and mobility. By addressing these barriers, the schools in Metlakatla can help create pathways for student success while enhancing transportation safety by incorporating driving education into the curriculum. This would not only benefit students but also improve the overall transportation safety culture in the community.

Schools in Metlakatla are integral to understanding the unique transportation challenges in Metlakatla, as staffing shortages and housing issues have a direct impact on the availability of school personnel and resources. As teachers and staff struggle with housing shortages, the transportation of educational staff to and from the community becomes more complex, affecting the stability of the educational environment. With a focus on alternative education and creating flexible pathways for students, the schools can help address



Richard Johnson Elementary School in Metlakatla.



School Crossing Sign in Metlakatla.

community needs while also prioritizing transportation safety, particularly for younger adults and those transitioning out of social services. By fostering partnerships with local organizations and leveraging funding opportunities, the schools can play a significant role in shaping a safer, more accessible transportation framework that supports both education and community development.

The input from school maintenance highlights several significant safety concerns related to transportation in Metlakatla. One major issue is the parking of wood cutters on Walden Point Road, particularly on corners, creating dangerous situations for buses carrying children. The overgrown brush along Walden Point Road is another concern, as it not only causes the bus to scrape against it but also obscures wildlife until it's too late to react, increasing the risk of accidents. Additionally, the lack of shoulders in many areas makes it difficult for buses to safely pull over. Roads like the Trailer Court Road are riddled with potholes and bumps, creating an uncomfortable and



potentially hazardous ride for students. Water drainage issues on this road cause erosion and ice in the winter, further complicating driving conditions. Bus stops in town require repairs to protect children from harsh weather, while inadequate sanding of icy roads and the presence of a sinkhole near mile 6/7 on Walden Point Road present further hazards. Other concerns include drivers ignoring school bus stop signs and cars parking too close to crosswalks, all of which contribute to the overall need for improved transportation safety in the area.

3.1.2. Early Education

Transportation safety as it relates to early childhood education and the Head Start program, can create barriers to both staff recruitment and student access. The challenges with road conditions, such as potholes, water drainage issues, and overgrown brush, make travel to and from Head Start facilities difficult and unsafe, especially for young children. These issues affect the daily commute for students but also complicate the transportation of staff, including visiting trainers and specialists who may struggle to find safe, reliable travel routes. Limited daycare options in Metlakatla and a lack of safe bus stops contribute to the strain on families, further emphasizing the need for improvements in transportation infrastructure. The planned tribal complex that aims to integrate Early Head Start and Head Start programs, along with housing solutions, could help alleviate some of these transportation-related challenges by creating more centralized, accessible locations for both education and staff accommodations.



School Crossing in Metlakatla.

3.1.3. Alaska DOT - Statewide Transportation Improvement Program (STIP)

The Alaska DOT Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation system preservation and development. It includes interstate, state and some local highways, routes, bridges, ferries and public transportation. It does not include airports or non-ferry-related ports and harbors as they are dependent on Federal Aviation Administration (FAA) and Federal oversight in development and project planning. It covers all system improvements for which partial or full federal funding is approved and that are expected to take place during the four-year duration of the STIP.⁴ For the 2024-2027 STIP there are several important transportation and infrastructure projects are underway in Metlakatla that aim to enhance connectivity in the region. Including the South Tongass Ferry Terminal project in Saxman which is designed to streamline ferry operations for the M/V Lituya, improving service efficiency and reducing travel times between Metlakatla and Ketchikan. Upcoming planned

⁴ Alaska DOT&PF STIP, DOT&PF, 2024 website: <https://dot.alaska.gov/stwdplng/cip/stip/>



infrastructure and road improvement projects for Metlakatla supported by state and federal funding can be found in the table below.

Project Name	Description	Expected Start Date	Expected Completion Date	Estimated Cost	Key Stakeholders
Energy Intertie Project	Initiative to connect Metlakatla's power grid with those of Ketchikan, Petersburg, and Wrangell, aiming to reduce energy costs and reliance on diesel generators.	2025	2028	8,000,000	U.S. Department of Energy, Metlakatla Indian Community, Ketchikan Public Utility
Metlakatla Housing Authority - Community Development Block Grant	Awarded funds to support various community development projects within Metlakatla, including infrastructure and housing improvements.	2024	N/A	\$2,000,000	U.S. Department of Housing and Urban Development, Metlakatla Indian Community
Metlakatla Indian Community Watershed-Scale Fish Passage Improvement Project	Funded by the National Culvert Removal, Replacement, and Restoration Grant Program, this project will enhance fish passage by removing or replacing six culverts on four streams in the Annette Islands Reserve.	2026	2027	\$2,192,983	Metlakatla Indian Community, USDOT, FHWA & USFWS
Modernization of Four Critical Vessels Necessary for Service and Environmental Benefits	A refurbishment project funded through the Federal Transit Administration's FY22 Ferry Service for Rural Communities Program, focusing on the operational and environmental enhancements of AMHS vessels.	2025	N/A	\$90,081,931	Alaska Marine Highway System, Federal Transit Administration

TABLE 4: PLANNED TRANSPORTATION PROJECTS FOR METLAKATLA

3.1.4. Crash Data Overview

The Metlakatla Police Department maintains records of crashes and accidents occurring within the community, highlighting trends in vehicle damage, injuries, and fatalities over recent years. Between 2020 and 2024, a total of 125 reported accidents occurred in Metlakatla, with seven fatalities and multiple injuries. In 2020, 23 accidents were recorded, including two fatalities and five minor injuries, with incidents concentrated along Walden Point Road, Airport Road, and key intersections like 4th Avenue and Baines Street. The following year, 19 accidents were reported, with two fatalities, one serious injury, and one minor injury, indicating a slight decline from the previous year. In 2022, 22 accidents were recorded, resulting in two minor injuries but no fatalities. However, 2023 saw a rise in fatalities, with three deaths and one serious injury, including two ATV-related incidents, bringing total accidents that year to 21. The most recent data from 2024 indicates 40 reported accidents, the highest in five years, though there were no fatalities but six recorded injuries. Accident locations frequently include high-traffic areas such as Walden Point Road, Western Avenue, and Airport Road, with many crashes involving vehicle damage and unknown factors related to alcohol.

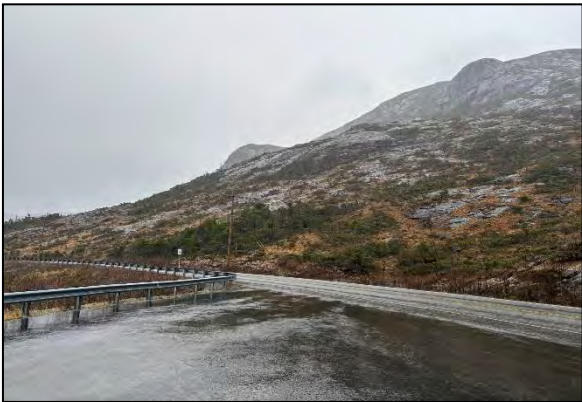


Year	Total Accidents	Fatalities	Serious Injuries	Minor Injuries
2020	23	2	1	5
2021	19	2	1	1
2022	22	0	0	2
2023	21	3	1	1
2024	40	0	0	6

TABLE 5: SERIOUS & FATAL ACCIDENTS IN METLAKATLA 2020-2024 (METLAKATLA POLICE)

The Metlakatla Police Department has observed a concerning rise in fatal accidents within the community, marking a significant increase in overall crashes since the last transportation safety plan was developed. This alarming trend highlights growing safety risks on local roadways, particularly in major transportation network areas such as Walden Point Road, and Airport Road. To address these concerns, the Highway Safety Improvement Program (HSIP) under the Alaska Department of Transportation (ADOT&PF) targets locations with serious and repeated crashes to determine if safety improvements could help prevent future incidents. ADOT&PF Traffic and Safety personnel systematically collect and analyze crash data across Alaska’s road network, identifying high-incident areas or "hot spots" where road design flaws, poor visibility, or high traffic volumes may contribute to accidents. With the upcoming opening of a liquor store in Metlakatla, law enforcement anticipates an increase in alcohol-related incidents, including impaired driving, public disturbances, and health emergencies. This potential rise in alcohol-related crashes further underscores the need for proactive measures, including enhanced enforcement, public education campaigns, and collaboration with ADOT&PF to implement targeted safety improvements. interventions and monitoring the effectiveness of safety.⁵

Metlakatla has experienced a number of fatal crashes involving impaired driving, highlighting growing concerns about traffic safety in the community. One incident in 2023 involved a driver that lost control while speeding, resulting in a fatal crash that claimed one life and left others seriously injured.⁶ Another tragic event occurred later in the same year when a hit-and-run involving an SUV struck multiple pedestrians, leading to two fatalities and



High accident areas include Walden Point Road that connects the Ferry Terminal to the community.

⁵ Highway Safety Improvement Program (HSIP), DOT&PF, 2024 website: <https://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml>
⁶ "Metlakatla man charged with manslaughter in 2023 car crash", Alaska Public Media, Darrell, Jack, April 30, 2024, website: <https://alaskapublic.org/news/2024-04-30/metlakatla-man-charged-with-manslaughter-in-2023-car-crash>



severe injuries.⁷ Investigations revealed that alcohol was a factor in both crashes, underscoring the dangers of impaired driving. Law enforcement has seen a noticeable increase in serious accidents since the last safety plan was developed, raising concerns about the potential rise in alcohol-related incidents with the upcoming opening of a liquor store. These events emphasize the urgent need for enhanced traffic safety measures, stricter enforcement, and community education initiatives to prevent further tragedies.

There is a need for increased enforcement of DUI, and alcohol-related accidents in Metlakatla, as these incidents continue to pose a significant risk to public safety. In addition to the potential for increased patrols by the Metlakatla Police Department, effective countermeasures must be considered to mitigate the risk of these crashes. Improvements to road safety, such as the



Airport Road is another route that has experienced a high number of crashes.

installation of additional guardrails, enhanced lighting, and visibility additions, would greatly reduce the likelihood of serious accidents. These measures would help to improve driver awareness, especially in areas with higher accident rates. By strengthening both enforcement and infrastructure, Metlakatla can work toward creating a safer environment for its residents and visitors, ultimately reducing the number of alcohol-related incidents and their devastating consequences.

⁷ "Metlakatla woman fatally struck 3-year-old son, brother with SUV, police say", Alaska Public Media, Denning-Barnes, Angela, May 3, 2023, website: <https://alaskapublic.org/news/2023-05-03/metlakatla-woman-fatally-struck-3-year-old-son-brother-with-suv-police-say>



FIGURE 6. METLAKATLA COMMUNITY CRASH DATA 2020-2025 (METLAKATLA POLICE DEPARTMENT)

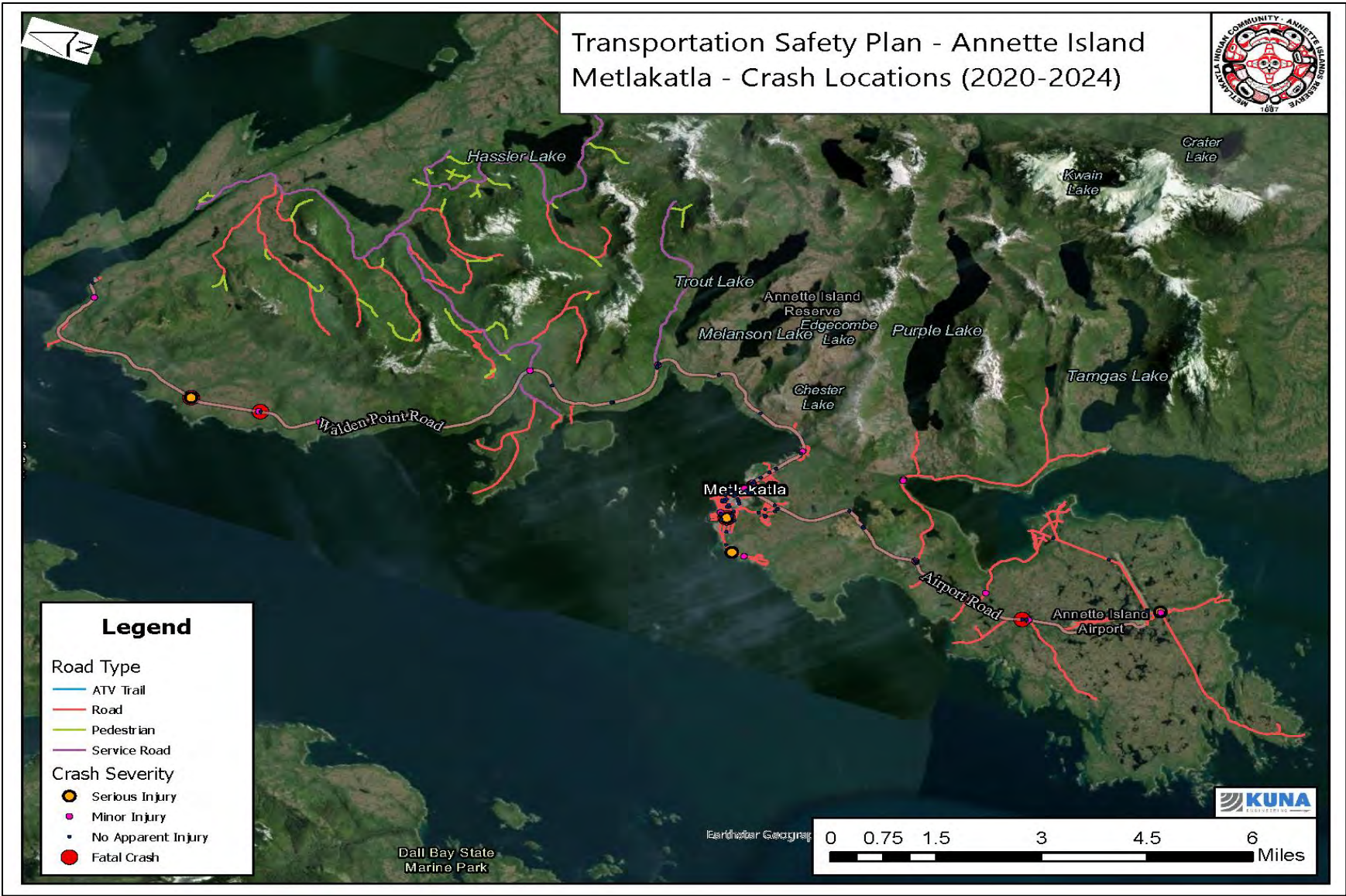


FIGURE 7. ANNETTE ISLAND CRASH DATA 2020-2025 (METLAKATLA POLICE DEPARTMENT)



3.2. Overview of Existing Efforts

This section presents transportation safety documents, planning efforts, and other programming currently in place that can help guide the transportation safety improvements included in this plan:

3.2.1. 2025 Long Range Transportation Plan (LRTP)

The Metlakatla Tribe’s Long-Range Transportation Plan (LRTP) Update prioritizes several key projects aimed at improving transportation infrastructure and services in the community. The priority focus of the LRTP Update is improving access to the ferry system, specifically by enhancing existing ferry routes to ensure more reliable and frequent service, particularly for connections to neighboring communities. An area of focus of the Forestry and Management program included in the LRTP is enhancing access to forestry service roads and ensuring their regular clearing and maintenance. These roads are vital for both local access and resource management, maintaining them will improve safety and efficiency for residents and workers.

There is also a focus in the plan on strengthening the collaboration with the Federal Highway Administration (FHWA) and Bureau of Indian Affairs (BIA) offices in Portland is crucial to developing and implementing long-term improvements to the road systems in Metlakatla. By working closely with these agencies, the Tribe aims to secure funding, technical support, and expertise necessary for road development projects that will benefit both the community and surrounding regions. Through these efforts, Metlakatla can build a more robust and accessible transportation network that meets the needs of its residents and enhances connectivity to the broader region.



The Comprehensive Land Use Plan includes a focus on trails and safe ADA compliant pedestrian access to areas of importance in the community.

3.2.2. 2028 Comprehensive Land Use Plan

The Comprehensive Land Use Plan for the MIC provides a valuable framework to guide transportation safety initiatives in the community. By aligning transportation development with the community's goals of sustainability, resource conservation, and economic prosperity, this plan can help prioritize infrastructure improvements that enhance safety while preserving cultural and environmental values. Addressing key challenges such as aging infrastructure, increasing population, and shifting economic needs, the plan can inform the development of safer roads, improved public transit options, and more effective zoning for transportation-related projects. It also encourages the integration of environmental considerations, ensuring that transportation



systems are developed in a way that minimizes environmental impact. Through incorporating safety measures and planning for future needs, the land use plan will help create a more resilient transportation network that meets the needs of all residents, supports economic growth, and safeguards public health and well-being.

3.2.3. 2016 Strategic Plan

The 2016 Strategic Plan for Metlakatla provides a comprehensive approach to improving transportation safety in both the short and long term. Key initiatives outlined in the plan include the construction of a new road to the hatchery, which will improve access to important community resources, and the collaboration between the BIA Roads Department, MIC Public Works, and the Finance Committee to secure funding and perform necessary engineering for these infrastructure improvements. The plan proposes the introduction of a severance tax or permit fee for heavy vehicles using local roads, a measure aimed at addressing road wear and tear caused by heavy traffic. The MIC Mayor and Council, along with the Finance Committee and Public Works, are tasked with conducting an internal analysis of regulations and fees, and gathering information from neighboring communities and BIA Roads to establish reasonable fees based on usage and impact. This data will help create a program for implementing these fees and a resolution for approval by the MIC Council. By integrating these strategies into the transportation planning process, the plan not only addresses immediate concerns about road safety and maintenance but also lays the foundation for long-term improvements, ensuring sustainable development of the community's transportation network.

3.2.4. 2024 Metlakatla Tribal Complex Master Plan

The Metlakatla Tribal Complex Master Plan presents an opportunity to enhance the community's infrastructure while prioritizing safety, accessibility, and resilience. Given the proposed location of the new complex outside of the tsunami inundation and evacuation zones, transportation safety becomes a critical consideration, particularly around the area of the new planned complex. As Airport Road serves as the primary access route to the site, it will be



Tribal Complex Project Site in relation to community transportation infrastructure.



important to ensure that the road can accommodate increased traffic, especially during emergency situations. Improving infrastructure for pedestrians and cyclists, as well as ensuring adequate emergency evacuation routes, will be key to maintaining safety in the event of a disaster. The design of the site itself should also consider circulation flow, with well-placed parking lots, clearly marked emergency access points, and sufficient road infrastructure to support both daily use and rapid evacuation needs. By focusing on transportation safety around the new Tribal Complex, the Metlakatla Indian Community can build a functional, secure, and accessible space that serves both as a civic hub and a safe refuge during emergencies.

3.2.5. Annette Island School District Strategic Plan 2021-2026

The Annette Island School District (AISD) Strategic Plan provides a clear framework for enhancing educational outcomes while fostering community engagement, and it can also play a significant role in guiding transportation safety in Metlakatla.

The plan's focus on effective communication, community partnerships, and collaboration between staff, families, and students creates a strong foundation for addressing transportation challenges.

By involving students and young

people, whose daily transportation needs are integral to their educational experience, the plan emphasizes the importance of creating safe routes for walking, biking, and driving to school. Additionally, the Strategic Plan's emphasis on building partnerships and engaging local resources can be leveraged to advocate for and implement necessary transportation safety improvements, such as better road infrastructure and pedestrian facilities, to ensure students' safety as they commute to school.



AISD Provides School Bus Service to students in Metlakatla across the entire island as needed.

The maintenance staff at AISD plays a critical role in the implementation of these safety improvements. They can lead efforts to ensure that transportation infrastructure is well-maintained and safe, addressing issues like road conditions and parking availability around the school facilities. As part of the Strategic Plan's goals to foster resilience, safety, and cultural awareness, the maintenance team can work alongside local government, community organizations, and even the students themselves to identify areas in need of improvement. With input from all stakeholders, including students, families, and educators, transportation safety strategies can be developed that align with the plan's broader mission of preparing students for success, ensuring that the school environment and transportation systems work together to create a safe and supportive community for everyone in Metlakatla.



3.3. Emergency Response Resources

- Fire:** The Metlakatla Fire Department, under the leadership of Fire Chief Desmond King Sr., provides comprehensive fire and rescue services to the community. Chief King plays a vital role in facilitating both the volunteer fire department and the Search and Rescue (SAR) team, ensuring efficient and effective emergency response. The department is equipped with firefighting equipment and a SAR boat (MVFD Triton), allowing them to respond to fires both on land and in the water, offering critical support for diverse emergency situations in Metlakatla. The department handles numerous SAR missions annually, which are split between land and water-based incidents, further highlighting the department's ability to respond to a wide range of emergencies. In addition to emergency response, the Metlakatla Fire Department is actively involved in community education and conducting programs to raise awareness about fire safety and emergency preparedness. The department's collaboration with local agencies enhances their ability to manage fire safety and emergency situations effectively.
- Search and Rescue:** The Metlakatla Fire Department's Search and Rescue (SAR) operations are supported by a strong network of partnerships with various agencies, including the U.S. Coast Guard (USCG) and local commercial and subsistence fishermen. The USCG, which previously maintained a station on the island, continues to play a vital role in maritime SAR missions, offering advanced resources and expertise for water-based emergencies. In addition, local fishermen, who have extensive knowledge of the local waters, are crucial in providing real-time support during sea-based SAR incidents. Their familiarity with the area enhances the Fire Department's ability to respond swiftly and effectively to emergencies on the water. This collaborative approach ensures that the Metlakatla Fire Department's SAR team, which handles numerous missions annually, is well-equipped to tackle both land and sea incidents. The coordination between the Fire Department, USCG, and local fishermen strengthens the overall SAR capabilities of Metlakatla, ensuring timely and comprehensive assistance to the community when emergencies arise.
- Medical:** The Southeast Alaska Regional Health Consortium (SEARHC) provides a range of medical support services throughout Southeast Alaska, including primary care, emergency care, and specialized medical services. In Metlakatla, health services are



Local fisherman are an important support system and component of SAR operations in Metlakatla.



Annette Island Service Unit provides medical treatment and service in Metlakatla.

delivered through the Annette Island Service Unit, which operates the local clinic and provides essential care such as general medicine, dental care, mental health services, and preventive care. For serious injuries or complex medical conditions requiring specialized treatment, SEARHC has established patient transport protocols. In critical situations, patients may be airlifted to advanced medical facilities in Anchorage—such as the Alaska Native Medical Center (ANMC) and Providence Alaska Medical Center for specialized

care. When necessary, further transfers may be made to hospitals in Seattle, Washington, for highly specialized treatment.

- **Police:** In Metlakatla, public safety is managed by the Metlakatla Police Department, which is operated by the MIC under the jurisdiction of the Annette Islands Reserve, the only Indian Reservation in Alaska. The police department operates independently from the Alaska State Troopers and other municipal police departments in Southeast Alaska, with oversight provided by the Tribal government. The department is responsible for law enforcement, emergency response, crime prevention, and maintaining public safety within the reservation. While the Metlakatla Police Department handles most public safety matters locally, the Alaska State Troopers may respond from Ketchikan in the event of major incidents, such as serious vehicle crashes or other critical emergencies requiring additional investigative support.



Metlakatla Police Department

4. Documentation of Needs & Priorities

4.1. Community Priorities

The Community priorities for transportation safety were assessed through a comprehensive approach, including discussions with community members, MIC tribal staff, interviews with transportation safety stakeholders, and a transportation safety survey conducted from January-



February 2025. The survey was a joint survey with the Comprehensive Economic Development Strategy (CEDS) Plan made available online via SurveyMonkey, through copies distributed at the MIC tribal office, school, and through social media postings online. Respondents were asked to rank the importance of different safety issues by high, medium, or low priority, and what modes of transportation tribal members used to get around the community. With 81 total responses collected, the survey results, summarized in the table below, identify the top transportation safety issues deemed high or medium priorities by MIC Tribal Members. A more detailed breakdown of survey response data can be found in the appendix of the plan.

Category	Safety Issue	Response Percentage (High Priority)
Road Conditions	Road safety issues related to improving road condition and maintenance	61%
	Road safety issues related to improving clearing of snow and ice	56%
Enforcement	Improving enforcement of laws about driving under the influence.	72%
	Decreasing distracted driving,	60%
	Increasing use of bicycle and motorcycle helmets.	55%
Marine Safety	Improving enforcement of laws against operating a maritime vessel under the influence.	61%
	Improving availability and use of life vests.	56%
Pedestrian Improvements	Creating sidewalks in areas that currently don't have them.	63%
	Creating new trails for walking and cycling.	62%
	Improving transportation safety near the school.	59%

TABLE 6: HIGH PRIORITY TRANSPORTATION SAFETY RESULTS THROUGH PUBLIC SURVEY



We need your input!

Survey for CEDS & Safety Plan

Sign up to win one of three \$50 gift cards!

Your comments and feedback will help shape future decisions in the development of the Comprehensive Economic Development Strategy (CEDS) and Transportation Safety Action Plan

Scan here to take survey through Feb. 21



Survey options:

- Hard copies at the Breakwater Cafe
- Online at <https://tinyurl.com/pkhvmay9>
- QR below

Metlakatla Indian Community

Feb 20 · 🌐

<https://tinyurl.com/pkhvmay9>

11 14 shares



2025 Metlakatla Community Survey

For the Comprehensive Economic Development Strategy (CEDS) and the Metlakatla Transportation Safety Action Plan

Take the survey by going to www.surveymonkey.com/r/MetlakatlaSurvey or scan the QR code below with your mobile device



The information, ideas, and concerns you share through the survey will help shape future decisions about transportation safety and economic development in Metlakatla.

The survey is open until Friday, February 21, 2025.



Questions or Comments?

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info@metlakatla.com

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New Westminster, BC V3M 2Y6
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Metlakatla Indian Community

Jan 23 · 🌐

12 8 shares

Social Media postings for Community Survey.



4.1.1. Community Transportation Safety Survey Public Feedback

Along with specific survey questions addressing high, medium and low priorities the safety plan also looked for public feedback on specific safety concerns. Some of the feedback received in these outreach efforts are included in the focused issues provided below:

Road Conditions and Maintenance:

Community members expressed strong concerns about weather dependent road conditions, especially on Walden Point Road. Respondents reported recurring potholes, uneven pavement, and insufficient year-round maintenance that contribute to dangerous driving conditions on community roadways. During winter, ice buildup and lack of plowing or sanding make key roads hazardous. Brush along roadsides and inadequate pruning can reduce visibility and worsen icing conditions. Many residents emphasized the need for consistent and quality road care, better drainage, and seasonal clearing to ensure safe travel throughout the year.



Community feedback received included weather-related issues on roadways including Walden Point Road that has led to several crashes and accidents.

Lighting and Visibility: A significant number of residents highlighted the lack of adequate street lighting, particularly on the newer roadways such as Walden Point Road. Poor visibility during the darker winter months contributes to an increased risk of accidents. Suggestions included installing more streetlights, using reflective road paint or markers, and improving signage to help drivers better navigate low-visibility conditions. Some community members even recommended closing high-risk roads like Walden Point Road at night until safety improvements are implemented.

Pedestrian Safety: Concerns about pedestrian infrastructure were common. Respondents noted the absence of sidewalks, crosswalks, and designated bike lanes, making it dangerous for walkers and cyclists, especially children. There were specific calls for wider sidewalks, more walking paths, and the addition of guardrails. Shared use of sidewalks by pedestrians and cyclists, especially in areas without bike lanes, was described as hazardous. Lighting improvements and traffic calming measures were also recommended to make walking and biking safer throughout the community.

ATV Safety Issues: Many community members voiced concern over the safety of youth operating four-wheelers, dirt bikes, and e-bikes. Children are often seen driving these vehicles without helmets or licenses, and without understanding basic traffic laws. Some respondents



highlighted the need for driver education programs in schools, mandatory licensing or permitting for all motorized vehicle operators, and enforcement of helmet use. There is widespread agreement that stronger rules and public awareness campaigns are needed to prevent youth injuries and accidents.

Enforcement: Speeding and reckless driving were frequently mentioned as major safety concerns, with several respondents noting that these issues are worsened by drivers using cell phones and ignoring posted speed limits. Community members expressed frustration with inadequate enforcement, pointing out that both the police department and the court system need to do a better job of upholding traffic laws.

A significant part of the problem is the police department's being understaffed, which limits its ability to respond to violations. There were also calls from the community for increased law enforcement presence, stricter penalties for offenses like DUIs and distracted driving, and the implementation of traffic control measures in particular near the school such as clearer signage and speed-reduction tools like speed bumps.

Transit and State Services: In addition to road safety, respondents emphasized the need for better access to transportation services. Suggestions included consistent and reliable ferry service for school, medical, and training travel, as well as regular public transit options like buses or cabs to meet ferry schedules. Residents also expressed interest in establishing a local DMV office to facilitate licensing and vehicle registration processes without leaving the island.

Vehicle Safety: A number of respondents were concerned about the lack of compliance with child passenger safety rules. Multiple comments reported children not being placed in car seats or seat belts, including toddlers riding in the front seat or being held by an adult while driving. There were also calls to ensure all drivers follow basic safety practices such as using turn signals, seatbelts, and obeying one-way road signs. Education campaigns and greater enforcement were recommended to promote responsible driving and passenger protection.

5. Emphasis Areas, Goals and Strategies

MIC has identified emphasis areas in accordance with the plan's mission to provide safer conditions for motorists, bicyclists and pedestrians traveling in Metlakatla. The following sections provides background on each emphasis area, outlines the Tribe's goals in improving conditions, and describes specific strategies as appropriate with respect to the "four Es":

education, engineering, enforcement, and emergency services.⁸ Implementation strategies associated with each emphasis area are also included. Each implementation strategy includes a goal, targeted timeline and priority level as determined by the SAPT.

⁸ "Tools and Practices for System Wide Safety Improvement", Gap Analysis Report, FHWA, July 2013, website: https://safety.fhwa.dot.gov/rsdp/downloads/tsp_gap_analysis_rpt.pdf



TABLE 7: MIC TTSP EMPHASIS AREAS FOR IMPROVED TRANSPORTATION SAFETY

Emphasis Area	Goal	Strategy	Priority Project Status	Engineering	Education	Enforcement	Emergency Services	Timeline ¹	Cost Estimate ²	Priority Level ³
Education (Section 6)	Reduce speed limits near school zones	Install radar speed limit signs near Richard Johnson Elementary School and Walden Point Road	Ongoing	X	X	X		Short Term	\$75,000	Medium
	Reduce speed limits on hazardous winter sections	Install “slippery” signs along Walden Point Road	Ongoing	X	X	X		Short Term	\$20,000	Medium
	Reduce accidents along Airport Road	Install reflectors along Airport Road	Ongoing	X				Short Term	\$35,000	Medium
	Improve signage and connectivity for trails	Install bilingual safety and informational signs for trail access points, rest stops, and street names	Ongoing	X	X			Medium Term	\$40,000	Low
Emergency Response (Section 7)	Improve emergency service response times	Install road and street signs with street numbers and unique identifiers	Ongoing	X			X	Medium Term	\$60,000	Medium
	Reduce on-street parking to allow emergency access	Enforce Title Eight Traffic Ordinances prohibiting on-street parking	Ongoing			X	X	Medium Term	N/A	High
	Improve patient transport for emergency boat evacuations	Complete an emergency boat launch for direct ambulance-to-boat transfers	Ongoing	X			X	Short Term	\$1,700,000	High
	Improve parking access for emergency services	Designate uplands near emergency boat launch for ambulance-only parking; pave and stripe boat harbor lot	Ongoing	X			X	Short Term	\$120,000	Medium
Engineering (Section 8)	Improve pedestrian and bicycle safety	Install sidewalks (Skater’s Lake Rd, Graveyard Rd, Raven’s Loop, Airport Rd)	Ongoing	X				Long Term	\$500,000	High
	Improve road conditions for safety	Install culverts/sidewalks, improve shoulders, banking/grades to prevent ice buildup	Ongoing	X				Long Term	\$1,200,000	High

¹Timeline is for short (1-3 year), medium (3-5 year) and long term (5-10 years) implementation.

²Cost Estimates are developed from Alaska DOT&PF, FHWA & BIA TTP Project sources from historical projects in rural Alaska.

³Priority Level **High, Medium, Low** based on input and feedback collected from Safety Action Planning Team.



Emphasis Area	Goal	Strategy	Priority Project Status	Engineering	Education	Enforcement	Emergency Services	Timeline ¹	Cost Estimate ²	Priority Level ³
	Improve lighting in high-traffic areas	Install lighting on Walden Point Road, School, Harbor, Casino, Cemetery Rd, Liquor Store, Tobacco Shop	New	X				Long Term	\$90,000	Medium
	Improve School Zone safety	Install solar-powered speed monitors near school and Tribal Complex	New	X	X			Medium Term	\$20,000	High
Enforcement (Section 9)	Increase compliance with traffic and parking laws	Establish penalties and enforce vehicle registration	Ongoing			X		Short Term	N/A	Low
	Improve access to DMV services	Coordinate with State of Alaska to increase DMV access	Ongoing			X		Medium Term	\$10,000	High
	Improve accident reporting	Encourage accurate accident reporting	Ongoing		X	X		Short Term	\$5,000	Medium
	Reduce DUIs/unlicensed driving	Safety program to address unlicensed drivers, increase licensing opportunities	Ongoing		X	X		Short Term	\$50,000	High
Safety Countermeasures (Section 10)	Improve safety along Walden Point Road	Install stop signs, lighting, guardrails; conduct road safety audit	New	X				Medium Term	\$100,000	Medium
	Improve safety on Raven Point Road	Pedestrian walkways and lighting for new housing development	New	X				Medium Term	\$65,000	High
	Guardrail replacement	Replace damaged or missing guardrails in high-risk areas	New	X				Medium Term	\$100,000	High
	Sidewalk replacement and installation	Upgrade sidewalks/install new ones where needed for safety	Ongoing	X				Long Term	\$100,000	High



6. Education

Metlakatla continues to face critical gaps in transportation safety education, particularly related to the lack of adequate signage and the public's understanding of safe travel practices within the community. While past planning efforts have identified the need for improved signage and wayfinding, these issues remain unresolved, often compounded by high winds that damage or displace signs. To address this, the MIC Transportation Department is updating the Transportation Safety Plan to prioritize safety education initiatives that go beyond infrastructure. These efforts include the development and installation of bilingual (English and Sm'algyax) signs to improve navigation and cultural visibility, as well as launching school-based pedestrian and traffic safety programs to educate youth on how to travel safely. Public outreach campaigns will be developed to raise awareness about the importance of signage, safe driving behavior, and how to respond appropriately in high-risk areas such as school zones, trail crossings, and unmarked intersections. In partnership with local schools, emergency responders, and tourism groups, MIC aims to ensure that transportation safety education becomes a core element of its strategy to create a safer, more accessible, and well-informed community.

6.1 Reduce speed limits near school zones

To improve child pedestrian safety near AISD schools, the MIC Transportation Department plans to reduce vehicle speeds by installing radar speed limit signs in high-traffic areas. Radar signs have been proven effective in encouraging drivers to slow down, particularly near school zones where students frequently cross roads. The signs will be placed along key locations, including Walden Point Road, to alert drivers of their current speed and the posted limit. This measure supports the broader goal of transportation safety education and awareness.



AISD school crossing along 4th avenue in Metlakatla & example of speed limit radar sign that is needed. (ADOT)

The project is considered a **short-term** and is estimated to cost **\$75,000** based on comparable school zone safety ADOT&PF installations in rural communities in Alaska.⁹

⁹ "Part 7-Traffic Control for School Areas" ADOT&PF, ATMS, 2016, website:

<https://dot.alaska.gov/stwddes/dcstraffic/assets/pdf/atm/current/part7.pdf>



6.2 Reduce speed limits on hazardous winter sections

Winter road safety remains a key concern, particularly on routes with frequent ice and snow buildup. Walden Point Road, a main thoroughfare in Metlakatla, experiences hazardous conditions during winter months, increasing the risk of accidents. To address this, the MIC Transportation Department will install "slippery when icy" warning signs in areas with a history of reduced traction and visibility. These signs will serve as visual reminders for drivers to slow down and drive cautiously during adverse weather.



Slippery Signage example. (ADOT).

This project falls within the **short-term** period and has an estimated cost of **\$20,000**, derived from signage and post installation costs for winter hazard zones.¹⁰

6.3 Reduce accidents along Airport Road

Airport Road has been identified as a high-risk area for off-road incidents due to limited visibility and minimal roadside guidance. To reduce accidents and improve nighttime driving safety, the MIC Transportation Department will need to install roadway reflectors along the length of Airport Road. Reflectors enhance visibility of the road edges, especially during dark or foggy conditions common in the region.



Road and Trail reflector example on roadway. (FHWA).

As a low-cost, high-impact safety measure, this strategy is expected to be completed in the **short-term** period. The estimated cost of **\$35,000** is based on materials and labor for reflective marker installation along similar rural road segments found in the Alaska DOT Sign Design Specifications Handbook.

6.4 Improve signage and connectivity for trails

Metlakatla’s trail network provides essential recreational and cultural connections for residents and visitors. However, limited signage has made some trailheads and routes difficult to access or identify. To promote safe trail use and improve connectivity, the MIC Roads Department would like to install bilingual (English and Sm'algyax) informational and safety signs at trail access points, rest stops, and along intersecting roads. These signs will include trail names, directions, and safety guidance, supporting both education and pedestrian visibility goals.

Implementation is scheduled for the **medium-term** period, with a total estimated cost of **\$40,000**, based on bilingual sign programs in similar Tribal communities.

¹⁰ "Alaska Sign Design Specifications" ADOT&PF, ASDS, 2006, website: https://dot.alaska.gov/stwddes/dcstraffic/assets/pdf/asds/asds_all_linked_061110.pdf



FIGURE 8. TRANSPORTATION SAFETY EMPHASIS AREAS MAP (EDUCATION)



7. Emergency Response

Improving visibility at intersections and along pedestrian routes is crucial for enhancing transportation safety and reducing the risk of crashes. The removal of brush, trees, and shrubs from areas where sightlines are obstructed will allow drivers to better see oncoming traffic, significantly decreasing the likelihood of accidents. Additionally, ensuring the seasonal removal of snow from pedestrian walkways will prevent the formation of blind spots at intersections, further protecting both pedestrians and drivers. Enhancing visibility also involves installing reflective materials and improved lighting along designated pedestrian walkways, trails, and bike paths, ensuring that these areas are well-lit and easily seen, especially in low-light conditions. These measures are essential for creating a safer transportation environment and reducing the occurrence of collisions.

7.1 Improve Emergency Service Response Times

To enhance emergency response efficiency, the MIC Roads Department is looking to install road and street signs featuring street numbers and unique identifiers throughout Metlakatla. This initiative addresses challenges faced by emergency personnel, especially those unfamiliar with the area, in locating specific sites promptly. Other nearby communities including Ketchikan, Saxman and Dairy all use street signs and forthcoming growth and development in the tourism sector will require easier navigability for visitors to Metlakatla in the future.



Street sign example of Tongass Highway from Ketchikan (ADOT).

The estimated cost for this project is roughly **\$60,000**, accounting for materials, labor, and installation costs.¹¹ This project has been funded currently through grants provided to MIC Forestry and Land Resources.

7.2 Reduce on-street parking to allow emergency access

Ensuring unobstructed roadways is vital for emergency vehicle access. The Metlakatla Police Department would need to enforce Title Eight Traffic Ordinances, which prohibit on-street parking in designated areas for this strategy to be successful. This enforcement strategy aims to keep thoroughfares clear, allowing emergency vehicles to navigate unimpeded without dealing with parked vehicles on high usage roadways.



Where parking lot accessibility is limited cars typically will park on high usage roadways.

¹¹ "Motorist Information Signs" ADOT&PF, Right of Way Section, 1999, website: <https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/hwymotorsigninfo.pdf>



Implementing this strategy involves policy enforcement from the Police Department rather than infrastructure investment, resulting in no additional costs. However, it's important to note that effective enforcement may require resources such as personnel and administrative support. For instance, the City of Ketchikan, outlines various parking violations with fines ranging from \$20 to \$35, to help reduce on street parking in areas designated by MIC as emergency response thoroughfares.¹²

7.3 Improve Patient Transport for Emergency Boat Evacuations

The tragic crash of Taquan Air Flight 20 on May 20, 2019, underscores the vital importance of having reliable and immediate emergency response infrastructure in Metlakatla, where it's



Taquan Air Flight 20 Crash on May 20, 2019 (Juneau Empire)

geography dictates that water-based evacuations are sometimes the only viable option. In the crash, a de Havilland DHC-2 Beaver floatplane overturned while landing in the harbor due to challenging wind conditions, resulting in the loss of both the pilot and passenger. Despite prompt action from local volunteer responders including the Metlakatla Volunteer Fire Department and the Ketchikan Volunteer Rescue Squad, who responded via rescue boats, the pilot and passenger perished in the crash.¹³

This incident illustrates the urgent need to improve emergency preparedness, particularly around water-based evacuations. Currently, Metlakatla lacks a dedicated emergency boat launch, limiting the ability to conduct fast, coordinated ambulance-to-boat transfers, especially when vessels are not already in the water or ready to deploy. In medical emergencies whether related to plane crashes, serious accidents, or it is important that response times are fast to maximize the survival rate of the individuals affected.

To address this critical gap, the MIC Roads Department has proposed the construction of an emergency boat launch, which would support direct ambulance-to-boat transfers and significantly improve patient transport efficiency. The estimated cost for building the

¹² "Motorist Information Signs" ADOT&PF, Right of Way Section, 1999, website:

<https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/hwymotorsigninfo.pdf>

¹³ "Fatal Floatplane Crash Near Metlakatla" Ketchikan Gateway Borough, May 21, 2019, website:

<https://www.kgbak.us/CivicAlerts.aspx?AID=121&ARC=217>

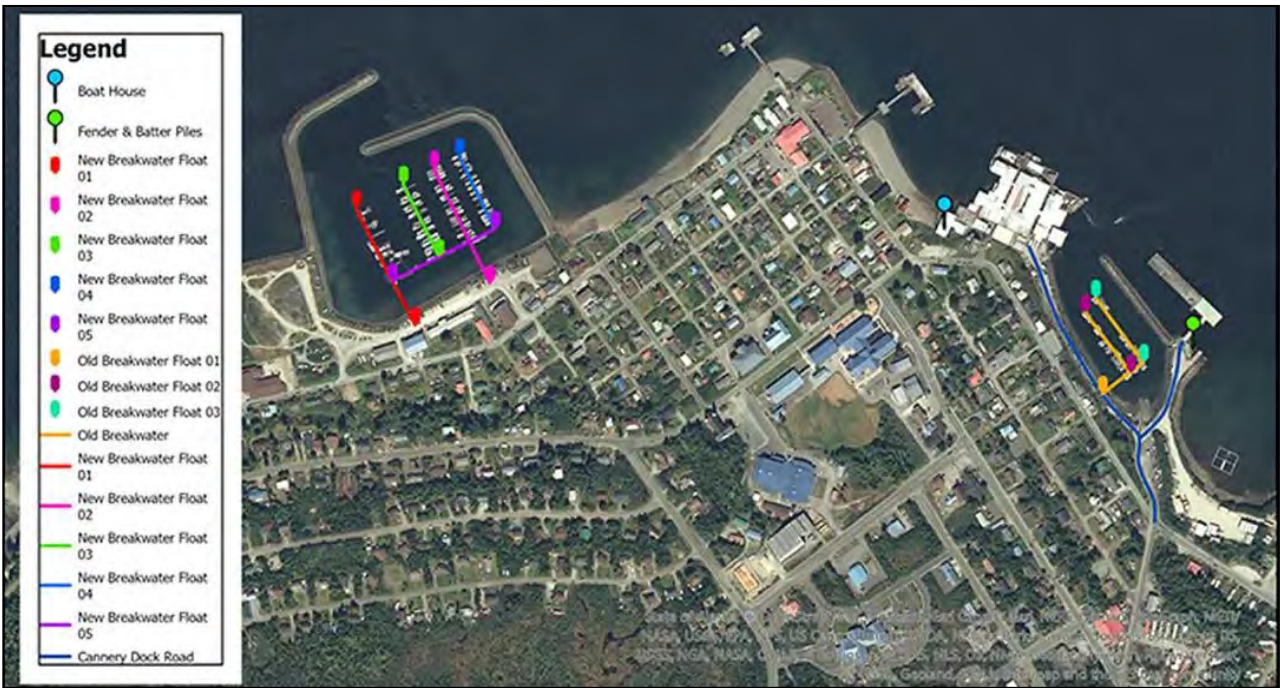


emergency boat launch is **\$1,700,000**, which covers site preparation, construction materials, labor, and ensuring compliance with maritime safety standards. Similar projects have proven successful in other rural Alaskan communities, though they often rely on matching grant programs for funding and development.

7.4 Improve parking access for emergency services

In 2023, the MIC secured **\$3,384,439** from the U.S. Department of Transportation’s Port Infrastructure Development Program (PIDP) to fund several key upgrades to its harbor facilities. These improvements include the design and installation of a replacement fender system for the community’s barge ramp, engineering for the rehabilitation of two breakwaters (Frank Hayward Memorial and Old Breakwater), and repairs to the port’s boathouse and haul-out system. These projects aim to enhance the overall efficiency and safety of the port, supporting both commercial and emergency maritime operations.

To further enhance emergency response, MIC also plans to designate ambulance-only parking areas near the new boat launch/haul out site and pave and stripe the adjacent boat harbor lot, with a projected cost of **\$120,000**. These improvements help for emergency vehicles to have quick, reliable access to the boat launch, supporting faster patient transfers during critical situations. These combined upgrades represent a strategic effort to improve Metlakatla’s harbor infrastructure and emergency response capabilities.



Metlakatla Harbor Improvements planned through funding secured FY2023 PIDP Grant (USDOT).



8. Engineering

Transportation safety improvements in Metlakatla are being supported through ongoing engineering strategies focused on enhancing pedestrian and vehicle infrastructure. Key priorities include the addition of sidewalks in areas where none currently exist, to improve safe pedestrian access along commonly traveled routes. The community hopes to install street lighting in unlit areas, including the road leading to the Veterans Cemetery, to improve visibility and drivability at night. In addition, roadway upgrades are needed to address persistent drainage issues through grading and the installation of culverts, particularly along community roads and the roadway to or near the airport.

As part of this broader strategy, the MIC is exploring opportunities to integrate these safety enhancements with emergency response infrastructure. Improvements to drainage and lighting not only support everyday use but are critical during emergency situations where visibility and passable roads can save lives.

8.1 Improve pedestrian and bicycle safety

Metlakatla would like to develop pedestrian and bicycle safety as a long-term transportation goal. A key engineering solution is the installation of sidewalks along high-use routes such as Skater's Lake Road, Graveyard Road, Raven's Loop, and Airport Road. These areas currently lack adequate pedestrian infrastructure, which presents safety concerns for individuals walking or biking alongside vehicular traffic. Adding sidewalks will create safer, designated routes for non-motorized users and help reduce the likelihood of accidents, especially during poor visibility or icy conditions. In a rural Alaska community like Metlakatla, where many residents walk or bike to access essential services, jobs, school, or subsistence areas, these improvements are vital. Safe pedestrian and bicycle infrastructure also promotes healthier lifestyles, supports youth mobility, and provides transportation equity for individuals without access to vehicles. Moreover, enhancing these routes strengthens community connectivity and encourages development in areas including near the new planned Tribal Complex.



Lack of sidewalks and pedestrian roadways are lacking including along Airport Road shown above.

The estimated cost for improving these areas with additional sidewalks and walkways would roughly be **\$500,000**, covering design, materials, and construction developed from similar rural Alaska projects.¹⁴ Projects creating designated pathways aim to reduce the risk of accidents and promote more pedestrians to utilize community transportation networks.

¹⁴ "Accessible Streets" ALASKA DOT&PF, 2023, website: https://dot.alaska.gov/cvlrts/pdfs/Accessible_Streets.pdf



8.2 Improve road conditions for safety



Drainage is an important aspect of improvements needed along Airport Road connecting the community to the Airstrip and Tamgas Bay.

To address roadway hazards and reduce the risk of winter-related crashes, Metlakatla needs to undertake long-term improvements to road grades, shoulders, and drainage systems. Engineering upgrades include the installation of culverts, regrading roads to reduce ice buildup, and improving shoulder areas to create safer driving conditions. This is particularly important for routes that experience high traffic or are critical for emergency access.

A priority focus is the Airport Road, which provides vital access to the Metlakatla Airport/Airstrip and serves as a key transportation corridor for both residents and emergency services. During the winter months, this road is prone to icing, limited visibility,

and poor drainage conditions that can lead to vehicle accidents or delays in critical travel. Upgrades to the Airport Road would improve safety and reliability year-round and support faster, more dependable access to Annette Bay, where marine and aviation transportation intersect. Improving road conditions in this area also benefits access to subsistence grounds and potential economic development sites, ensuring that Metlakatla's transportation network supports both public safety and future community growth.

The total estimated project cost for this type of infrastructure improvement work for Airport Road in particular would be estimated to be roughly **\$1.2 million**.¹⁵ This is based on costs for similar road projects developed in Ketchikan and other SE Alaska Communities. These upgrades help ensure safer year-round access, reduce erosion-related damage, and support the long-term maintenance of Metlakatla's transportation network.

8.3 Improve lighting in high-traffic areas

Lighting improvements have been identified as another long-term priority to increase visibility and reduce nighttime travel risks in Metlakatla. Proposed new lighting installations will target Walden Point Road, the school zone, harbor area, Wap Xsenm Haywaas (Southeast Winds Casino), Cemetery Road, and WAP LAAM Bayside Liquor Store, all areas with significant pedestrian and vehicle activity. Incorporating LED lighting, as recommended in the Alaska University Transportation Center's research on energy-efficient lighting for Alaska communities, offers a cost-effective and sustainable solution. The report highlights that LED streetlights are

¹⁵ "Highway Design" ALASKA DOT&PF, Alaska Highway Preconstruction Manual 2025, website: https://dot.alaska.gov/stwddes/dcspubs/assets/pdf/directives/attach/24/122024_ch11.pdf



particularly well-suited for rural Alaska due to their reduced maintenance needs, and significantly lower energy consumption compared to traditional lighting. A cost-benefit analysis outlined in the report shows that communities can save thousands of dollars annually in energy and maintenance costs by switching to LED technology. For Metlakatla, this means long-term savings and a reduced environmental footprint while improving safety for drivers and pedestrians alike.

These engineering enhancements estimated using costs outlined in the LED Street Lights in Alaska Final Report put an estimate of cost for the areas that need additional street lighting at roughly **\$90,000**.¹⁶



Example of street lighting systems on a utility pole in Metlakatla.

8.4 Improve School Zone safety



Example of proposed speed limit monitoring device using solar power for school zone. (USDOT)

To protect students and families traveling to and from school, Metlakatla hopes to pursue the implementation of solar-powered speed monitors near the school and Tribal Complex as a medium-term priority. These speed feedback signs will serve as traffic calming devices, encouraging drivers to slow down in sensitive zones. These speed monitoring devices can be moved potentially to areas around the school that experience higher rates of speeding and to discourage the use of alternative routes to avoid detection.

The speed trailer project would be estimated to cost **\$20,000** and include signage, installation, and solar technology integration. Costs are based on similar projects in Alaska where speed trailers were purchased and activated to monitor speeding

vehicles.¹⁷ By proactively alerting drivers to their speed, this initiative will help reduce the likelihood of collisions and reinforce a culture of safety in particular within school zone

¹⁶ "LED Street Lights in Alaska" University of Alaska Transportation Center, 2010, website:

https://dot.alaska.gov/stwddes/dcstraffic/assets/pdf/led_alaska_study_2010.pdf

¹⁷ "Highway Safety Performance Plan" ADOT&PF, Alaska Highway Safety Office, 2010, website:

https://dot.alaska.gov/highwaysafety/assets/pdf/2010_AHSO_HSPP.pdf

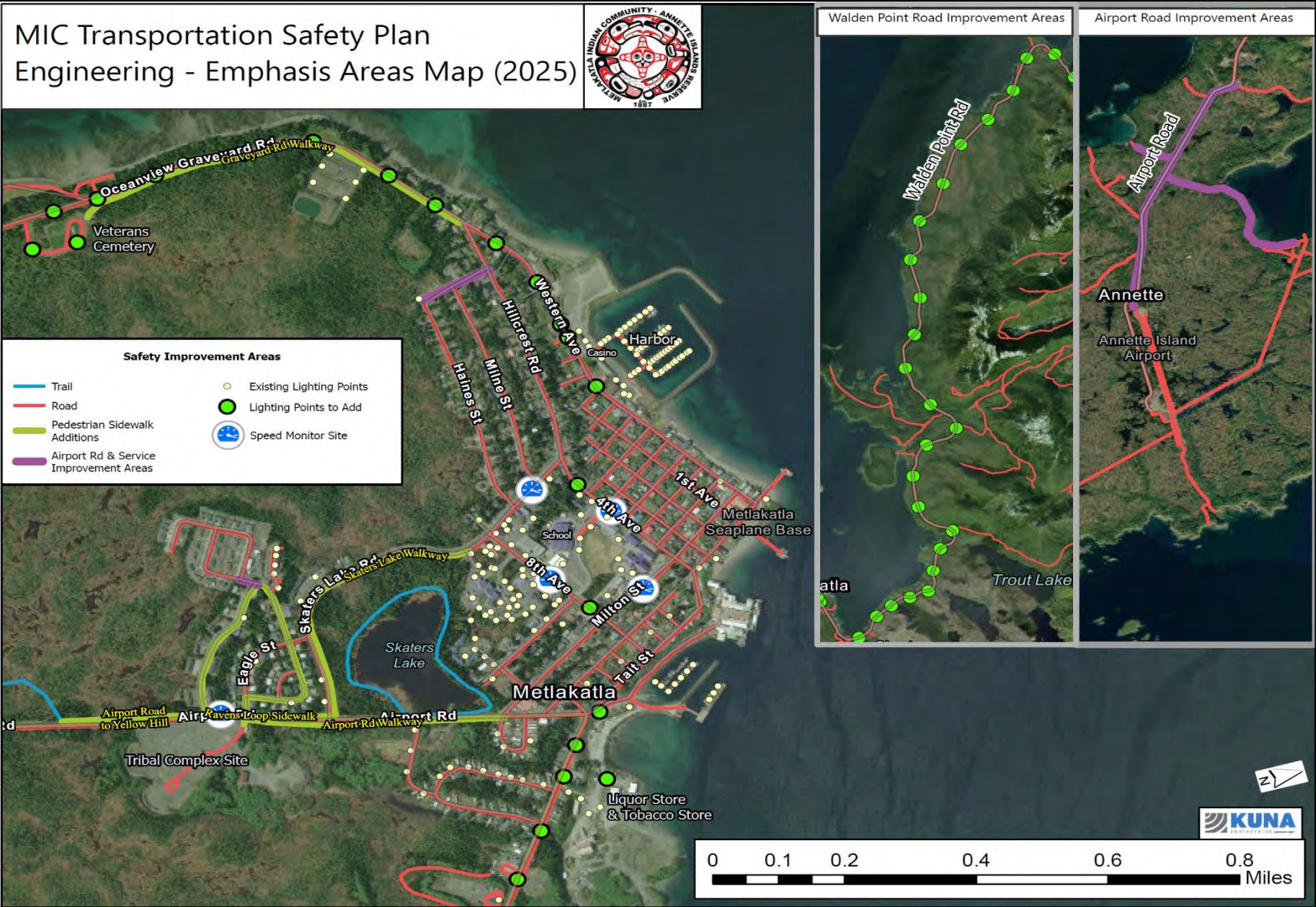


FIGURE 9. TRANSPORTATION SAFETY EMPHASIS AREAS MAP (ENGINEERING)



9. Enforcement

The Metlakatla Police Department, under the authority of MIC serves as the primary law enforcement agency on Annette Island and plays a vital role in ensuring public safety and transportation enforcement. As the community’s central enforcement body, the department works in close coordination with the MIC Planning Committee and Tribal Council to develop and implement comprehensive strategies to reduce transportation-related incidents, with a particular focus on impaired driving. Recognizing the high risk that driving under the influence poses to community members, the department is committed to a dual approach of prevention and enforcement, supporting educational outreach alongside targeted law enforcement actions.

Through its active role in the development and implementation of the community’s Transportation Safety Plan, the Metlakatla Police Department contributes to setting key safety priorities aimed at preventing serious injuries and fatalities on local roads. Their responsibilities include traffic data collection, monitoring of high-risk areas, community education on safe driving practices, and consistent enforcement of traffic laws. As part of the safety plan, a range of goals and strategies have been outlined, including traffic calming measures, DUI enforcement efforts, and collaboration with public health (AISU) and emergency response entities (State Troopers and USCG).

9.1 Increase compliance with traffic and parking laws

Metlakatla aims to improve community-wide compliance with traffic and parking regulations through targeted enforcement and the establishment of clear penalties for violations, particularly related to unregistered vehicles. This goal supports safer roadways by ensuring all vehicles meet basic operational standards and helps reduce congestion and hazards in frequently used areas. The police department would work with the planning committee and tribal leadership on developing this initiative and would work to identify existing traffic laws in place that are not currently being regularly enforced.

As a short-term goal, this initiative is estimated to have no additional cost because it relies on using existing Metlakatla Police Department staffing and resources. The enforcement process will utilize current personnel and municipal codes to maintain oversight. Potential partners in this enforcement initiative include the Alaska State Troopers for best practices in



Parking enforcement can help alleviate traffic issues on single lane roads in Metlakatla.



traffic enforcement and the Alaska Department of Public Safety for technical assistance or training support.¹⁸

9.2 Improve access to DMV services

Due to the remote nature of Annette Island, residents of Metlakatla often face challenges in accessing Department of Motor Vehicle (DMV) services such as vehicle registration, driver's licensing, and renewals. To address this, Metlakatla wishes to coordinate with the State of Alaska to establish periodic mobile DMV services or remote access alternatives. Currently residents are required to travel to Ketchikan to get access to DMV services and complete driver training and meet licensing requirements. Because of the issues related to travel off island many island residents have bush licenses only, which are not accepted forms of ID for some federally funded job positions available on the island.

This medium-term goal is estimated to cost **\$10,000**, based on similar rural community agreements with the Alaska DMV for outreach trips, administrative support, and mobile office setup. Enhanced DMV access will increase the number of licensed drivers and properly registered vehicles in the community. State and federal partners may include the Alaska DMV, the BIA and FHWA TTP, particularly for integrating mobile services during community safety events. Successful events have taken place recently regarding Real ID registration to meet the May 7th 2025, deadline and ongoing initiatives should follow this model to make sure island residents are meeting federal ID requirements.¹⁹



The DMV in Ketchikan is currently official & closest DMV Services facility for Metlakatla.

9.3 Improve accident reporting

Encouraging accurate and consistent accident reporting is essential for identifying transportation trends and prioritizing safety improvements in Metlakatla. As part of a short-term goal, the community plans to launch a public education campaign, create simplified reporting tools, and provide training for officers and community liaisons to improve crash documentation. Some reporting systems can be developed in-house through collaboration between the Roads Department Coordinator and the GIS Department, utilizing platforms like ArcGIS Survey123 to streamline data collection. This approach allows for efficient, mobile-based crash reporting and

¹⁸ "VEHICLE AND TRAFFIC OFFENSES BOOKLET" Alaska Court System, April 2025, website: <https://public.courts.alaska.gov/web/forms/docs/pub-131.pdf>

¹⁹ "Alaska Real ID Services" Alaska DMV, May 2025, website: <https://dmv.alaska.gov/credential-services/realidupdate/>



Police Department response includes areas throughout Annette Island and the Harbor.

geographic data mapping. To ensure data accuracy and completeness, coordination with the Metlakatla Police Department will be critical. Their involvement will help meet necessary reporting thresholds and align with law enforcement protocols.

In parallel, the Police Department is exploring integration with E911 reporting systems that would support real-time documentation and maintain crash and accident data in spreadsheet or database formats for easier analysis and sharing. This initiative is estimated to cost **\$5,000**, based on similar reporting and data improvement efforts

conducted in other rural Alaska communities, often with support from Village Public Safety Officers (VPSOs) and the Alaska Highway Safety Office (AHSO).²⁰ Enhanced data collection not only informs local safety strategies but also strengthens the community's eligibility for state and federal funding. Potential partners for this initiative include the AHSO, the Alaska Traffic Records Coordinating Committee, and the Bureau of Indian Affairs Office of Justice Services, who can offer technical assistance and guidance in system development and implementation.

9.4 Reduce DUIs/unlicensed driving

Reducing the number of Driving under the influence (DUIs) and unlicensed drivers is a high enforcement priority for Metlakatla Police Department. This short-term goal includes implementing a community safety program focused on education, prevention, and support services to address impaired driving and improve licensing rates. The program would offer workshops, public safety campaigns, and opportunities for individuals to obtain a valid driver's license instead of relying on bush and BIA IDs.

The estimated cost of **\$50,000** is based on comparable DUI prevention programs implemented by VPSOs in Alaska Native communities, incorporating outreach, resource development, and transportation assistance for DMV access. State and federal partners may include the Alaska Highway Safety Office, National Highway Traffic Safety Administration (NHTSA), the Indian Highway Safety Program, and the Alaska Department of Health and Social Services to support education and substance misuse prevention efforts.



The BIA and IHSP are important resources for helping reduce DUIs and unlicensed drivers operating in tribal communities.

²⁰ "Crash Reporting" Alaska Safety Highway Safety Office, May 2025, website: <https://dot.alaska.gov/stwdplng/hwysafety/driverreport/>



10. Safety Countermeasures

A Safe System Approach offers a comprehensive framework for improving transportation safety in Metlakatla by focusing on reducing the risk of fatal and serious injury crashes through proactive, system-wide interventions. Rooted in principles promoted by the U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA), this approach emphasizes shared responsibility, redundancy in safety features, and designing roadways to account for human error.²¹ Implementing proven safety countermeasures—such as traffic calming, improved signage, lighting, and dedicated pedestrian facilities—can greatly enhance safety in Metlakatla’s high-risk corridors. These measures are particularly critical in areas with mixed road users, including pedestrians, bicyclists, and vehicle traffic, where infrastructure gaps currently exist. By adopting a Safe System philosophy, Metlakatla can make strategic engineering and policy decisions that align with national best practices, while tailoring solutions to the island’s unique context and conditions.

Proven safety countermeasures endorsed by FHWA can be applied through upgrades to existing infrastructure in Metlakatla. For example, improving or replacing outdated or damaged guardrails on winding or steep sections of Walden Point Road would provide better crash protection and minimize the severity of run-off-road incidents. Additionally, implementing high-friction surface treatments on curves, raised crosswalks in school zones, or reflective pavement markings in poorly lit areas are practical solutions that build on what already exists. These targeted improvements increase roadway visibility, control vehicle speeds, and improve driver awareness. FHWA’s Crash Modification Factors (CMF) Clearinghouse and other federal resources can guide project selection by providing data-backed estimates on crash reduction impacts.



Guardrails are an important part of Road Safety Countermeasure implementation to alleviate crashes and accidents

10.1 Improve safety along Walden Point Road

Walden Point Road is a vital corridor that connects key facilities in Metlakatla and serves both local and through traffic, including freight, emergency vehicles, and personal vehicles. To address safety concerns along this route, a suite of engineering countermeasures is proposed, including new stop signs, roadway lighting, and guardrails. These improvements will be supported by a comprehensive Road Safety Audit (RSA), aligning with recommendations from

²¹ “Proven Safety Countermeasures” USDOT, January 2025, website: <https://highways.dot.gov/safety/proven-safety-countermeasures>



the Federal Highway Administration (FHWA), which encourages RSAs as a tool for systematically evaluating roadway hazards and identifying proven countermeasures. Continued investment in Walden Point Road is critical not only for transportation but also for supporting Metlakatla’s economic, emergency, evacuation routing and community needs.



RSAs are important planning tools for determining areas of concern and where improvements could be made along Walden Point Road.

The estimated cost of **\$100,000** is modeled after RSA projects conducted by FHWA and based on unit cost data from Alaska DOT&PF bid tabs, FHWA cost estimation tools, and Tribal Transportation Program Safety Fund (TTPSF) project documentation.²² This medium-term investment will reduce roadway departure crashes, increase nighttime visibility, and create a safer travel environment for all road users.

10.2 Improve safety on Raven Street



Current layout of the residential areas of Raven street and Raven Loop in need of additional lighting and pedestrian walkways.

As Metlakatla continues to grow, Raven Street has become increasingly important due to its proximity to the new residential housing developments completed in recent years. The installation of pedestrian walkways and lighting is a critical safety measure to protect individuals walking or biking to and from their homes in this area of Metlakatla. This proposed project directly supports the Safe System Approach advocated by the U.S. Department of Transportation (USDOT), which emphasizes the need for safe, accessible infrastructure for all users, especially in residential and school areas.

The **\$65,000** estimated cost reflects design and construction costs for sidewalks and LED lighting drawn from recent rural Alaska transportation projects in Southcoast region communities, where similar visibility and walkability improvements have been undertaken.²³ By applying FHWA-endorsed strategies such as separated walkways and pedestrian-scale lighting, this project can help prevent vehicle-pedestrian collisions.

²² “Road Safety Audits (RSA)” FHWA, March 2023, website: <https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-rsa>

²³ “Southcoast Region Lighting Replacement” FHWA, March 2025, website: https://omb.alaska.gov/ombfiles/26_budget/Trans/Amend/2026proj67004.pdf



10.3 Guardrail Replacement

Damaged or missing guardrails along steep or curved sections of Metlakatla's roadway network present significant safety hazards, particularly in areas where roadway departure risks are elevated. Many of the existing guardrails, while currently in place, have not been recently evaluated and may no longer meet modern safety standards. Regular inspection by qualified civil road engineers or DOT engineers is essential to assess the structural integrity and effectiveness of these barriers. Establishing a routine inspection and maintenance schedule will help identify when replacement or reinforcement is necessary, ensuring that critical safety infrastructure continues to perform as intended. Bringing in engineering experts to complete these assessments will help prioritize upgrades in the most at-risk areas and support informed decision-making.²⁴



Guardrail along Walden Point Road

The estimated cost for guardrail replacement is approximately **\$100,000**²⁵ based on recent cost data from FHWA-supported guardrail improvement projects in Alaska and similar projects under TTP's safety grant initiatives. By upgrading these roadside safety features to meet current standards, Metlakatla aligns with FHWA's proven safety countermeasure guidance, which identifies roadside hardware improvements as one of the most effective ways to reduce the severity of crashes.

10.4 Sidewalk Replacement and Installation

Improving and expanding Metlakatla's sidewalk network is a critical component of enhancing pedestrian safety and accessibility throughout the community. Sidewalk infrastructure is particularly essential in high-use areas such as school zones, the harbor, residential areas, and community gathering places including the AC Store, and Long House. Many existing sidewalks are deteriorated, narrow, or poorly drained, creating safety risks for pedestrians and barriers for individuals with mobility challenges. The long-term goal is to systematically replace aging or damaged sidewalks and to strategically install new sidewalks where none currently exist, with a focus on high-traffic pedestrian corridors and routes commonly used by children walking to school, elders traveling to health services, and residents accessing local businesses and transit connections. By developing a sidewalk master plan or integrating these priorities into a broader

²⁴ "Guardrail Replacement Regional Projects" ADOT&PF, May 2019, website: https://dot.alaska.gov/creg/design/highways/Design_Guidance/Guardrail/19-05-31_2019_Guardrail_Design_Procedure.pdf

²⁵ "Transportation Improvement Program" FHWA, FY2023-FY2026, website: <https://highways.dot.gov/media/40331>



transportation safety plan, Metlakatla can ensure that improvements are designed to current ADA standards, incorporate proper lighting and drainage, and include crosswalk enhancements at key intersections. These efforts not only promote safety but also support walkability, physical activity, and quality of life for all residents. Leveraging funding opportunities through the Tribal Transportation Program or Safe Streets and Roads for All (SS4A) grant can support the phased implementation of these sidewalk projects over time.



Sidewalk along Western Avenue.

The **\$100,000**²⁶ cost estimate draws from Alaska DOT&PF’s statewide pedestrian infrastructure bid averages and FHWA unit cost data for sidewalk construction in rural areas. This investment follows FHWA’s recommendation to prioritize pedestrian infrastructure as part of a complete streets approach, improving non-motorized mobility for Metlakatla community members.



FIGURE 10. TRANSPORTATION SAFETY EMPHASIS AREAS MAP (SAFETY COUNTERMEASURE)

²⁶ “Trail and Sidewalk Upgrades and Repairs” State of Alaska, OMB, FY2012, website: https://omb.alaska.gov/ombfiles/13_budget/CapBackup/proj58841.pdf



11. Implementation

The successful implementation of the MIC Transportation Safety Plan relies on coordinated efforts led by the MIC Roads Department. One of the first steps is the development of a formal Transportation Safety Program, which will support enforcement of traffic and parking ordinances, help define and prioritize safety projects, and strengthen applications for future transportation funding. The plan's goals and strategies will be managed through collaboration between two key groups: the MIC Planning Committee, which will oversee and evaluate overall progress during their regular meetings, and the Roads Department, which will be used specifically to conduct implementation tasks and report updates to the Planning Committee. MIC leadership has already initiated the process by appointing the Roads Coordinator to serve as the plan's facilitator, responsible for ensuring the plan's implementation aligns with the priorities and needs of the community.

To conduct the strategies outlined in the plan, MIC will work with tribal government staff and through partnerships who can take ownership of each emphasis area. This includes building strong working relationships with local, regional, and federal partners such as FHWA and BIA. Safety partners should also appoint coordinators who can collaborate with MIC's facilitator to pursue funding opportunities and align efforts with shared transportation safety goals. Once the plan is formally adopted by the Tribal Council, it should be distributed to the Metlakatla community, tribal members, and potential funding agencies or partners. This will help promote broad awareness, transparency, and access to resources needed to carry the plan forward.

To ensure continued progress and accountability, documentation of all implementation activities and outcomes should be maintained by the Roads Department. Although some strategies may fall under the jurisdiction of external agencies, MIC will play a vital coordination role by initiating partnerships, monitoring implementation, and conducting periodic status reviews. The plan should be revisited and updated every five years to incorporate new data, evaluate the outcomes of previous strategies, and revise goals as needed to reflect evolving safety challenges and community priorities. The current plan, developed with input from tribal members, local agencies, and leadership, should be fully implemented by 2025, with a final evaluation and updated plan developed soon thereafter in accordance with FHWA guidelines.

11.1 Evaluation

Ongoing evaluation is essential to ensuring the long-term success of the MIC Transportation Safety Plan. It allows the Tribe and its partners to assess whether the plan's emphasis areas and safety goals are being met and to identify any new or emerging transportation safety concerns that may have developed since the plan's adoption.

To support this effort, the establishment of a Transportation Safety Steering Committee is recommended. This committee will be led by the Transportation Safety Leader in the roads department and composed of key stakeholders, including MIC Roads Department Staff, as well



as representatives from regional and federal partners. The committee should also look to include the ADOT&PF and the USCG, with the potential to include additional agencies and community stakeholders as needed.

The steering committee should meet annually to conduct a comprehensive review of the Transportation Safety Plan and its implementation. When possible, meetings may be coordinated with regularly scheduled MIC planning committee meetings to reduce scheduling conflicts and promote participation. The primary responsibility of the committee will be to monitor progress on each action item outlined in the plan, with input gathered from agencies and staff responsible for their implementation.

The committee will evaluate this input to determine whether adequate progress is being made across all emphasis areas. If the evaluation indicates that any area is not advancing as expected, the committee will work to provide additional support, adjust strategies, or reassign responsibilities to accelerate progress. In addition, the committee may support project partners by identifying potential funding sources or by designating a knowledgeable staff member within the Tribal government to pursue grant opportunities.

The results of the annual evaluation will be compiled into a Transportation Safety Progress Report. This report will be shared with the community to provide transparency and accountability, while also guiding future updates to the safety plan. Through consistent monitoring and public reporting, the MIC Transportation Safety Plan can remain a living document—one that evolves in response to community needs and ensures lasting improvements in transportation safety.

11.2 Plan Updates

The MIC Tribal Transportation Safety Plan will be reviewed annually by the MIC Roads Department and formally updated at least once every five years. These plan updates will incorporate completed projects, newly collected safety data, and emerging transportation safety concerns. Documenting ongoing efforts within the plan will help streamline future updates and ensure that strategies remain relevant and effective. Maintaining a living, adaptable plan supports proactive responses to changing conditions and evolving community needs.

This Tribal Transportation Safety Plan represents an essential first step toward improving transportation safety for the Metlakatla community. Through consistent advocacy, regular evaluation, and timely updates, the Plan can serve as solid foundation for long-term safety improvements. With sustained commitment from the MIC and its partners, this plan will help guide meaningful actions that protect the health and well-being of tribal citizens and all who travel through the community.



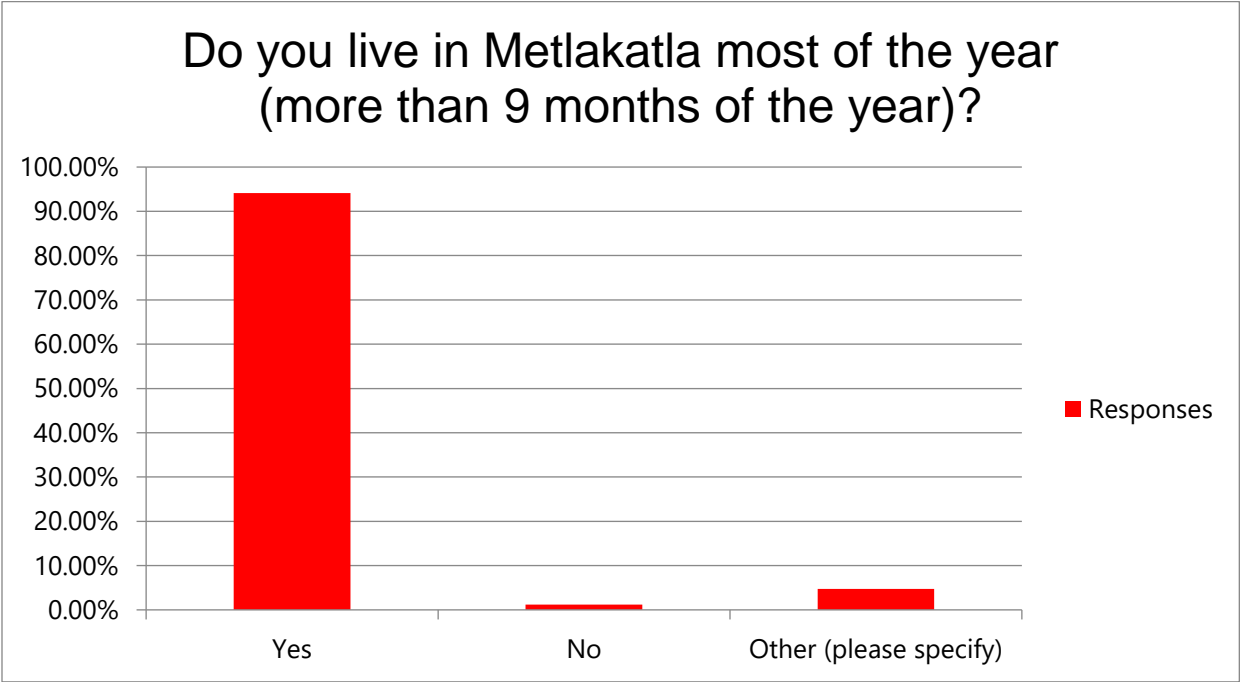
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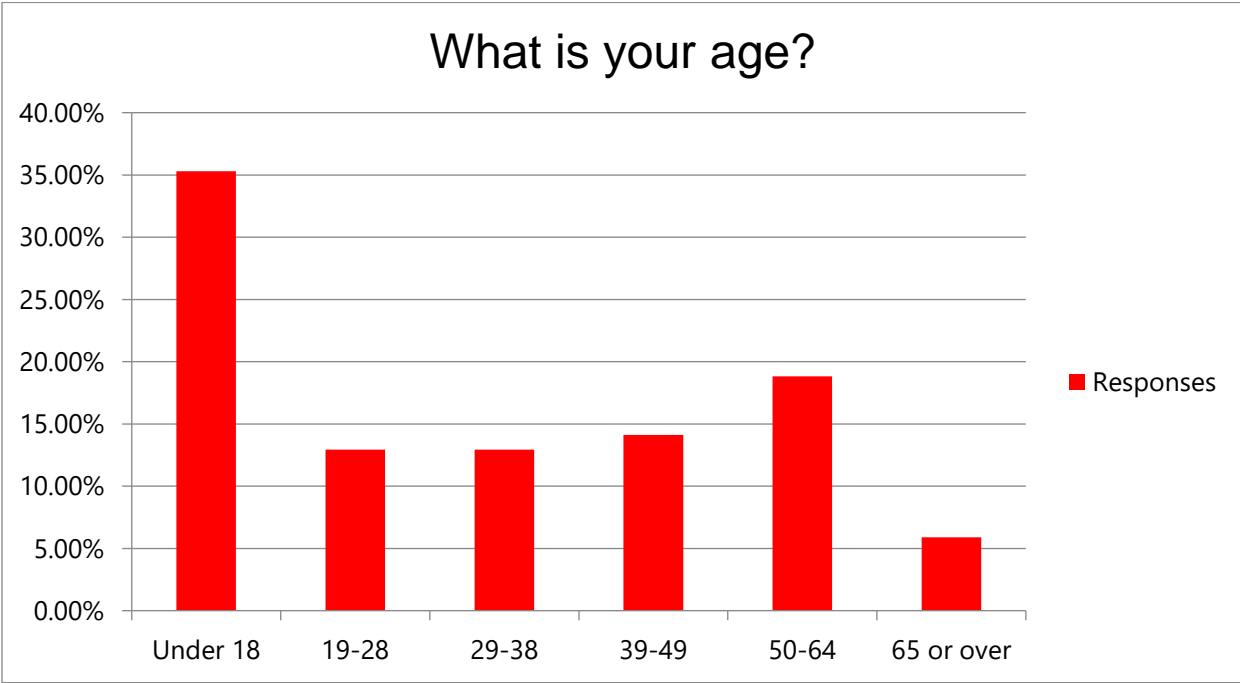


Appendix II: MIC Transportation Safety Survey

1. Do you live in Metlakatla most of the year (more than 9 months of the year)?

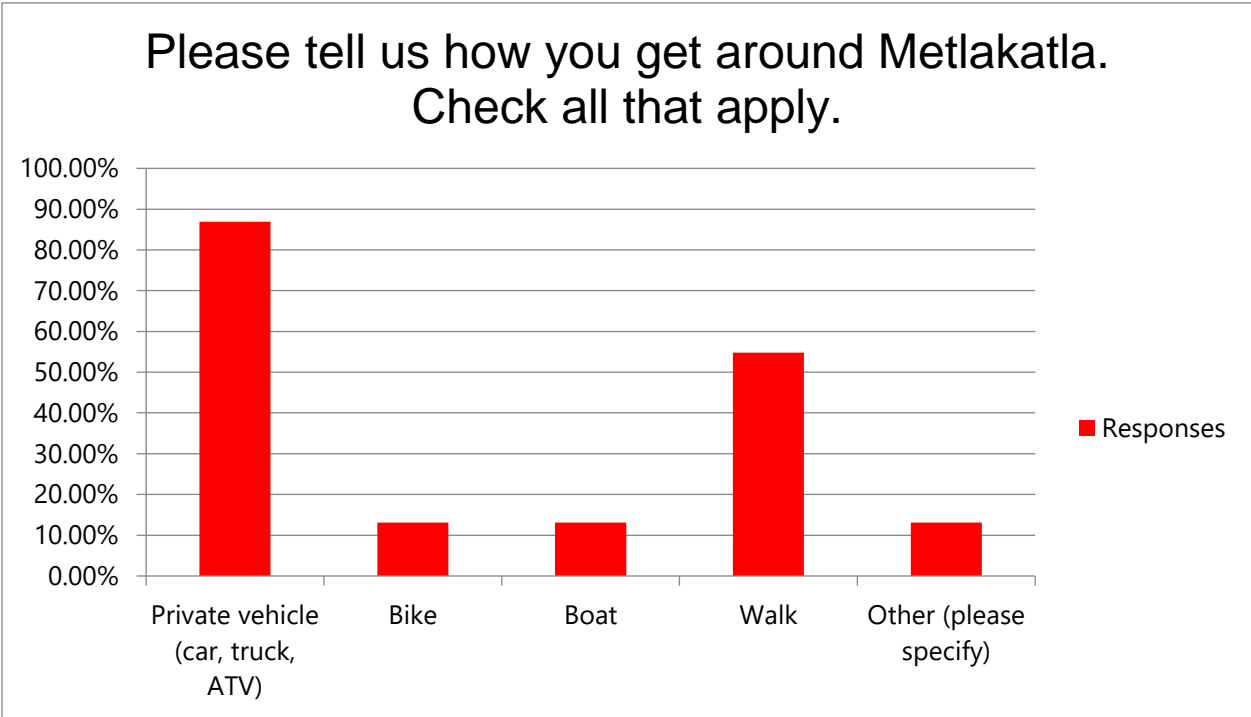


2. What is your age?





3. Please tell us how you get around Metlakatla.



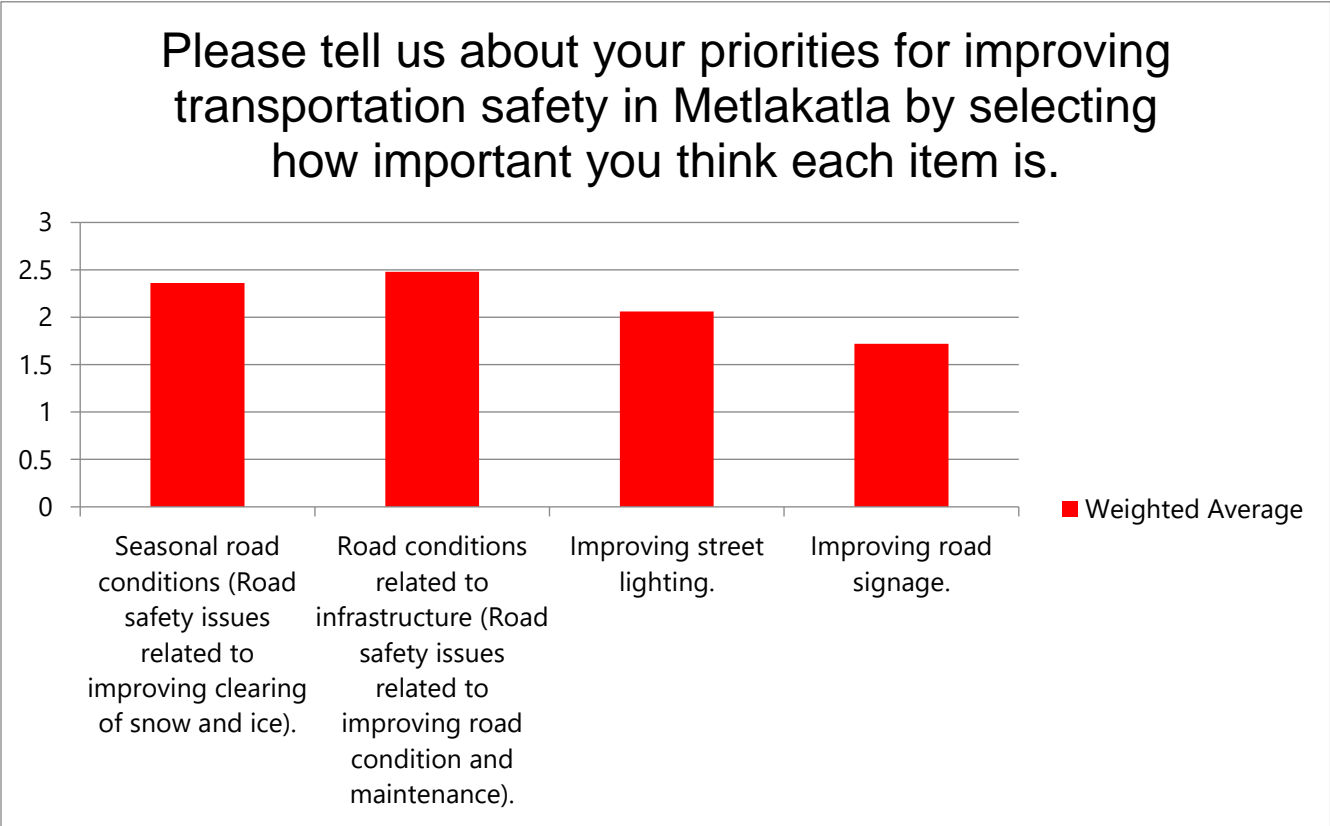
4. What transportation safety issues are most important to you?

Category	Issues Identified
Road Conditions & Maintenance	- Potholes worsening, especially on Walden Point Road.
	- Lack of regular road maintenance, particularly in winter.
	- Need for brush clearing along roads in spring to improve visibility.
Lighting & Visibility	- Lack of streetlights, especially on the new road.
	- Need for reflective road markings and signage for better visibility.
	- Blocked corners reducing visibility.
Sidewalks & Pedestrian Safety	- Lack of sidewalks and walking paths.
	- Need for better crosswalks and pedestrian areas.
	- Concerns about stray dogs creating safety hazards for pedestrians.
Winter Weather Hazards	- Icy walkways and roads becoming hazardous.
	- Need for improved road treatment and snow/ice removal.
	- Black ice concerns.
Traffic Control & Speeding	- Speed limits need enforcement.
	- Drivers distracted by cell phones.
	- Signage needed for traffic control.



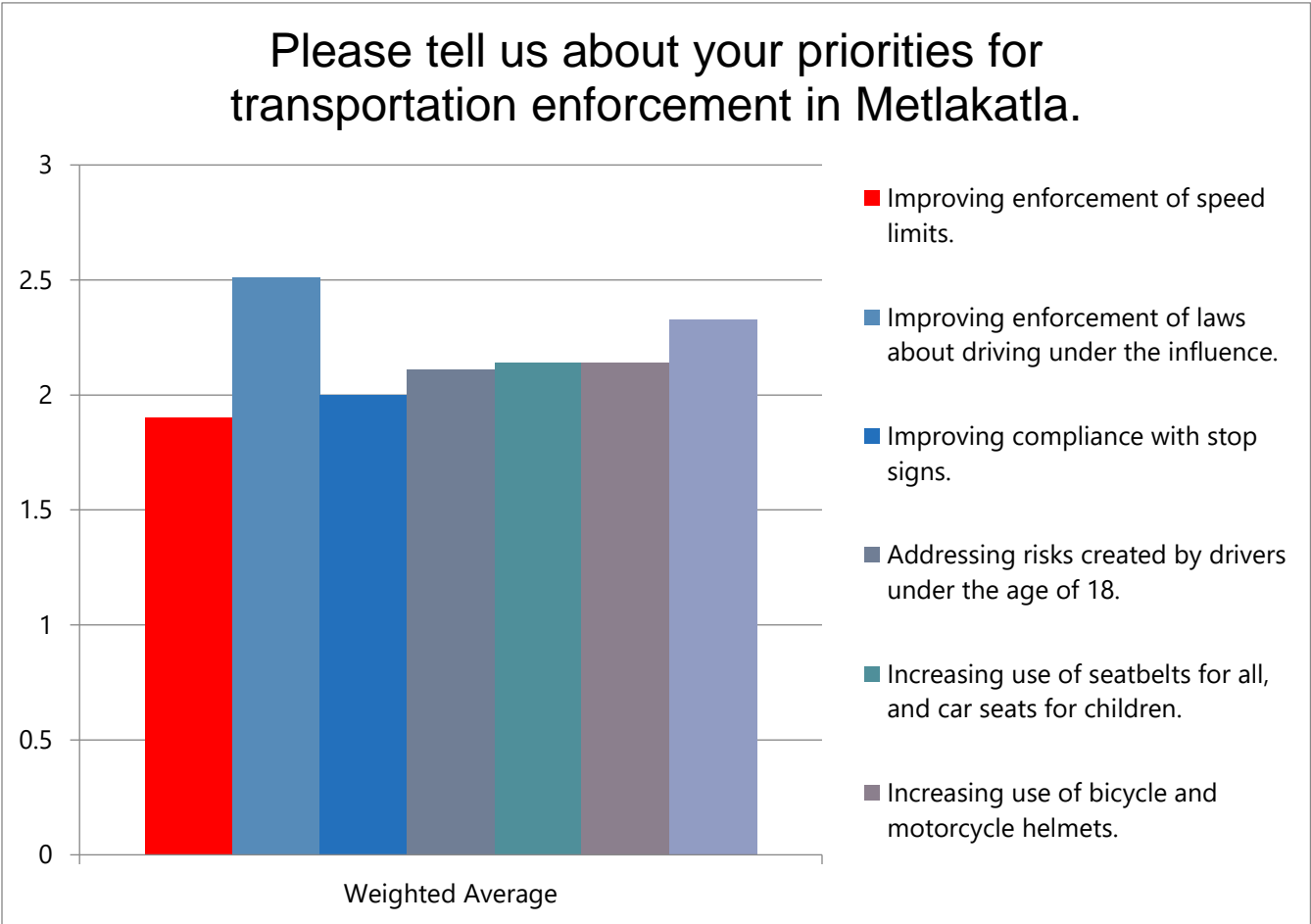
Category	Issues Identified
ATV & E-Bike Safety	- Youth riding ATVs and e-bikes without helmets or licenses.
	- Need for safety education and enforcement of laws for ATVs.
Ferry	- Need for more consistent ferry travel for school, medical, and training purposes.
	- Request for a 7-day Lituya ferry service.
	- Concerns about a safe alternative route to the ferry.
Parking	- Issues with parked boats and vehicles blocking side streets.
	- Lack of designated parking areas.
Child Safety	- Concerns about children not using car seats or seatbelts properly.
	- Parents holding infants while driving.
DUI & Law Enforcement	- Concerns about drunk drivers.
	- Requests for more police presence and DUI enforcement.
Other Safety Issues	- Lack of a DMV post on the island.
	- Interest in surveying potential landslides on Walden Point Road.
	- Some respondents suggested closing the new road at night.

5. Tell us about your priorities for improving transportation safety in Metlakatla

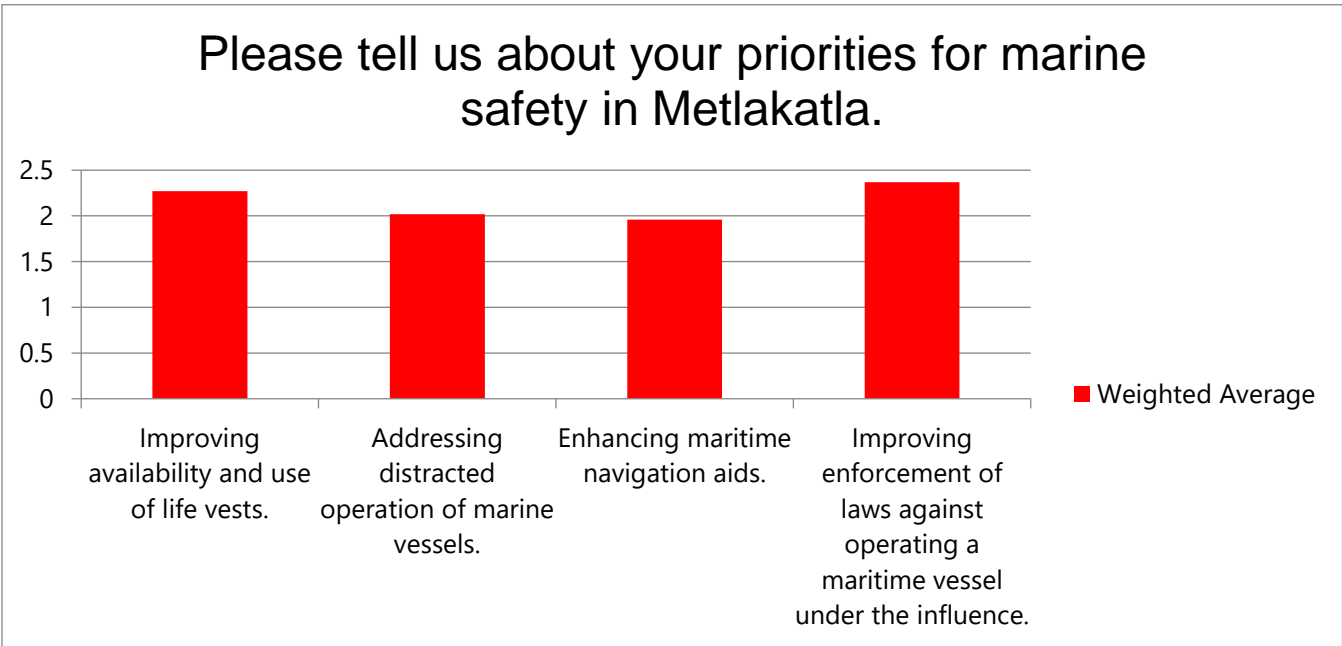




6. Tell us about your priorities for transportation enforcement in Metlakatla.

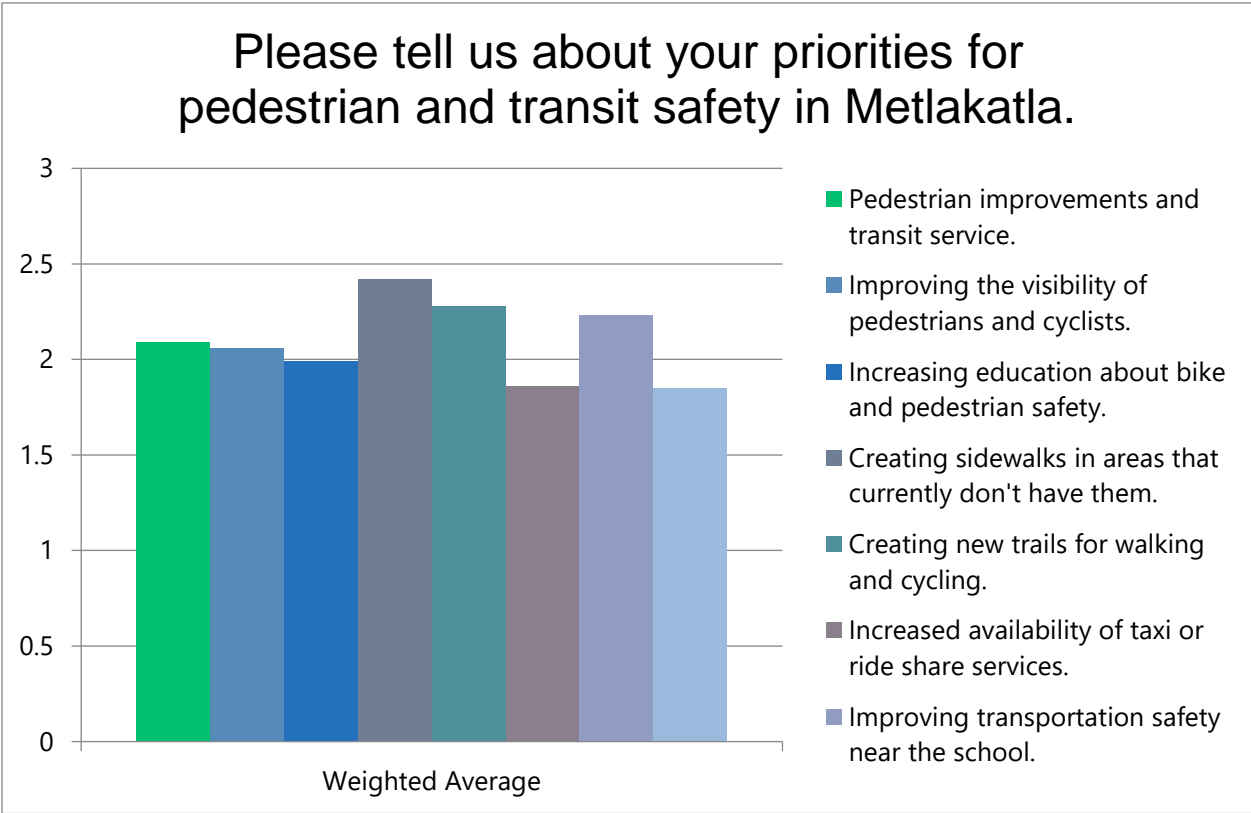


7. Tell us about your priorities for marine safety in Metlakatla.





8. Tell us about your priorities for pedestrian and transit safety in Metlakatla.



9. Tell us about any crashes, injuries, or other transportation safety related incidents you have witnessed. If possible, please provide information on the date and location where the incident(s) occurred.

Category	Details
Fatal and Serious Crashes	- One fatality and two serious injuries on Airport Road (July 2021).
	- Multiple crashes on Walden Point Road, including a rollover where a student was ejected (no seatbelt).
	- Drunk driver hit a fire hydrant on Walden Point Road (two weeks prior to report).
Roadways	- Frequent accidents on Walden Point Road (WPR) , often DUI-related.
	- Vehicles sliding off near Yellowhill Lake and before the dump – guardrails suggested.
	- Black ice crash at Mile 11 on WPR (February).
	- Collisions at Skaters Lake Road exiting onto Airport Road.
	- Crashes reported near Mini-Mart .
DUI and Reckless Driving	- Multiple DUI-related crashes, especially on Walden Point Road.
	- Reckless four-wheeler driving in town, including young riders.
	- Drivers reported holding babies and toddlers while driving .
Pedestrian	- Poor nighttime visibility on Haines Street – pedestrians wearing dark clothing.



Category	Details
	- Unsafe pedestrian crossings, particularly in dimly lit areas .
	- Concerns over safety near the elementary school in dark winter months.
Countermeasures	- Guardrails needed in hazardous locations.
	- Alder clearing requested to improve road visibility.
	- Medical facility needed ("We need a hospital").
Other Concerns	- Reports of four-wheelers intentionally trying to hit animals .
	- Ongoing speeding issues in residential areas.
	- Requests for law enforcement crash data to supplement reports.

10. Provide input on whether additional crosswalks are needed. Include specific intersections where crosswalks are currently absent but are needed.

Category	Location/Request	Additional Notes
Crosswalks	School district to Baines Street	Improve pedestrian access between school and street
	Intersection by the long house	Needs a designated crosswalk
	Mini-Mart and clinic	Frequently used pedestrian area
	Gas station	No existing crosswalk in this area
	Bingo hall and old ferry terminal	Heavy pedestrian traffic location
	Lake View and Hillcrest	Area frequently used by children
	Wil La Mootk (top of the hill)	Ensure safe crossing in busy area
	Post office to school side	Improves school accessibility
	Clinic to pool side	Key pedestrian crossing point
	Intersection by Airport Road	Needs pedestrian infrastructure
	Intersection of Tait/WPR & Airport Rd	Heavy traffic area
	Market to ballfield	Common walking route
	Airport Road and Mini-Mart	Needs a better-marked crosswalk
	Post office area	Suggested as a key location for a crosswalk
Pedestrian Walkways	Cold clinic & healing totem pole area	Need improved lighting for pedestrian visibility
	New housing area	Reduce pedestrians walking in the road
	Trailer court	Needs dedicated sidewalk



Category	Location/Request	Additional Notes
	Graveyard	Request for a boardwalk
	Tamgas Harbor Road	Ideal location for a sidewalk for walkers
	Hillcrest & Front Street junction	Needs sidewalk infrastructure
	Brown Apartment Road	Identified as needing better walking paths
	Elder housing areas	Sidewalks needed for safety and accessibility
	Tait Street to old breakwater	Crosswalks need repair and walking access improvement
General Comments	Reflective tape or paint	Improves crosswalk visibility
	Flashing signs	Suggested for key pedestrian crossings
	Use more durable materials for crosswalks	Improves long-term effectiveness
	Existing crosswalks should be maintained	Keep painted in school zones
	Improve winter lighting in key areas	Enhances visibility in darker months
	Some feel additional crosswalks are unnecessary	Mixed opinions on new infrastructure
	Encourage sidewalk use instead of walking in roads	Addresses pedestrian safety concerns

