

**COORDINATED PUBLIC TRANSIT HUMAN SERVICES
TRANSPORTATION PLAN
FOR KAKE, ALASKA**



**MAY 2010
CATHOLIC COMMUNITY SERVICE
SOUTHEAST SENIOR SERVICES**

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Introduction

The village of Kake Alaska is a unique place. Set in a picturesque land and seascape common to Southeast Alaska; from the outside view, it is culturally just another remote village. Not so! The people of Kake; called Kakers are uncommonly wonderful; working cooperatively to make life easier for all. There are 63 native elders and 75 total elders over the age of 60. Southeast Senior Services provides congregate and home delivered meals and regularly scheduled rides for 4 hours a day, four days a week.

In 2007 we conducted extensive surveys in the community as well as an open house in which we sought the expression of unmet needs of the elders. From each of the community assessment approaches, the need for additional transportation and the need for counseling services were clearly communicated.

A community transportation meeting was held and well attended in October of 2007. The idea of identifying what vehicles were in the village and available, if there was an unmet need what it was and what strategies could we use to meet the need were well discussed. The elders were clear. Expanded transportation service was needed and wanted for clinic appointments, grocery needs, a ride to the airport and ferry, to church, to visit and sometimes just to take a ride out of the village or to the beach and sit for awhile. They have attended funeral services, weddings, basketball games, gone berry picking, gone for a picnic and went out looking for bear or deer or whatever they could find.

The attendance grew from the Meeting in 2007 to about 15 people in 2008 on September 22 to 24 people on September 23, 2009. The elders had a representative speak for them so as not to take up too much time and to make sure they had a clear and unified voice.

The reason for the organization of a speaker and the attendance increase was a direct result of asking for their participation in 2007. They timidly gave their options, and they got what they asked for. The difference in the 2008 meeting was amazing. The elders were confident and happy. They wanted only to continue with the expanded rides and no more. They said they had received what they wanted and did not need anything more except to continue. Again at the September 23rd meeting in 2009, they reiterated their desire to continue along the same path.

Alaska Community Database Community Information Summaries (CIS)

State of Alaska > Commerce > DCRA Home Page > Community Database Online > CIS > Results



Kake

(CAKE)

For Photos of Kake click here

For a Map of Kake click here

Current Population:	519 (2008 DCCED Certified Population)
Incorporation Type:	1st Class City
Borough Located In:	Unorganized
Taxes:	Sales: 5%, Property: None, Special: None
Coastal Management District:	Kake

Location and Climate

Kake is located on the northwest coast of Kupreanof Island along Keku Strait, 38 air miles northwest of Petersburg, and 95 air miles southwest of Juneau. The community lies at approximately 56.975830° North Latitude and -133.947220° West Longitude. (Sec. 34, T056S, R072E, Copper River Meridian.) Kake is located in the Petersburg Recording District. The area encompasses 8.2 sq. miles of land and 6.0 sq. miles of water. Kake has a maritime climate characterized by cool summers and mild winters. It receives much less precipitation than is typical of Southeast Alaska, averaging 54 inches a year, with 44 inches of snow. Average summer temperatures range from 44 to 62 °F; winter temperatures average 26 to 43 °F. Temperature extremes have been recorded from -14 to 88 °F.

History, Culture and Demographics

Historically, the Kake tribe of the Tlingits controlled the trade routes around Kuiu and Kupreanof islands, defending territory against other tribal groups in the region. Ventures into the region by early European explorers and traders resulted in occasional skirmishes between Native Tlingits and foreigners. Tensions between locals and outsiders have been escalating when, in 1869, a non-Native sentry at the settlement in Sitka shot and killed a Kake Native. In accordance with their traditional custom, the Kakes then killed two prospectors in retribution. In reprisal, the U.S. sent the USS Saginaw to punish the Kakes by shelling their villages and destroying their homes, boats, and stored foods. The Kake people survived this onslaught but were forced to disperse and live with other tribes to survive. Over the following 20 years, the Kakes regrouped at the current village site. In 1891, a government school and store were built. A Society of Friends mission also was established. A post office was built in 1904. In the early part of the 20th century, Kake became the first Alaska Native village to organize under federal law, resulting in U.S. citizenship for community residents. In 1912, the first cannery was built near Kake. After the Second World War, timber harvesting and processing became a major local industry. The city was incorporated in 1952.

A federally-recognized tribe is located in the community -- the Organized Village of Kake; Central Council Tlingit & Haida Indian Tribes of Alaska. The population of the community consists of 74.6% Alaska Native or part Native. It is a Tlingit village with a fishing, logging, and subsistence lifestyle. Traditional customs are important to the Kakes. The world's largest totem pole was commissioned by Kake and carved by Chilkats in 1967 for Alaska's centennial celebration. The 132-foot totem pole now stands on a bluff overlooking town. Sale of alcohol is restricted to the city-owned package store. During the 2000 U.S. Census, total housing units numbered 288, and vacant housing units numbered 42. Vacant housing units used only seasonally numbered 12. U.S. Census data for Year 2000 showed 2 residents as employed. The unemployment rate at that time was 24.85 percent, although 49.49 percent of all adult were not in the work force. The median household income was \$39,643, per capita income was \$17,411, and 14.1 percent of residents were living below the poverty level.

Facilities, Utilities, Schools and Health Care

Water is pumped from a dam at Gunnuck Creek and is treated, stored in a tank, and piped throughout Kake. The city also operates a piped sewer system and primary treatment plant. Almost all households are fully plumbed. Kake provides refuse collection, recycling, and hazardous waste disposal. The Inside Passage Electric Cooperative is a non-profit subdivision of the state and operates three diesel-fueled generators in Kake. Electricity is provided by Inside Passage Electric Cooperative. There is one school located in the community, attended by 96 students. Local hospitals or health clinics include Kake Health Center (907-785-3333). The clinic is a qualified Emergency Care Center. Kake is classified as an isolated village, it is found in EMS Region 3A in the Southeast Region. Emergency Services have limited highway, marine, airport, floatplane and helicopter access. Emergency service is provided by volunteers and health aides. Auxiliary health care is provided by Kake EMS (Clinic 785-3333/785-3500).

Economy and Transportation

The City, School District and Kake Tribal Corp. are the largest employers. The non-profit Gunnuck Creek Hatchery assisted in sustaining the salmon fishery. Salmon, halibut, shellfish, deer, bear, waterfowl, and berries are important food sources. In 2008, 46 residents held commercial fishing permits.

Kake can be reached by air and sea. There are scheduled float plane and air taxi flights from Juneau and Sitka. Kake has a state-owned 4,000'-long by 100'-wide lighted paved runway west of town and a seaplane base at the city dock. State ferry and barge services are available. Facilities also include a small boat harbor, boat launch, deep water dock and state ferry terminal. There are about 120 miles of logging roads in the Kake area, but no connections to other communities on Kupreanof Island.

Organizations with Local Offices

City - City of Kake
P.O. Box 500
Kake, AK 99830
Phone 907-785-3804
Fax 907-785-4815
E-mail city.of.kake@gmail.com

School District - Kake City School District
P.O. Box 450
Kake, AK 99830
Phone 907-785-3741
Fax 907-785-6439
E-mail egebhart@hotmail.com, rocrosslin@kakeschools.com
Web <http://www.kakeschools.com/>

Village Corporation - Kake Tribal Corporation
P.O. Box 263
Kake, AK 99830
Phone 907-785-3221
Fax 907-785-6407

Village Council - Organized Village of Kake
P.O. Box 316
Kake, AK 99830-0316
Phone 907-785-6471
Fax 907-785-4902
E-mail keexkwaan@kakefirstnation.org
Web <http://www.kakefirstnation.org>

Regional Organizations

Regional Native Corporation - Sealaska Corporation
One Sealaska Plaza, Suite 400
Juneau, AK 99801-1276
Phone 907-586-1512
Fax 907-586-2304
E-mail todd.antioquia@sealaska.com
Web <http://www.sealaska.com>

Regional Native Health Corporation - Southeast Alaska Regional Health Consortium
3245 Hospital Dr.
Juneau, AK 99801
Phone 907-463-4000
Fax 907-463-4075
E-mail admin@searhc.org
Web <http://www.searhc.org/>

Regional Native Non-Profit - Central Council Tlingit & Haida Indian Tribes of Alaska
320 W. Willoughby Ave., Suite 300
Juneau, AK 99801
Phone 907-586-1432
Fax 907-586-8970
E-mail econdev@ccthita.org
Web <http://www.ccthita.org>

Regional Development - Southeast Conference
P.O. Box 21989
Juneau, 99802
Phone 907-523-2327
Fax 907-463-5670
E-mail shellyw@seconference.org



Destinations »

Kake

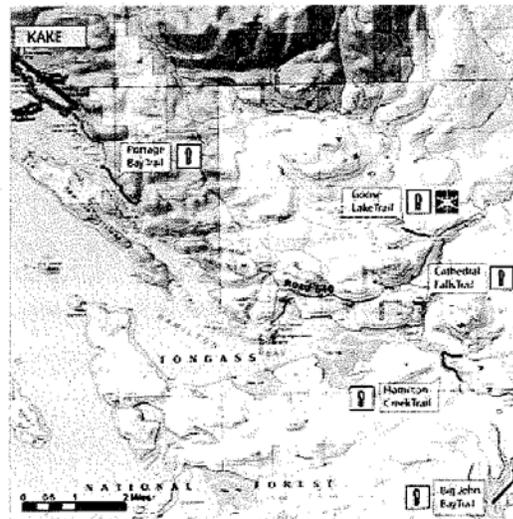
[Overview](#) | [Transportation](#) | [Services](#) | [Weather](#) | [Local Contacts](#)

While in Kake experience Big John Bay Trail, Goose Lake Trail, Cathedral Falls Trail, Hamilton Creek and Portage Bay SEAtails; While visiting Kake, see the world's largest totem pole (132.5') and bike, hike or drive the logging roads in the area to access old growth trees, including one that is 16' diameter and 254' tall. Kake also features incredible wildlife including the largest congregation of Humpback Whales in the World (May to October, offshore), bear viewing on Silver Spike Road Bridge and at the Hatchery on Bear Crossing Road Access, and large chum salmon returns in the summer at the Gunnuck Creek Hatchery and at the Kake Cannery (Historic landmark). Dinosaur fossils can be found on one of the Keku Islands. Local events include Kake Day; Kake's Dog Salmon Festival (late July); and Challenge of the Chums (Tlingit canoe race).



Overview

Kake is a Tlingit village with a fishing, logging and subsistence lifestyle that about 682 residents call home. It is located on the northwest coast of Kupreanof Island along Keku Strait, the historical home for the Kake tribe of Tlingits who controlled the trade routes around Kuiu and Kupreanof islands, defending their territory against other tribal groups in the region. Ventures into the region by early European explorers and traders resulted in occasional skirmishes between Native Tlingits and the foreigners. Tensions between locals and outsiders had been escalating when, in 1869, a non-Native sentry at the settlement in Sitka shot and killed a Kake Native. In accordance with their traditional custom, the Kakes then killed two prospectors in retribution. In reprisal, the U.S. Navy sent the USS Saginaw to punish the Kakes by shelling their villages and destroying their homes, boats and stored foods.



The Kake people survived this onslaught, but were forced to disperse and live with other tribes to survive. Over the following 20 years, the Kakes regrouped at the current village site. In 1891, a

government school and store were built. A Society of Friends mission also was established. A post office was built in 1904. In the early part of this century, Kake became the first Alaska Native village to organize under federal law, resulting in U.S. citizenship for community residents. In 1912 the first cannery was built near Kake. After the Second World War, timber harvesting and processing became a major local industry. The City was incorporated in 1952.

A federally recognized tribe is located in the community- the Organized Village of Kake; Central Council Tlingit and Haida Indian Tribes of Alaska. 74.6% of the population are Alaska Native or part Native. It is a Tlingit village with a fishing, logging and subsistence lifestyle. Traditional customs are important to the Kakes. The world's largest totem pole was commissioned by Kake and carved by Chilkats in 1967 for Alaska's centennial celebration. The 132-foot totem pole now stands on a bluff overlooking town.

Transportation

Alaska's Marine Highway System departs Kake two times per week; one Southbound and one Northbound. There is no ferry terminal building, only a covered shed at the terminal location.

Scheduled float plane and air taxi flights are available from Juneau. Charter planes out of Sitka (Sitka Harris Air), Petersburg (Kupreanof Air and Pacific Wing), and Ketchikan (Misty Fjords Air) are also available. Kake has a State-owned lighted paved runway west of town, and a seaplane base at the City dock.

Charter Boats are run by local individuals who claim to run anytime during the year, "anywhere in Southeast Alaska's waterways". There are 120 miles of logging roads in the Kake area, but no connections to other communities on Kupreanof Island.

Services

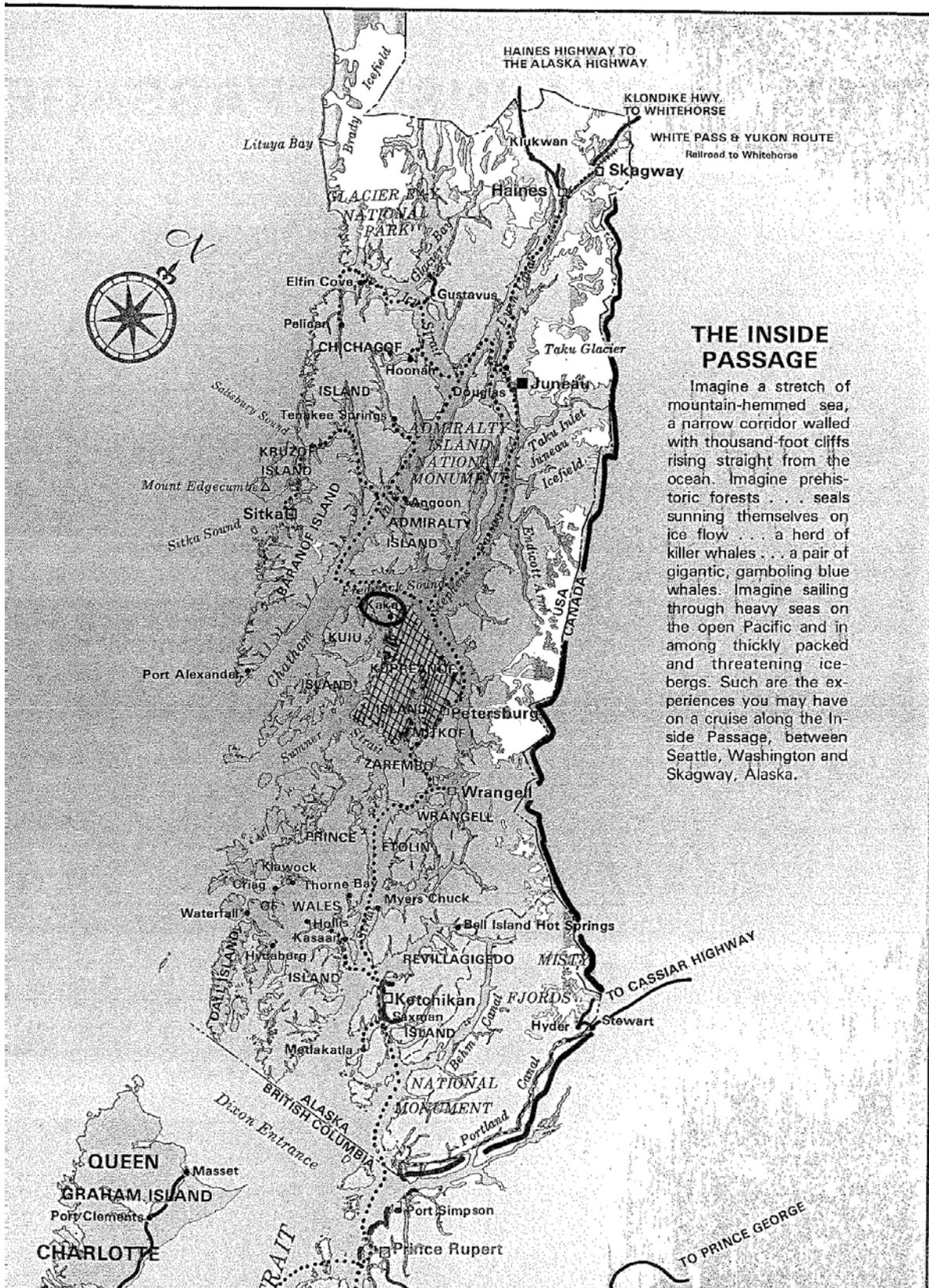
Accommodations are available at several lodges and inns in Kake which also serve food. Kayak rentals are available through a local guiding service. Fishing and hunting licenses and car rentals are available from a local lodge and bed and breakfast. Sale of alcohol is restricted to the City-owned package store. Other services such as banking are non-existent.

Weather

Kake has a maritime climate characterized by cool summers and mild winters. They receive much less precipitation than is typical of Southeast Alaska, averaging 54 inches a year, with 44 inches of snow. Average summer temperatures range from 44 to 62; winter temperatures average 26 to 43. Temperature extremes have been recorded from -14 to 88.

Local Contacts

For more information on Kake, contact the City of Kake, P.O. Box 500, Kake, AK 99830, Phone 907-785-3804, Fax 907-785-4815; The Federally Recognized Tribe for the Kake Area, PO Box 316, Kake, Alaska, 99830; and phone (907)785-6471; or The Kake Tribal Corporation, P.O. Box 263, Kake, AK 99830, Phone (907-785-3221).



THE INSIDE PASSAGE

Imagine a stretch of mountain-hemmed sea, a narrow corridor walled with thousand-foot cliffs rising straight from the ocean. Imagine prehistoric forests . . . seals sunning themselves on ice flow . . . a herd of killer whales . . . a pair of gigantic, gamboling blue whales. Imagine sailing through heavy seas on the open Pacific and in among thickly packed and threatening icebergs. Such are the experiences you may have on a cruise along the Inside Passage, between Seattle, Washington and Skagway, Alaska.

THE MEETING

PUBLIC MEETING

ABOUT SENIOR TRANSPORTATION

- 1. WHAT DO WE HAVE**
- 2. WHAT DO WE NEED**
- 3. WAYS TO FILL THE GAPS**

WHO SHOULD COME?

YOU! Everyone's ideas are needed,
Please come to the Senior Center at
1:00 on Wednesday, September 23rd
for a brief meeting. Refreshments
provided.

AGENDA

For Meeting on Senior Transportation in Kake September, 23, 2009

I. Explanation of what this is all about. Caroline Frengle on speaker phone

I. A short history: Over two years ago we had a meeting about Senior transportation and it was agreed by everyone that the one need that you had was there weren't enough driver hours to go on field trips, to the clinic or just to get out of the house once in awhile after the regular driver hours. So that was the identified need and the strategy we came up with was to increase the number of hours the van is available.

Last year we had another meeting because we are supposed to have a meeting about this every six months with the meeting minutes going to the State Department of Transportation and for me to revise the Senior Transportation Plan for Kake. After each meeting OVK passes a resolution to approve the plan to clear the way for us to apply for a grant to pay for the service. The Keex Kwaan Transportation Committee (that is what you are) told me last year that no further services were needed except to continue the expanded service we had started the year before.

So here we are again this year, with a need for a meeting, a resolution signed by OVK and a grant written to do whatever you decide is the highest priority for the seniors of Kake and for people with disabilities. Your current grant is in effect until June 30, 2010 and the next one will start July 1, 2010. In the meantime this step in the process is due by the end of September but I don't have to actually write the grant until January, I think.

2. Unmet Needs: Are there any unmet needs for Senior Transportation in Kake? If we did not have the enhanced service we have now would there be a need? Are there any other needs?

3. Strategies: So far the strategy to meet the need has been the enhanced service. Are there strategies we haven't thought of? If there are other needs we identified tonight, what are the strategies to meet those or that need?

4. Prioritize: If we have multiple strategies, please prioritize them.

Thank you all very much for staying and for coming to the meeting. I have taken minutes of the meeting and Wanita will send me the sign up sheet.

September 23, 2009

KEEX KWAN TRANSPORTATION COMMITTEE-MINUTES

The meeting began at 1:00 PM with a speaker phone hooked up but the cord was too short to reach into the dining room. The 24 people had to pack into the storage room. It was somewhat challenging but everyone was in good spirits and took the situation in stride.

Wanita James, the Site Manager passed around the signup sheet so it didn't take long to get that done. The agenda was sent over prior to meeting day, and copies made, so that a discussion had already transpired among the elders before the meeting began.

I read the short history and filled in a few holes. Over two years ago we had a meeting of the elders, government representatives and tribal representatives; along with the schools and Senior Center. At that time you asked for more driver hours outside his regular schedule for clinic appointments, some week-end and evening times on occasion for church and public events and rides to get out of the house and go sightseeing or something-anything. I applied for a grant to do that and it was granted.

Last year we had the next meeting to see how things were going and what changes you may be considering. It was unanimous that things were going well the way they were and no changes were necessary at all. The grant covers 80% of the cost of the rides and we committed to riders contributing to half of the remaining 20%, which is \$1.00 a ride. We discussed the matching portion of the grant further and the gathered riders clearly did not know that it was our contractual obligation to pay the one dollar. Riders are responsible to contribute half of the match for the grant as outlined in the application. Southeast Senior Services feels an obligation to the State because we said we would collect it as part of the match.

There is a requirement by the State that the Keex Kwan Transportation Committee meet at least once a year if not more often to set priorities and develop strategies for filling unmet needs. This is such a meeting and so let's take

a look at changes in the publically accessible vehicles, if there are gaps in the service you require and how we might meet those gaps.

We discussed changes in the vehicles in town available to the public. The van that SESS sold to OVK is meant to be used for people who come over for meetings, or to see Kake etc. Loosely speaking it is dedicated to economic development. The Senior Center is welcome to use it when the senior van is in the shop or unavailable for any reason. At the moment it is out of commission and needs a new transmission.

A list of the current uses of the van was created:

1. Lunch
2. Church
3. Funerals
4. Shopping
5. Post Office
6. Clinic Appointments
7. School Functions
8. Elections
9. Ferry
10. Public Functions-- Alaska Day, Dog Salmon Festival and Basketball games.
11. Drive in the Country- Berry picking, Deer Hunting, and Sight Seeing.

The order of the list is accurate. The Airport was mentioned and should be added to Ferry.

There are no unmet needs in the community of elders regarding transportation. The only possible gap is the frequency of rides to the country.

Gap: Rides in the country are not frequent enough. We need to get out of the house more.

Goal: To take once a week drives, on Saturday, to the country; weather permitting.

Strategies: 1. Increase the driver hours if need be

2. Ask Kake Fuel to donate fuel to pay the extra cost.
3. Apply for funds to include the Saturday trip.

The meeting concluded and the crowd exited the storage room at 2:20



Organized Village of Kake

P.O. Box 316

Kake, Alaska 99830-0316

Telephone 907-785-6471

Fax 907-785-4902 / email KeexKwaan@KakeFirstNation.org

(Federally Recognized Tribal Government serving the Kake, Alaska area)



Resolution No. 2009-21 – Support of Catholic Community Services/Southeast Senior Services/Kake Senior Center application to the State of Alaska, Dept. of Transportation for the purchase of services 550 rides in a year

WHEREAS, the Organized Village of Kake (hereinafter OVK) is a federally recognized Indian Tribe under federal law and is empowered under its *Constitution and By-Laws* to adopt ordinances to govern its members and its activities on behalf of its members; and,

WHEREAS, OVK is organized pursuant to the authority of the Federal Indian Reorganization Acts (hereinafter IRA) of 1934 and 1936 with the IRA Council as the duly-elected governing body formed under its *Constitution and By-Laws*; and,

WHEREAS, OVK is recognized by the United States of America as being eligible for programs and services through the federal government, based on OVK's status as a federally recognized Indian Tribe; and,

WHEREAS, OVK relies on the State Community Transit Office for federal funds to support community transit projects; and,

WHEREAS, the Federal funding requires a Public Transportation-Human Services Coordination Plan for the funding; and,

WHEREAS, OVK qualifies to use the State's General Plan for Limited Coordination Communities' Public Transit-Human Services Transportation Plan for Select Rural Alaska Communities; and,

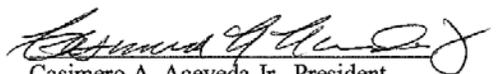
WHEREAS, Catholic Community Service/Southeast Senior Services provides rides for Kake residents (seniors and people with disabilities under the age of 60) under this funding and is applying in 2010 for a total of \$24,000; and

WHEREAS, the Keex' Kwaaan Transportation Committee identified expanding service hours to include trips out of town (on the road) as a high priority.

THEREFORE BE IT RESOLVED that the Organized Village of Kake IRA Council endorses, by resolution, the State of Alaska's Transportation Plan for Select Rural Alaska Communities and the CCS/SESS-Kake project that proposes purchasing 550 rides for seniors and people with disabilities under the age of 60, and to include some weekends and evenings, and occasional Saturday trips into the countryside.

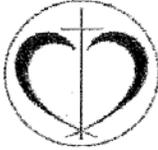
CERTIFICATION

This resolution was duly adopted at an IRA Council meeting held this 5th day of OCTOBER, 2009 by a quorum of 6 (includes president as non-voting chairperson except in case of tie vote) with 5 yes votes, 0 no votes, and 0 abstaining.


Casimero A. Aceveda Jr., President


Attested by

TELEPHONE POLL 10/05/09 11:00AM



Catholic Community Service

**BOARD RESOLUTION
(#10-10)**

WHEREAS CCS requires authorization of its Board of Directors to utilize fund balances;

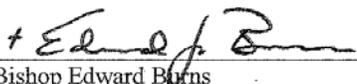
WHEREAS CCS has submitted a grant application to the Alaska Department of Transportation for the Purchase Of Services for the Kake Senior Center to be able to transport persons with disabilities under the age of 60 as well as senior citizens outside the regularly funded hours of operations, a service valued at \$19,873.

WHEREAS the Alaska Department of Transportation requires documentation of the 20% required local match for its grants.

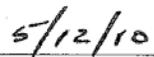
NOW THEREFORE, BE IT RESOLVED THAT:

The CCS Board of Directors hereby authorizes up to \$3,975 from the fund balance to be used as matching funds for purchased services for the Kake Senior Center.

The undersigned President of Catholic Community Service hereby certifies that the CCS Board of Directors duly adopted this resolution on May 12, 2010.



Bishop Edward Burns
President
CCS Board of Directors



Date

THE PLAN

Coordinated Service Element

Public vehicles in Kake are an ambulance, a school bus, a taxi sometimes, a fire truck and the old Care-A-Van that OVK purchased from Southeast Senior Services which was to be a bus to use for visitors. The Organized Village of Kake is seriously invested in economic development projects and wanted to use the van for guests. The bus has been being repaired for the past year.

The Senior Center van, the sometimes taxi and residents own vehicles are the extent of the transportation offered to seniors in Kake.

Transportation Needs the targeted population of elders in Kake have clearly articulated their transportation needs for the past three years. They want one thing and that is to have the freedom of movement to go to the Doctor when the Doctor can see them, to get some emergency groceries, get to the Ferry or Airplane, and go to an important community event or to take a ride with their friends on a nice day.

There are 63 enrolled Native Alaskan Elders in September of 2010 and an estimated 12 non native people over the age of 60, for a better than 2000 census estimate, of 75 elders. About 25 elders use the van as their sole form of transportation while approximately 40 use the service at some time during the year with greater and lesser frequency.

No screening tools are used for the transportation but if someone is newly using a wheelchair or walker, the driver goes through proper procedures with them until they are comfortable. Drivers are well trained, even in the small villages, but the driver in Kake is a master. He takes an elder where they need to go any time they need and in response the elders never ask at odd times unless they have made arrangements or it is an emergency.

Thanks to the Purchased Rides in Kake there is no longer a **“Gap in Service.”** The elders make that clear at each meeting of the Keex Kwan Transportation Committee. This year they said they would like a “weekly” ride into the country weather permitting and if it were possible.

Agreed upon strategies are very simple. KEEP DOING WHAT WE ARE DOING NOW. GIVE THE DRIVER A RAISE AND ADD HOURS IF NEED BE.

1. Continue providing rides outside of the 4 hours a day, 4 days a week for lunch, church, funerals, shopping, post office, clinic appointments, school functions, ferry and airport, and public functions.
2. A drive in the country, berry picking, hunting and sightseeing are a high priority on a more frequent basis.

Concluding Strategy

Continue the Purchased Rides (We call them the Red Rides due to using red ink for the sign-in sheet used for expanded services). They are working well and ridership is up.

Budget enough driver hours to satisfy the demand for red rides.

Conduct local fundraising for fuel to add rides.

Agencies involved in meeting and formulating the plan are The Organized Village of Kake, Kake Tribal, The City of Kake, Kake schools, The SEARHC Clinic, The ANS and ANB and the Senior Center.