

VILLAGE OF CLARK'S POINT

2020-2025 FINAL-ADOPTED

TRIBAL TRANSPORTATION SAFETY PLAN

January 2020

Prepared for:

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- Appendix B: Community Survey Results
- Appendix C: Implementation Plan
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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
%	Percent
AHSO	Alaska Highway Safety Office
ARRA	American Recovery and Reinvestment Act of 2009
ATV	All-terrain vehicle
BBAHC	Bristol Bay Area Health Corporation
BBEDC	Bristol Bay Economic Development Corporation
BBNA	Bristol Bay Native Association
BIA	Bureau of Indian Affairs
Bristol	Bristol Engineering Services Company, LLC
BUILD	Better Utilizing Investments to Leverage Development
CDBG	Community Development Block Grant
CDC	Centers for Disease Control and Prevention
CDP	Census Designated Place
Community	Clark's Point
Council	Village of Clark's Point
CPO	City Police Officer
DCCED	Department of Commerce, Community, & Economic Development
DHSS	Department of Health and Social Services
DOT&PF	Department of Transportation & Public Facilities
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FLTP	Federal lands transportation program
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HES	Hazard Elimination Program
HPR	Highway Planning and Research
HSIP	Highway Safety Improvement Program
HSO	Highway Safety Office
HSP	Highway Safety Plan
HUD	Housing and Urban Development

IM	Interstate Maintenance
in	Inches
ITS	Intelligent Transportation System
LTAP	Local Technical Assistance Program
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
NTTFI	National Tribal Transportation Facilities Inventory
RSA	Road Safety Audits
RTAP	Rural Transportation Assistance Program
SHSP	Strategic Highway Safety Plan
SMS	Safety Management Systems
STIP	Statewide Transportation Improvements Program
STP	Surface Transportation Program
THSIP	Tribal Highway Safety Improvement Program
TTAP	Tribal Technical Assistance Program
TTP	Tribal Transportation Program
TTPSF	Tribal Transportation Program Safety Funds
TTSP	Tribal Transportation Safety Plan
WRCC	Western Regional Climate Center

1.0 INTRODUCTION

On behalf of the Village of Clark's Point (Council), Bristol Bay Native Association (BBNA), by means of a professional service agreement with Bristol Engineering Services Company, LLC (Bristol), developed this Strategic Tribal Transportation Safety Plan (TTSP) for Clark's Point, Alaska (Community). This TTSP was developed through the Federal Lands Transportation Program (FLTP) using Tribal Transportation Program Safety Funds (TTPSF). Together, our team is building on information from the Federal Office of Highway Safety, the Alaska Highway Safety Office (AHSO), and our partner communities to develop a strong message of Highway Safety for our Tribes within the Bristol Bay Region.

BBNA is an Alaska Native Regional Non-profit Corporation and a tribal consortium. Incorporated under state law, corporation bylaws are structured as a pure tribal consortium. The 31 federally recognized tribes in the Bristol Bay region make up the members of the non-profit corporation. The 31 tribes are represented on the BBNA Board of Directors by their elected tribal presidents, or the president's designee (who must be a tribal member). Therefore, BBNA is directly controlled by the tribal governments it represents. BBNA is a federally recognized tribal consortium for contracting purposes and is a "Tribal Organization" as defined in the Indian Self-Determination and Education Assistance Act. BBNA operates dozens of grants and contracts under various types of eligibility. Eligibility of each grant is controlled by the regulations and authorizing legislation of each particular funding source. BBNA operates both Indian and non-Indian programs.

This TTSP has been coordinated with the Alaska Strategic Highway Safety Plan (SHSP), developed in accordance with Federal Highway Administration (FHWA) standards, and was outlined in reference to the FHWA manual titled "Developing Safety Plans: A Manual for Local Rural Road Owners." The Council plans to apply for funding through this plan for transportation safety projects in subsequent years.

The purpose of this plan is to use existing data to identify transportation safety issues, prioritize activities to address these issues, and identify potential funding sources to implement the activities. The TTSP evaluates all modes of transportation including, but not limited to aviation systems, ferry and water systems, local roads, seasonal trails, pedestrian transportation, and bus and transit systems. This project helps develop a model process for a wide variety of tribal and state level circumstances to provide Tribes with a plan for the development of successful future transportation projects. Resources and strategies identified in this plan will improve the Tribe's ability to identify hazardous roadway locations and features, and to develop and prioritize transportation safety projects.

1.1 MISSION

The mission of this TTSP is to save lives and prevent injuries on the local transportation system by implementing strategies using the 4E's of Safety: Education, Enforcement, Engineering, and Emergency services. The TTSP prioritizes these strategies through evaluation of crash data, public involvement, and the condition of existing transportation facilities. Development of this plan enables the Council to identify risk, evaluate corrective measures, and seek funding for safety projects that maximize safety to prevent deaths and major injuries.

1.2 PROCESS

This TTSP was developed through guidance from the Council, following the process outlined below:

1. Collect community background information from available resources such as existing community planning documents
2. Conduct an initial meeting with the Council and/or interview Council members to collect preliminary information about safety issues and local safety resources
3. Research available transportation safety data such as traffic counts, crash data, and hospital records
4. Develop and distribute a community survey to collect additional data regarding transportation safety issues and community priorities
5. Use data and survey results to identify safety emphasis areas for the TTSP
6. Develop a Draft TTSP and an implementation plan for the Council to review
7. Hold a public meeting to present the Draft TTSP and emphasis areas to the Community and collect public comment
 - a. A public meeting was held in the community on October 11, 2018. Public involvement documentation is provided in Appendix A.
8. Develop a Final Draft TTSP for the Council to review, incorporating Council and Community comments from the public meeting
9. Develop and adopt a Final TTSP

1.3 BACKGROUND

This section provides background information about the Community including location, history and culture, transportation and access, and climate data.

1.3.1 Location

Clark's Point is located on a spit on the northeastern shore of Nushagak Bay, 15 miles from Dillingham and 337 miles southwest of Anchorage (Exhibit 1). Within the Bristol Bay Recording District and the Dillingham Census Area, the Community is located at approximately 58.8353 degrees north latitude and -158.5442 degrees west longitude within Section 36, Township 015S, Range 056W of the Seward Meridian. The Community consists of 3.1 square miles of land and 0.9 square miles of water (Department of Commerce, Community, and Economic Development [DCCED], 2018).

Exhibit 1: Community Location Map

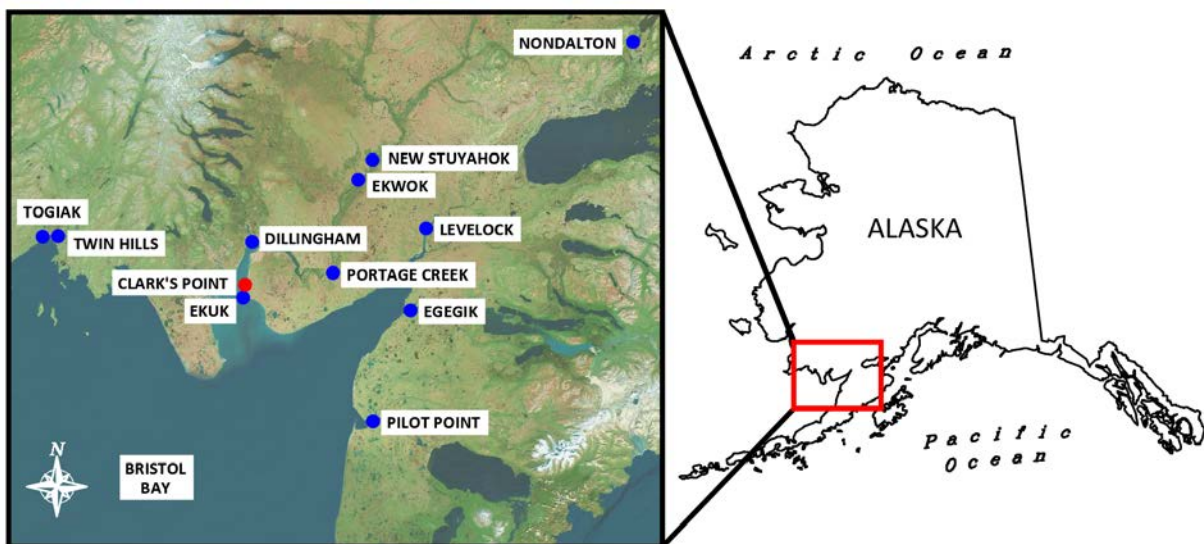


Image source: Bing Geomap, AutoCAD Civil 3D, 2018

1.3.2 History & Culture

The point originally had an Eskimo name, "Saguyak," yet there is no evidence of a settlement at the site prior to the Nushagak Packing Company cannery, established in 1888. The community was named for John Clark, who was the manager of the Alaska Commercial Company store at Nushagak. Clark is reputed to have operated a saltery prior to the establishment of the cannery. In 1893, the cannery became a member of the Alaska Packers Association. In 1901, a two-line cannery was built. During World War II, the canning operation ceased, and only salting was done at Clark's Point. The plant was shut down permanently by 1952, and the Alaska Packers Association used the facility as the

headquarters for its fishing fleet. In 1929, a major flood occurred. The city was incorporated in 1971. The village has been plagued by severe erosion. A housing project in 1982 was constructed on high and safe ground on the bluff (DCCED, 2018).

Today, the Community is a Second Class City home to approximately 55 people. The community was founded on fishing operations of non-Native settlers, although presently it is predominantly Yup'ik Eskimo. The population increases by about 300 in summer months due to the commercial fishery (DCCED, 2018).

1.3.3 Transportation & Access

Air transport is the primary method of reaching Clark's Point. Regular and charter flights are available from Dillingham. There is a state-owned gravel runway, and floatplanes land on Nushagak River. Freight is brought by barge to Dillingham and then flown or lightered to the community. The only boat moorage is an undeveloped spit dock owned by the City; boats land on the beach. Trident Seafoods owns a private dock for vessels delivering landings. All-terrain vehicles (ATVs) and snowmobiles are the primary means of local transportation. The fishing village, Ekuk, and City of Dillingham are both within close proximity of Clark's Point, and residents regularly commute between them (DCCED, 2018).

1.3.4 Climate

Clark's Point falls within the transitional climate zone, characterized by tundra interspersed with boreal forests, and weather patterns of long, cold winters and shorter, warm summers. Fog and low clouds are common during winter months. The Nushagak Bay is ice-free from June through mid-November (DCCED, 2018). Average monthly climate data from the nearest weather station in Dillingham is provided in Table 1.

Table 1: Local Monthly Climate Summary

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (°F)	22.1	23.0	29.3	38.2	50.3	58.7	62.5	60.6	53.9	39.7	28.7	20.7	40.6
Average Min. Temperature (°F)	10.1	9.8	14.9	24.6	34.9	43.2	47.4	46.6	40.3	26.5	16.7	8.1	26.9
Average Total Precipitation (in.)	1.79	1.35	1.49	1.01	1.47	1.93	2.79	3.92	3.47	2.21	2.19	1.87	25.48
Average Total Snowfall (in.)	17.1	11.2	13.2	5.4	0.3	0.0	0.0	0.0	0.1	2.1	15.5	18.1	82.9
Average Total Snow Depth (in.)	17	18	18	12	1	0	0	0	0	0	4	12	7

Source: Western Regional Climate Center (WRCC), 2018.

2.0 EXISTING RESOURCES

This section discusses existing safety resources that are valuable to improving transportation safety within the Community.

2.1 SAFETY TEAM

Within the Council, the Tribal Administrator acts as the "Safety Champion," helping direct safety projects and responsible for updating this TTSP. The Administrator works closely with other Council members, the Safety Planning Team, for community planning and development.

2.2 SAFETY PARTNERS

Safety partners are essential to a successful safety plan. The following safety partners work together to improve transportation safety within the community and ensure the public has access to safety resources:

- Village of Clark's Point
 - The local Tribal Government is responsible for developing and updating this Plan, as well as coordinating with the other Safety Partners to manage safety and transportation improvement projects within the community.
- City of Clark's Point
 - The City works with the Tribal Council and other local agencies to plan and organize safety improvement projects, as needed. The City is also responsible for road maintenance activities.
- Alaska State Troopers, Dillingham Post
 - If needed, the Dillingham State Troopers can provide emergency assistance.
- Bristol Bay Area Health Corporation (BBAHC)
 - BBAHC provides tribal health care management and health services for the Bristol Bay region through the Kanakanak Hospital out of Dillingham.
- Bristol Bay Native Association (BBNA)
 - BBNA is the regional Native Non-Profit that helps fund and coordinate community development projects, including this Plan, and is a great resources for safety projects.

- Bristol Engineering Services Company, LLC
 - Bristol is the primary author of this Plan, and is a subsidiary company of Bristol Bay Native Corporation (Regional Corporation) and Choggiung Limited (Bristol Bay Village Corporation).
- Alaska Department of Transportation & Public Facilities (DOT&PF)
 - The State's DOT&PF provides numerous resources for transportation safety including safety programs and grants, and is the owner/maintainer of the Clark's Point Airstrip.

Many of these safety partners helped provide background information for this Plan. They also helped identify existing safety resources, safety needs within the community, and potential strategies to improve transportation safety.

2.3 OVERVIEW OF EXISTING EFFORTS

There have been several efforts implemented in the past to improve safety as well as on-going efforts, as described below:

- On-going road maintenance performed by the City helps keep roads safe and accessible to the public. Maintenance activities include road grading to remove potholes, annual brush cutting, and snow plowing in the winter to provide access to essential services such as the gas station, school, and airport. In the summer of 2018, the community used an Arctic Grant from the Bristol Bay Economic Development Corporation (BBEDC) to pay young interns to cut brush around the airport and Bayou Loop road.
- In the past, the City used to sand the roads in the winter to improve traction during icy conditions, but the service has been halted due to lack of funding and trained operators.
- Approximately 10 to 15 years ago, the community participated in the BBAHC Helmet Program to provide bicycle and ATV helmets to local children.

2.4 PLANNING DOCUMENTS

The Community has access to various local, regional, and state planning documents for transportation, safety and community development. These include:

- 2018 Clark's Point Long-Range Transportation Plan

- Bristol Bay Comprehensive Economic Development Strategy: 2017-2022
- Alaska's Strategic Highway Safety Plan (SHSP)
- Alaska's Highway Safety Improvement Program (HSIP)
- Alaska Statewide Transportation Improvement Program (STIP)

These plans were referenced to ensure this TTSP is consistent with local planning efforts.

2.5 EMERGENCY RESPONSE RESOURCES

Access to emergency response resources are essential for transportation safety. This section discusses existing local, regional, and state safety resources. If a transportation accident or emergency occurs, call the Clark's Point Health Clinic or the Dillingham State Troopers, or contact the appropriate agency, as listed below. This list may not contain all available emergency response resources for the community, and should be updated often.

Table 2: Emergency Response Contacts

Local / Regional	State
Medical Response / Emergencies Clark's Point Clinic / Health Aide 907-236-6040 (on-call emergencies) 907-236-1232 (clinic)	Natural Disaster & Search and Rescue State Emergency Operations Center 1-800-478-2337 (toll free) 907-428-7100 (local Anchorage area)
Emergencies Alaska State Troopers, Dillingham Post 907-842-5641	Wildland Fire Southwest Area Forestry Office 907-524-3010 Or Alaska Interagency Coordination Center 1-800-237-3633
Regional Hospital Kanakanak Hospital (Dillingham) 907-842-5201 1-800-478-5201 (medevac)	Spill Alaska Department of Environmental Conservation 907-269-3063 (Anchorage)
Fire City of Clark's Point, Volunteer Fire Department 907-236-1221	Recovery-Needs Support American Red Cross of Alaska 1-888-345-4376

Note: Local resources were provided by the Council. Regional and State resources were obtained from the "Alaska Emergency Response Guide for Small Communities."

More information regarding emergency response can be found in the "Alaska Emergency Response Guide for Small Communities" prepared in March 2013 by the State of Alaska Military and Veterans Affairs, Homeland Security and Emergency Management.

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3.0 DATA SUMMARY

Crash data and other safety data are valuable to any transportation safety plan. The data is used to identify safety issues, select appropriate countermeasures, and evaluate performance. Other data sources may include traffic citations, hospital records, insurance claims, traffic counts, and anecdotal evidence from safety partners. At least three years of data is recommended to evaluate the overall traffic patterns.

Since there are no full-time law enforcement in Clark's Point, crash data is not readily available. In lieu of using crash data, this plan was based on anecdotal evidence from community members, results from a community survey, and boating accident data from the U.S. Coast Guard.

3.1 COMMUNITY SURVEY

A public survey was conducted within the Community during the month of September, 2018. Five surveys were submitted to Bristol. A summary and analysis of the survey results is discussed below. Raw survey results are provided in Appendix B.

3.1.1 Question #1: Safety Concerns & Priorities

Question #1 helps portray what the community regards as high priorities in terms of transportation safety issues. The results are shown in Exhibit 2, which are sorted by priority from highest priority to lowest priority.

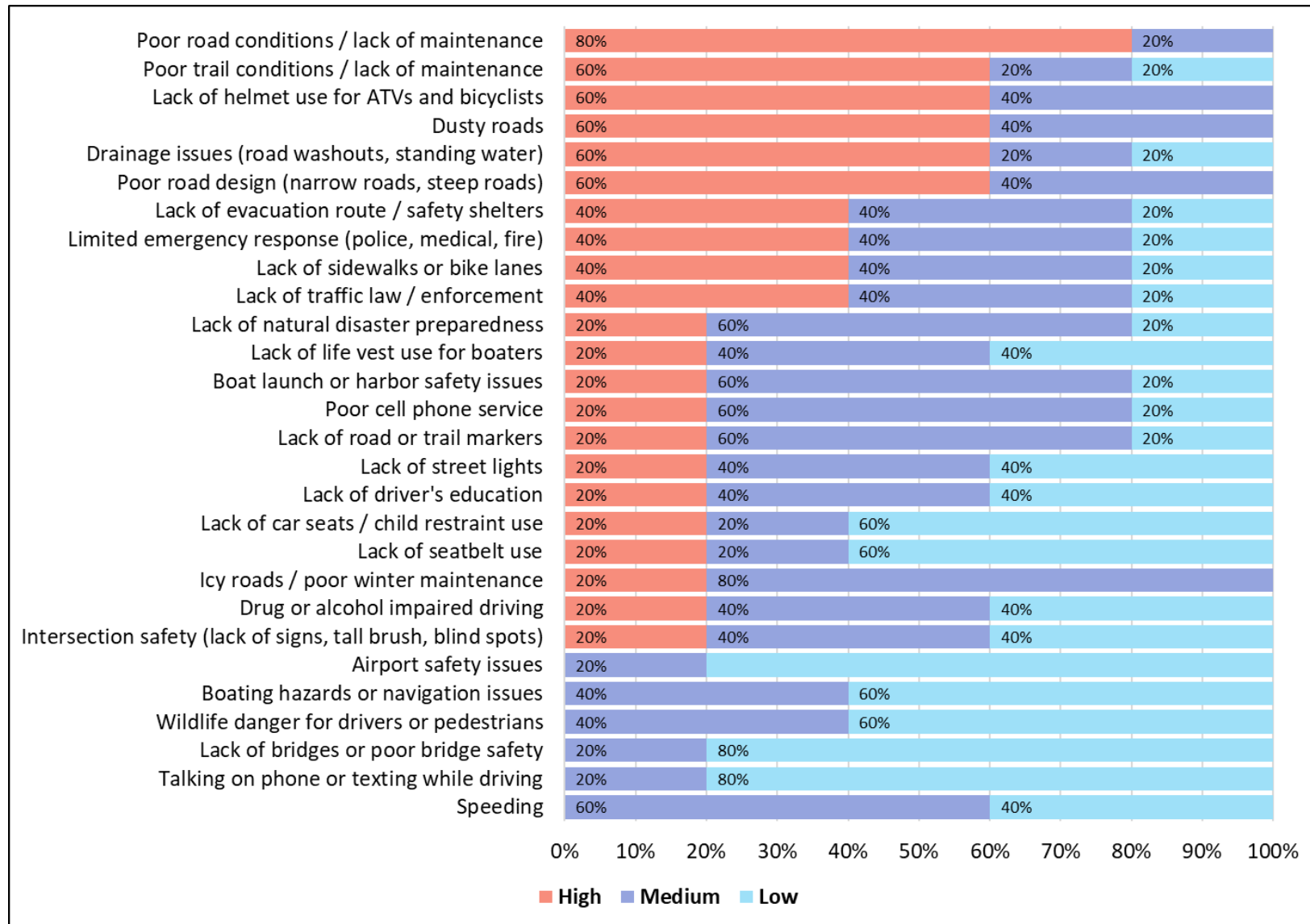
1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that "**safety issues**" are problems that cause death, injury or illness, and "**transportation system**" means all modes of travel including roads, trails, air transportation, water transportation, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L"

According to Exhibit 2, four out of five survey participants marked "poor road conditions / lack of maintenance" as a high priority, indicating it is the community's top safety concern. Other significant concerns determined from the survey results include poor trail conditions / lack of maintenance, lack of helmet use for ATVs and bicyclists, dusty roads, and drainage issues (road washouts, standing water).

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Exhibit 2: Community Safety Priorities



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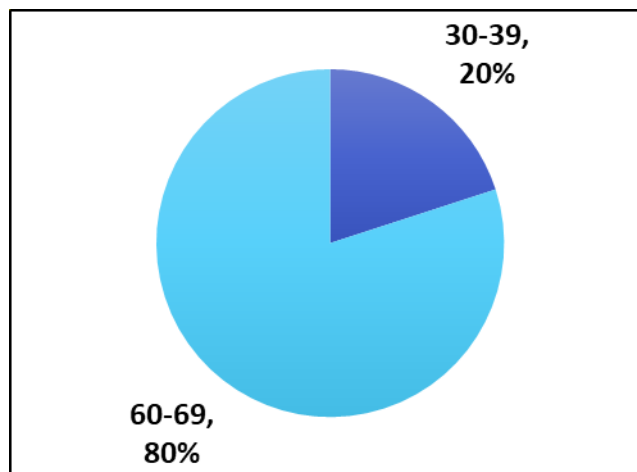
3.1.2 Question #2: Survey Respondent Age

Question #2 collects data about the age of survey respondents, providing demographic information for the survey. This data helps correlate age groups to the various modes of transportation used throughout the community (Question #3), which can help identify where to focus safety education and outreach.

2. How old are you? _____

The results of Question #2 are shown in Exhibit 3.

Exhibit 3: Survey Respondent Ages



Since only five surveys were collected, the age distribution of the results is poor. The majority of survey participants were between the age of 60 and 65.

3.1.3 Question #3: Transportation Modes

Question #3 demonstrates the most common transportation modes within the Community.

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

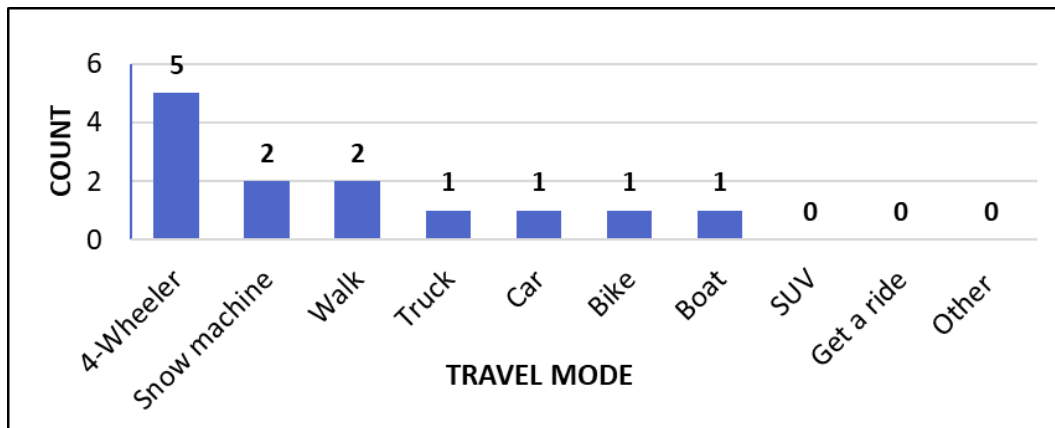
Get a ride

Boat

Other _____

Since the option was given to select more than one answer, Exhibit 4 shows the number of times each mode of travel was selected at least once. According to results, 4-wheelers are the most common way to get around the community. Snowmachines and foot travel are also commonly used.

Exhibit 4: Most Common Modes of Transportation



3.1.4 Question #4: Anecdotal Crash Data

Question #4 of the survey helped gather data about recent transportation related accidents within the Community.

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

Were pedestrians or bicyclists involved? **yes** **no** **don't know**

Were drugs or alcohol involved? **yes** **no** **don't know**

Did police arrive on scene? **yes** **no** **don't know**

Did an ambulance arrive on scene? **yes** **no** **don't know**

Various levels of information were provided about past crashes in Clark's Point. Based on the data provided and discussions with Council members, there have been two notable accidents within the past 5 years, as described below:

1. In the winter of 2016/2017, a person driving up Bayou Loop slid off the roadway into a ditch near the guardrails due to ice. The ATV flipped, causing injuries to both the driver and one passenger.
2. In June of 2017, there was a collision between an emergency medical technician (EMT) vehicle and a 4-wheeler. The accident took place on the corner of Hillcrest Drive and First Street. Allegedly, the EMT driver was intoxicated and driving too fast around the blind corner. The 4-wheeler driver was killed.

Approximate locations of these crashes are shown on Figure 1.

3.1.5 Question #5: Safety Measures

Question #5 is an open-ended question aimed at collecting community ideas on how to improve local transportation safety. This style of question allows people to express their own ideas to address issues that may or may not have been listed in Question #1.

5. What do you think could be done to improve transportation safety in your community?

Everyone who completed a survey provide a response to Question #5. Their responses are listed below:

- "Make sure that anyone who drives a car or truck has a license to drive, that is a law."
- "Cut trees and brush to see who is coming and going, make sure you could see the road. Ambulance driver should have a license, and was City Council person, no charges, and death of one individual."
- "Fill in potholes and have people sober up."
- "Better grading to roads, gravel, etc."
- "Need funding to help fix the roads and culvert drains, and add little more lighting both up the hill and down the hill."

Common suggestions to improve safety include road rehabilitation and enforcement of driver's licenses.

3.2 BOATING ACCIDENTS

The U.S. Coast Guard Boating Safety Resource Center online database was consulted for boating accidents in Alaska within the last 10 years. The search results indicate three boating accidents occurred in Nushagak Bay or Ralph Slough, within 20 miles of Clark's Point, but they may or may not have involved residents of Clark's Point.

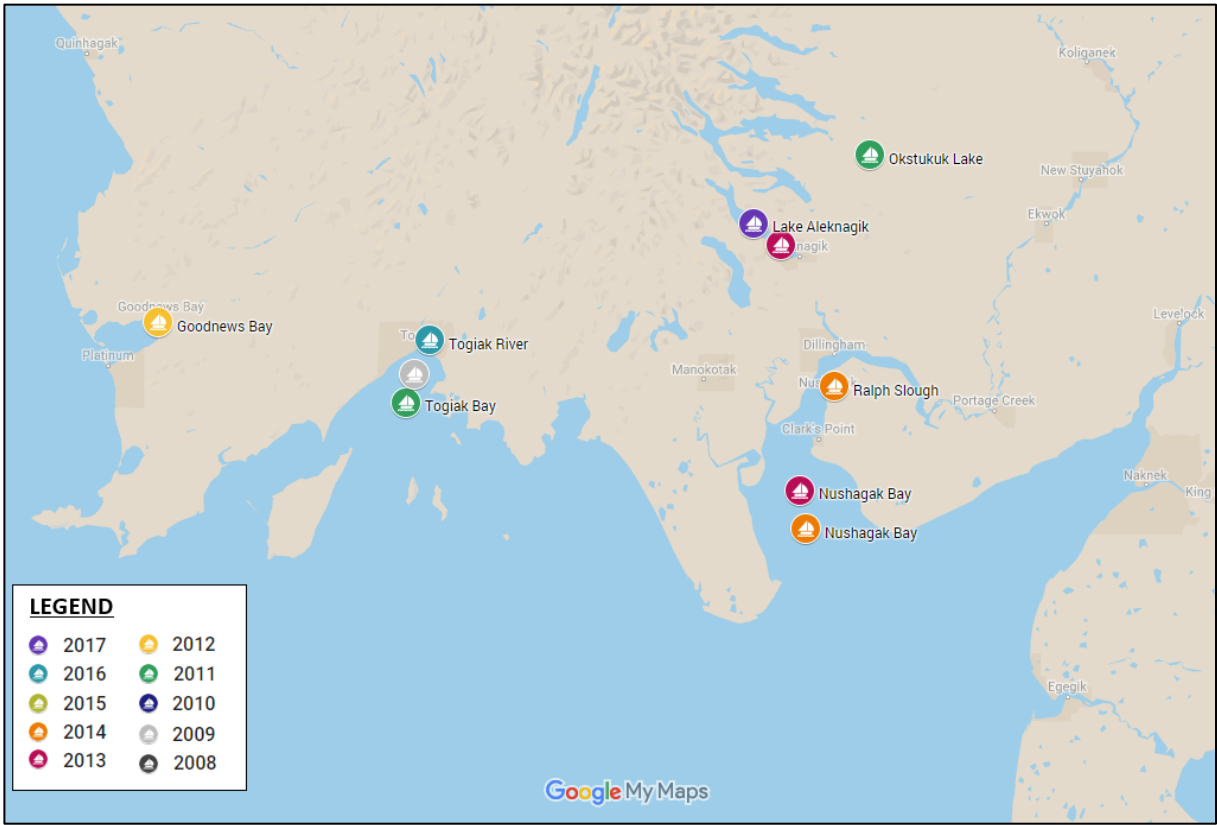
These accidents are summarized in Table 3 and displayed in Exhibit 5. The accidents are listed by the body of water where they occurred, but the exact locations are not described. Two of the accidents resulted in fatalities, one caused by a fuel explosion and the other by alcohol use late at night (U.S. Coast Guard, 2018).

Table 3: Summary of Boating Accidents near Clark's Point

Year	Body of Water	Accidents	Vessels	Injuries	Deaths	Month	Vessel Type	Accident Type	Accident Cause	Time of Day
2014	Nushagak Bay	1	1	0	1	Aug.	Open motorboat	Person departed vessel	Alcohol use	10:00 PM
2014	Ralph Slough	1	1	0	1	Aug.	Cabin motorboat	Fire/explosion (fuel)	Machinery failure	11:39 AM
2013	Nushagak Bay	1	1	3	0	Sept.	Open motorboat	Collision with submerged object	Missing or inadequate navigation aids	3:13 PM

In addition to these accidents, Clark's Point Council members described an incident in July 2018 involving a sunken vessel near Queen's Slough and one fatality. The wreck cause an oil spill that shut down the Clark's Point beach, impacting fishing for three days.

Exhibit 5: Bristol Bay Boating Accident Map



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4.0 EMPHASIS AREAS

Bristol used data collected from the site visit, public survey, Council correspondence, and personal interviews to identify key safety emphasis areas for this Safety Plan. An “emphasis area” is an area of opportunity to improve safety through a comprehensive 4E approach (engineering, enforcement, education, and emergency services), as appropriate.

The Council is focusing on seven emphasis areas for this Plan:

1. Road Conditions
2. Winter Conditions
3. School Zone & Child Safety
4. Trail Safety
5. Boating & Beach Safety
6. Driving Behavior
7. Air Transportation

These emphasis areas were selected based on factors such as public meeting discussions, survey results, community priorities, and highest potential to prevent injury and death on the transportation system.

This section discusses the background and objectives of each emphasis area and identifies strategies or actions to address the emphasis area. The implementation plan discussed in Section 5 develops each strategy further by specifying instructions for target outputs, responsible parties, completion dates, performance measures, success indicators, and monitoring techniques.

4.1 ROAD CONDITIONS

4.1.1 Background

Existing gravel roads in Clark's Point are degrading, covered in potholes, and experiencing drainage issues. Brush grows tall and thick along road shoulders, clogging drainage ditches and reducing visibility at intersections. Roadside ditches are inadequately sized to convey rainfall and snowmelt runoff, several culverts are damaged or crushed, and many areas do not have culverts where needed. The bottom of the hill along Bayou Loop is one priority area that experiences flooding, ice buildup, and standing water. In the past, maintenance equipment has had issues while grading/snow plowing on Hillcrest Drive due to culvert positioning. Additionally, standing water is a public health concern because kids play in the puddles and can be a sanitation issue. Although some maintenance is performed, there is a need for better maintenance equipment, more trained operators, and funding. Operators do

not always crown the roads properly. A related issue is the use of beach sand instead of the local gravel pit material that is better quality for road surfacing. Residents are concerned that excavating sand from the beach is accelerating erosion along the coast, putting community infrastructure and historical sites at risk.

Another safety concern often associated with gravel roads is airborne dust. Besides being a nuisance, dust can settle on subsistence foods such as natural berry patches or salmon hanging out to dry. Inhaling airborne dust is also a health risk, particularly for children, elders, and people with respiratory issues. Dust contains particulate matter that can irritate a person's eyes and throat, aggravate existing heart and lung disease, and damage lung tissue. No dust suppression methods are currently being implemented in Clark's Point.

4.1.2 Objectives

Rehabilitate degrading roads and drainage issues, and improve road maintenance capabilities to ensure safe access around the community.

4.1.3 Strategies

Education

- Provide more training opportunities to improve road grading and maintenance activities using Tribal Transportation Program (TTP) funds.
- Provide mechanic training to improve local resources for maintenance and repairs of vehicles and heavy equipment. The Council is interested in pursuing training opportunities offered through the BBEDC.
- Train all Council members on how to manage TTP Funds and the BBNA Compact to improve funding management and transportation investments.

Enforcement

- Install street signs at major intersections along Saguyak Avenue at First, Second, Third, and Fourth Streets to enforce traffic control.
- Enforce use of the existing gravel pit through a Memorandum of Understanding with the City to stop excavations on the beach.

Engineering

- Improve drainage along roadways by replacing damaged culverts (especially on Hillcrest Drive), adding additional culverts as needed, and constructing more drainage ditches especially along Saguyak Avenue and at the bottom of Bayou Loop.
- Resurface and regrade all community streets.

- Research funding options for road rehabilitation and culverts. Coordinate with the City to apply for Community Development Block Grants (CDBG) through the Alaska Department of Housing and Urban Development (HUD).
- Purchase needed maintenance equipment including an excavator, bucket loader, and a crusher for the gravel pit. The Council is interested in using BBEDC block grants to the purchase the equipment. They would also like to research maintenance methods used on Indian Reservations in Arizona to potentially implement locally.
- Enhance brush-cutting efforts to improve visibility at blind corners. Prioritize the school zone and intersections along Saguyak Avenue.

Emergency Services

- Provide better response to potholes. This will improve with operator training and equipment purchases.
- Provide dust control by obtaining a water truck to water roads. Consider upgrading the existing Code Red vehicle (firetruck) to use as a water truck for dust suppression.

4.2 WINTER CONDITIONS

4.2.1 Background

Throughout the public involvement process, several winter driving concerns were brought to light including icy roadways, lack of street lighting, and hazards on the beach. Although maintenance operators are consistent with snow removal in Clark's Point, not much is done in the way of ice removal. There are two roads in the community (Hillcrest Drive and Bayou Loop) that have steep grades and embankments downhill and are the most hazardous when icy. At least one recent crash occurred on Bayou Loop in December 2016, which involved an ATV sliding on ice, crashing into a ditch and overturning, resulting in injuries for both the driver and passenger.

In addition, there are no streetlights within the community. Visibility is limited at night and in the winter due to limited daylight hours, which is a concern for drivers, pedestrians, and maintenance operators. Finally, some fishermen leave their set net pipes sticking up on the beach, which can be difficult to see in the winter. Residents are concerned about ATVs colliding with these pipes.

4.2.2 Objectives

Reduce risk of accidents caused by ice and increase visibility during darkness hours.

4.2.3 Strategies

Education

- Utilize VHF radio communication more often to encourage safe winter driving and make announcements about road hazards and ice conditions.
- Train new operators to have replacements for older personnel as they retire.

Enforcement

- Continue existing efforts to ensure snow plowing is performed immediately on priority streets that provide access to essential services such as the school, gas station, airport, water pump station, post office, clinic, and landfill.
- Require people to remove or mark their set net pipes on the beach to reduce risk of ATV collisions.

Engineering

- Widen Hillcrest Drive and install guardrails at engineered locations to improve safety on roads that switchback down the hill.

Emergency Services

- Identify high priority locations for streetlights and have streetlights installed to improve visibility in the dark for drivers, pedestrians, and road operators.
- Obtain ice scraper blades for the grader.
- Hire and train more operators to assist with winter maintenance.

4.3 SCHOOL ZONE & CHILD SAFETY

4.3.1 Background

Residents of Clark's Point expressed concern about safety in the school zone as well as lack of safety gear used for children such as helmets and car seats. First, there is no clearly marked school zone in the community. Council members explained that vehicle control in and out of the school can be chaotic because vehicles do not stop at the intersection to look for oncoming traffic or pedestrians. In addition, young children driving 4-wheelers do not always wear helmets, and pickup truck drivers rarely use car seats for small children. The Council desires addressing all of these issues in a combined emphasis area to improve safety of kids in the community.

4.3.2 Objectives

Increase use of helmets and car seats, and improve traffic flow in the school zone.

4.3.3 Strategies

Education

- Community outreach to educate parents and children about importance of car seats, helmets, and slow speeds in the school zone.
- Advertise availability of rental car seats through the Village Council.

Enforcement

- Continue to encourage young kids to wear helmets on ATVs.
- Evaluate other strategies for helmet enforcement.

Engineering

- Improve traffic control in and out of the School zone through signs, designated pickup/drop-off points, clearly marked parking areas, and other features as needed.

Emergency Services

- Apply for available grants to obtain properly sized helmets for all kids under 16 years old in the community.
- Have at least two car seats on hand at the Village Council office for people to borrow if needed.

4.4 TRAIL SAFETY

4.4.1 Background

Traditional trails leading out of the community are an important means of transportation to access subsistence areas such as hunting grounds, berry patches, and ice fishing ponds. The trails also connect Clark's Point to nearby villages including Ekuik and Dillingham. Since the trails traverse across tundra and wetlands, they can be saturated and muddy during spring through fall, causing ATVs to become stuck. In the winter, the trails are difficult to see because they are not marked. This can cause travelers to get lost during snowstorms, or create their own trails, which contributes to destruction of natural vegetation. Finally, lack of cell phone service is a concern because travelers cannot call for help in emergencies.

A somewhat related concern from the community is conditions at the landfill. Current burning operations are affecting air quality, and fish wastes attract bears into the community. Rabbit Loop Road is the access road to the landfill, which is narrow and surrounded by brush on both sides. This road provides access to a trailhead that leads south of the community towards Ekuik, which is reason for these safety concerns to be grouped

into the Trail Safety emphasis area. The Council desires to evaluate solutions to improve landfill conditions.

4.4.2 Objectives

Improve trail navigation, reduce creation of new trails, enhance emergency response on the trail system, and find solutions for health concerns on the trails near the landfill.

4.4.3 Strategies

Education

- Train more first responders in the community to respond to ATV accidents, and assist with search and rescue on trails.

Enforcement

- Install trail markers along primary subsistence trail routes to ensure people stay on designated trails and assist with navigation in the winter.

Engineering

- Hire maintenance crew to cut brush and grade trails, as needed.
- Work with State environmental programs to inspect the landfill and find solutions to burn waste with reduced air quality impacts as well as improve disposal of fish wastes to abate bear attraction around the landfill and trails leading from this road.

Emergency Services

- Expand cell phone service to provide emergency communication on trail system.
- Assemble a search and rescue crew, obtain and upgrade emergency equipment, and post contact information for emergency personnel.
- Investigate grant options to purchase 10 hand-held VHF radios to have on-hand for search and rescue crews.

4.5 BOATING & BEACH SAFETY

4.5.1 Background

Since Clark's Point is a fishing village, boating is an essential mode of transportation. However, various boating and beach safety improvements are desired. Based on public involvement, drug and alcohol seem to be the largest safety concern. Since Clark's Point is a damp community, alcohol cannot be purchased in town, so people often take their boats to Dillingham to drink at the bars, and then boat back home intoxicated. Another persistent problem is public drug use on the beach. Council members described belligerent people

lingering on the beach almost daily in the summers, and although State Troopers patrol the waters, they rarely stop on the beach. There have been past incidences of violence and trespassing from these intoxicated individuals.

Other issues associated with boating and beach safety include lack of lighting and various potential hazards on the beach. Since there are no lights at the beach, launching at night can be challenging. As described in Section 4.1, excavation activities on the beach creates large holes that can be difficult to see, and so can set nets placed along the coast. Both of these obstacles can be driving hazards for trucks and ATVs driving on the beach.

4.5.2 Objectives

Reduce incidences of intoxicated boating and drug use on the beach, and improve safety and accessibility to the beach for boats and other vehicles.

4.5.3 Strategies

Education

- Improve community outreach efforts about dangers of impaired boating and the necessity of life vests.
- Install large, highly visible banners or signs along the beach to condone public drug use and advocate respecting a safe community.

Enforcement

- Report impaired boating to State Troopers or U.S. Fish and Game.
- Report illegal substance use to State Troopers, especially repeat offenders if needed. Coordinate with Troopers to increase presence and patrolling on the beach, not just in Nushagak Bay.
- Require people to mark their set nets with bright colored ribbons.
- Enforce use of the existing gravel pit through a Memorandum of Understanding with the City to stop excavations on the beach.

Engineering

- Install lights at the beach to improve night boat launching safety.

Emergency Services

- Continue to install the Kids Don't Float loaner board every spring and restock with new life vests as needed.
- Install safety rings and caution signs at the Trident dock.

4.6 DRIVING BEHAVIOR

4.6.1 Background

Speeding and impaired driving are the two highest priorities regarding driving behavior in Clark's Point. Reportedly, summer transients drive at excessive speeds. This is especially a concern around areas where children play and at night with reduced visibility. Locals expressed that impaired driving is frequent as well. They described a crash in June of 2017 involving an impaired driver on an ATV coming up Hillcrest Drive veering off the road into a ditch, resulting in a severe injury and requiring a medevac.

4.6.2 Objectives

Reduce incidences of speeding and impaired driving on local roadways.

4.6.3 Strategies

Education

- Improve collaboration between the City and the Council to develop feasible educational and enforcement strategies provide stricter enforcement of speeding, impaired driving, and other community safety concerns.
- Post flyers to inform community members on procedures and contact personnel for different situations involving impaired or unsafe driving, belligerent individuals, and domestic violence.

Enforcement

- Report impaired driving and traffic accidents to State Troopers.
- Post flyers around town about state laws, local ordinances, and warnings that violators of speeding and impaired driving will be reported. Ensure flyers are posted in public places such as in public places such as the clinic, post office, City and Tribal offices, and the cannery.

Engineering

- Evaluate additional engineering strategies to implement in the future such as speed bumps for gravel roads, traffic counters, speed limit signs, and speed radar signs.

Emergency Services

- Continue to provide training for clinic health aides to ensure qualified medical response is available for emergencies.

- Purchase additional medical equipment, such as a backboard stretcher, to keep at the Village Office for use by trained volunteers in the event that the health aide is unavailable.

4.7 AIR TRANSPORTATION

4.7.1 Background

The Alaska State DOT&PF owns and maintains the Clark's Point airport and gravel runway. Although in generally good condition, the runway occasionally experiences standing water and brush encroaches into the landing strip. Another safety concern is the lack of an airport building to shelter travelers from the elements. Finally, community members would like to see an increased use of airplane car seats for young children.

4.7.2 Objectives

Increase use of car seats on planes, cut brush more often around airstrip, and investigate alternatives for an airport safety building.

4.7.3 Strategies

Education

- Encourage parents to use car seats in planes for young children.

Enforcement

- Investigate enforcement strategies for airport and air transportation safety.

Engineering

- Continue to work with State DOT&PF to ensure runway is maintained (snow plowing and grading), as needed.
- Cut brush surrounding the airport, as needed.

Emergency Services

- Work towards funding, designing, and constructing a public airport building to provide shelter for people waiting at the airport. The building could include restrooms and emergency communications.

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5.0 IMPLEMENTATION PLAN

The Council plans to begin implementation of this TTSP in the 2020 calendar year. The Council will schedule projects based on priorities recommended by the community and approved by the Council. More information regarding project scheduling may be added in the plan during yearly updates.

An Implementation Plan Matrix for each emphasis area is attached in Appendix C. The matrix is to be used by the Council to plan safety projects. The matrix identifies the following information:

- Objectives of the emphasis area
- The strategic linkage, or evidence that shows a need to prioritize the emphasis area
- Success indicators, or completed tasks that demonstrate successful implementation of the proposed projects
- For each of the 4E's of Safety:
 - Actions and proposed strategies to improve the safety emphasis area
 - Target output, or goal of each strategy listed
 - Responsible parties that are assigned to each task listed, subject to change with management positions
 - Date of completion, estimated for each strategy listed, which may be on-going
 - Performance measures that indicate the completion of a project
 - Monitoring and evaluation methods to analyze the effectiveness of a completed project or strategy, which can help improve future project planning

5.1 EVALUATION PROCESS

At least once per year, this plan will be evaluated by the Council's Safety Champion, or other staff members as directed by the Council. The plan will be updated as needed. For example, emphasis areas may be removed, added, or modified as safety measures are successfully implemented or as safety priorities change within the community. A Council meeting, open to the public, will be held to discuss major changes to the plan as well as strategies for future safety projects and decisions regarding potential funding sources.

5.2 NEXT STEPS

Several steps still need to be taken after this plan is finalized. The recommended actions for the Council are listed below in chronological order:

1. Develop an official resolution to adopt this plan
2. Use this plan and data provided in this plan to apply for funds for safety projects through the Tribal Transportation Safety Funds and other sources (see Section 5.3)
3. Apply for safety audits to evaluate the existing transportation facilities and receive recommended solutions to improve safety
4. Include the public in decision making processes via public meetings and announcements to ensure proposed projects are benefitting the community
5. Select strategies outlined in this plan to address safety concerns and begin planning projects, starting with the highest priority emphasis areas
6. Develop a detailed project schedule to keep projects on track and ensure success
7. Apply for funding for engineering, design, and construction services for high priority projects
8. Monitor and evaluate construction activities and performance measures outlined in the Implementation Plan
9. Record completed projects and maintain as-built documents for future use
10. Update this plan and repeat these steps when projects are completed, or every 5 years

5.3 FUNDING SOURCES

Funding is a major element to completing safety improvement projects. Various available funding sources are listed below. This list may not be comprehensive and is subject to change.

- Tribal Transportation Program Safety Funds
 - FHWA manages the Tribal Transportation Program (TTP). Each year under the Fixing America's Surface Transportation (FAST) Act, 2% of available TTP funds are set aside to address transportation safety issues in Native America.

- o More information about this program can be found at:
<https://flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm>
- Alaska DOT&PF Highway Safety Grant
 - o Every year, the Alaska DOT&PF through its Highway Safety Office (AHSO) funds grants which address specific traffic safety priority areas. The Highway Safety Grant is available for Federal Fiscal Year 2019 (October 1, 2018 to September 30, 2019).
 - o Other funding resources are available on their website including grant application forms and instructions, tips and tactics for success, and traffic data sources.
 - o More information can be found at:
<http://www.dot.state.ak.us/highwaysafety/forms.shtml>
- Alaska DOT&PF Highway Safety Improvement Program (HSIP)
 - o The Alaska HSIP annually identifies high accident locations on Alaska roads, evaluates corrective measures, funds the most cost-effective ones, and evaluates their effectiveness after projects are completed. The HSIP mission is to identify and fund highway safety projects that maximize lives saved and injuries eliminated per dollar spent.
 - o More information can be found at:
<http://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml>
- Alaska Transportation Alternatives Program (ATAP)
 - o The ATAP provides funding for programs and projects defined as transportation alternatives meeting eligibility requirements. There are over \$2.6 Million in funds available for rural communities within the State for Fiscal Year 2018. Availability of funding in future years is to be determined.
 - o More information can be found at:
<http://dot.alaska.gov/stwdplng/atap/index.shtml>
- Alaska DOT&PF Safe Routes to School Grant
 - o Grants are available through the Safe Routes to School Program to help plan, design, or complete construction improvements that enable and encourage children to safely walk or bicycle to school.
 - o More information can be found at:
<http://www.dot.state.ak.us/stwdplng/saferoutes/grants.shtml>

- Alaska DOT&PF Statewide Transportation Improvements Program (STIP)
 - The Alaska STIP helps fund air, land, and water transportation projects in Alaska that have been formally proposed by residents, elected officials, and transportation professionals every four years.
 - More information can be found at:
<http://dot.alaska.gov/stwdplng/cip/stip/index.shtml>
- Alaska DOT&PF Public Transit Funding
 - The State of Alaska maintains various public transit programs to aid in funding across the state. These include the Non-Urban Formula Grants, Rural Transportation Assistance Program (RTAP), American Recovery and Reinvestment Act of 2009 (ARRA) Funding Distribution, and the Tribal Transit Program Funds.
 - More information can be found at:
http://dot.alaska.gov/transit/pt_funding_overview.shtml
- Denali Commission Grants
 - The Denali Commission is an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska. Various funding opportunities are available through their Energy Program, Transportation Program, Health Facilities Program, and Training Program.
 - More information can be found at: <https://www.denali.gov/grants/>
- Grants.gov
 - [Www.grants.gov](http://www.grants.gov) is a public website where all federal agency discretionary funding opportunities are posted for grantees to find and apply to them. The search function can be used to sort out transportation related grants. Some grant postings close after only two weeks, so it is important to check for opportunities frequently.
- Better Utilizing Investments to Leverage Development (BUILD) Grants
 - The BUILD discretionary grant program awards funds on a competitive basis for road, bridge, transit, rail, port, or intermodal transportation projects that will have a significant local or regional impact.
 - More information can be found at:
<https://www.transportation.gov/BUILDgrants>

A general outline of additional national and state-level grant and safety programs is provided below. Some of the programs are dedicated specifically to safety, while others have broader application.

- FHWA funds, administered by the states for safety only, include:
 - Hazard Elimination Program (HES)
 - Highway-Rail Grade (public) Crossings
- FHWA funds, administered by the states for activities, including safety:
 - Surface Transportation Program (STP)
 - Interstate Maintenance (IM)
 - Highway Bridge Replacement and Rehabilitation Program (HBRRP)
 - Intelligent Transportation System (ITS)
 - Highway Planning and Research (HPR)
- US DOT sponsored training programs, including safety topics:
 - National Highway Institute (NHI)
 - Tribal Technical Assistance Program (TTAP)
 - US DOT transportation project grants
- National Highway Traffic Safety Administration (NHTSA) funds administered by the states through the Governor's representative (safety only):
 - State and Community Highway Safety Grant
 - Intoxicated Driver Prevention Program
 - Alcohol-impaired Driving Countermeasures Incentive Grants
 - Safety Incentive Grants for the Use of Seat Belts
 - Occupant Protection Incentive Grants
 - State Highway Safety Data Improvement Grants
 - Child Passenger Education Program
 - Research and Demonstration Grants
 - Training
- IRR Program jointly administered by the Bureau of Indian Affairs (BIA) DOT and the Federal Lands Highway Office and funded by FHWA:
 - 2% Planning Funds
 - Construction Funds
 - Safety Management Systems (SMS)

- o Tribal Highway Safety Improvement Program (THSIP)
- Highway Safety Programs administered by BIA Highway Safety Office (HSO) program and funded by NHTSA (safety only):
 - o State and Community Highway Safety Grant
 - o State Highway Safety Data Improvement Grants
 - o Child Passenger Education Program
- State funded and administered (not all states):
 - o State Highway Funds
 - o State Safety Funds
 - o Transportation Loan Programs
 - o Local Technical Assistance Program (LTAP)

5.4 ADDITIONAL SAFETY RESOURCES

Safety resources are continuously evolving. A short list of health and safety organizations useful for Alaskan communities is provided below. Many of these programs can provide educational resources such as posters, as well as safety gear for communities such as helmets and life jackets.

- The Alaska Department of Health and Social Services (DHSS) provides several significant Injury Prevention Programs including Helmet Safety, Bike-n-Walk Safely, Kid's Don't Float, and more. A few of these programs are described in further detail below. For more information on the other programs, visit:
<http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/default.aspx>
- Alaska Helmet Safety Program – The Alaska DHSS provides various resources for youth ATV safety and helmet education. Grant opportunities may be available. Program and contact information can be found at:
<http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/HelmetSafety/atv/default.aspx>
- Alaska Reflector Program – The Alaska DHSS reflector program works to increase the safety of children by using reflective, high-visibility products. Program and contact information can be found at: http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/Reflector_Old/Default.aspx
- Center for Safe Alaskans – This program works to prevent injuries, promote wellbeing and improve safety for all Alaskans. They provide several services including FREE reflective tape, car seat assistance, and more. Find more information at: <https://safealaskans.org/>

- Bristol Bay Area Health Corporation – BBAHC provides health care services, as well as the Community Health Aide Program, Emergency Medical Services (EMS)/first responder training, and other health educational programs for communities within Bristol Bay. Find more information at: <https://www.bbahc.org/>
- Centers for Disease Control and Prevention (CDC) – The CDC has a multitude of motor vehicle safety resources including “Get the Facts” sheets, State Fact Sheets, and “What Works” strategy sheets for various safety topics including child passenger safety, seat belts, teen drivers, older adult drivers, impaired driving, distracted driving, pedestrian safety, Tribal road safety, bicycle safety, and more. Find more information at: <https://www.cdc.gov/motorvehiclesafety/>
- NHTSA – Fatality Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. The site offers a customizable fatality data query system. This site also provides road safety resources and tips for various safety topics.
FARS: <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>
Road Safety Tips: <https://www.nhtsa.gov/road-safety>
- National Safety Council – This organization provides resources on developing a Safety Management System (SMS), which is a continuous improvement process that reduces hazards and prevents incidents. Find more information at: <https://www.nsc.org/work-safety/tools-resources/safety-for-business/ask-us>
- Road Safety Audits (RSAs) – The FHWA provides resources for conducting RSAs, which are an effective tool for proactively improving the future safety performance of a road project during the planning and design stages, and for identifying safety issues in existing transportation facilities. Find more information at: <https://safety.fhwa.dot.gov/rsa/>
- FHWA Tribal Transportation – This website provides an overview of tribal transportation safety topics, programs, policies, crash data, and more. https://www.fhwa.dot.gov/tribal/topics/safety/saf_ack/saf_guide.htm
- Countermeasures that Work – A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, NHTSA. https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf

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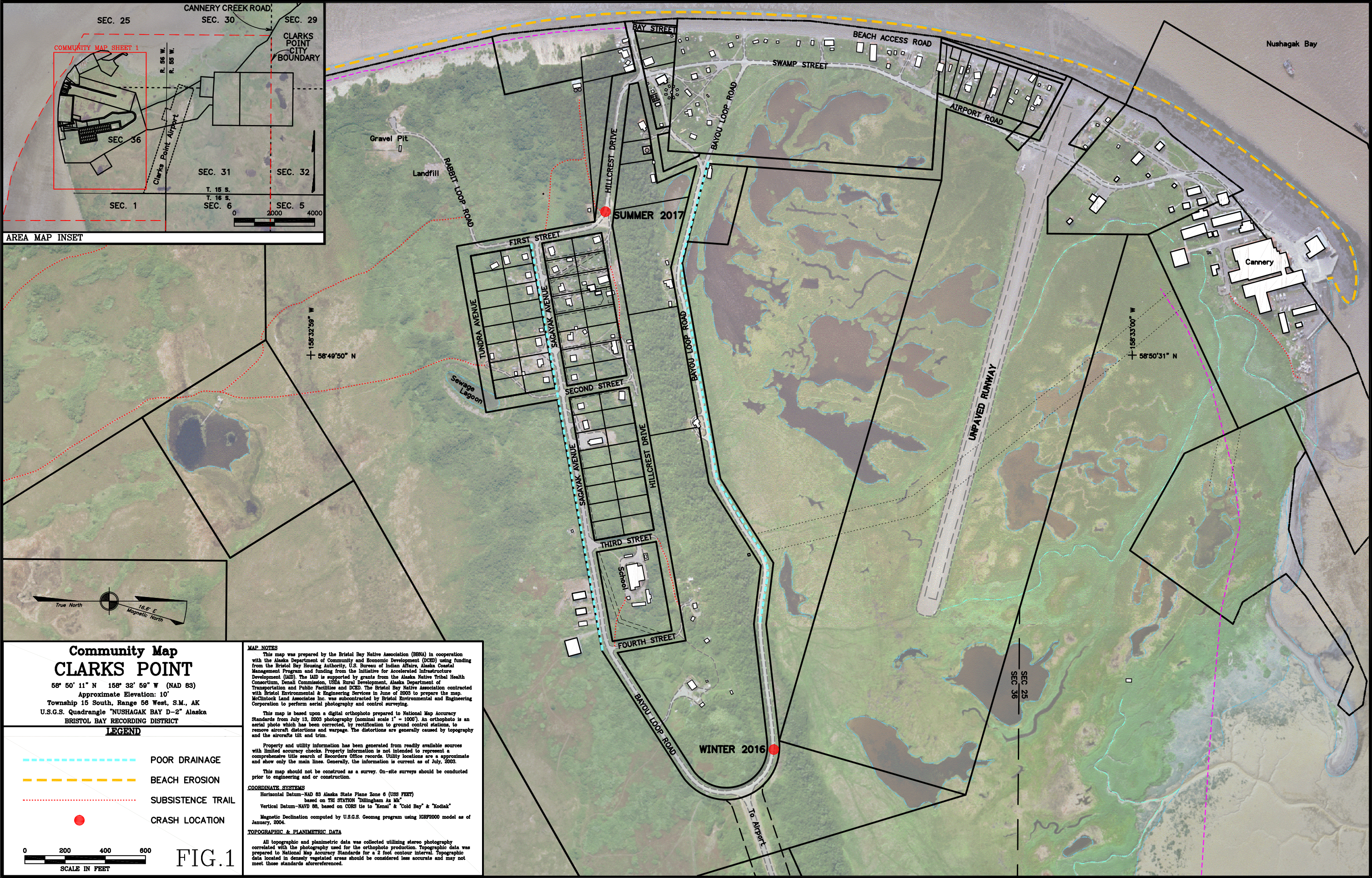
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FIGURES



APPENDIX A: PUBLIC INVOLVEMENT



TRIP REPORT & MEETING MINUTES

Project: **BBNA THMP & TTSP Project**

Bristol Project No: 32190013

Reference: Clark's Point Planning Team Meetings & Public Meetings

Date of Meeting: October 11, 2018

Location of Meeting: Clark's Point Tribal Building

Participants:

Bristol: Danielle Dance, Jackie Wander

BBNA: Annie Fritze

Planning Team: See attached sign in sheet

Public Meeting: See attached sign in sheet

Summary

Jackie, Danielle, and Annie arrived in Clark's Point around 9:30 AM on October 11, 2018. They held a meeting with the planning team from 10:30 AM to 3:30 PM to discuss the Tribal Hazard Mitigation Plan (THMP) Project. We went through Worksheets #1-6 to collect background information for the plan including hazards to profile, community assets, vulnerability statements, mitigation goals, and potential mitigation strategies.

We did not have enough time to discuss the Tribal Transportation Safety Plan component of the project. The planning team was receptive to the idea of meeting with Bristol in Anchorage during the BIA Providers Conference in November.

From 4:00 PM to 5:15 PM, a public meeting was held in the Tribal Building. Jackie, Danielle, and Annie departed Clark's Point around 5:30 PM and stayed overnight in Dillingham. Notes taken during the planning team and public meetings are summarized below. Completed worksheets are attached to the end of the meeting minutes.

THMP Planning Team Meeting Notes

Worksheet 1 – Hazard Identification

- Avalanche
 - Flat tundra, no avalanches here
 - Do not profile
- Drought
 - When there is a mild winter with little snow, the following summer tends to be much hotter with little rain, but it does not happen very often
 - Significant affect to area, primarily the water sources and vegetation
 - Concerned about wells going dry, algae health hazards? No backup water supply, this could create a real emergency situation,
 - Happens every 3 to 5 years

- Earthquake
 - Last big earthquake that had significant impact to the community was in 1964, before there were homes up on the bluff, everyone had to evacuate, they had to spearhead a shelter, shut the school and cannery down, everyone had to climb the hill, everyone evacuated but one person, after that they built stairs up the hill, they dug out shelters, were up there for about 5 hours because of tsunami warnings, it was winter and very cold, the steel chimney stacks of the cannery clanged together.
 - Other earthquakes have only been minor tremors, never see structural damage, slight shaking, it's possible that things might fall off the wall, but hasn't happened recent
 - There was no loss of service during the '64 earthquake, but if there was an earthquake today, a tsunami would possibly reach the buildings up on the bluff
 - It's been quite a while since they've felt small tremors
- Erosion
 - Red across the board, bad erosion issues down by the water, losing beach front property every year, want a retaining wall or seawall like Togiak, also some erosion on the roadways in upper village
 - Would like the village to know that the graveyard is a priority and will be washing out soon, build a retaining wall around
 - or move the cemetery
 - What grants are available to relocate cemetery and other buildings?
 - Sometimes they excavate on the beach to get gravel for the roads, which increases the erosion rates, the beach washes away really easily
- Extreme Cold
 - Experience once in a great while, not as cold as it used to be due to climate change, especially a concern while traveling, need to take extra provisions
 - Can have an effect on water and sewer, 20 years ago, had a cold spell, sewer line was part of City maintenance, caused raw sewage exposure in the winter, had to sue through the City to be able to pay the maintenance workers, buried sewer pipes in the roadway are almost 40 years old, freeze thaw cycles can cause pipes to shift, insulation issues, lines are shallow because roads have worn down
 - 38-42 degrees below, worst case scenario in the past
 - Cold weather every 5 years or so
- Extreme Heat
 - So hot while picking salmon berries, had to drink a lot of water, 1993 or 1994, had a fire between Clark's Point and Ekuk, the tundra was so dry, someone dropped a cigarette
 - Very hot summer 3 years ago, in the 90-degree range
 - Water table dropped, it was a lot dryer
 - About 3 degree temperature difference between up on the hill versus down low
- Flood
 - Fall floods, have not seen it as much anymore like they used to due to climate change, the old bottom village would be underwater by about 5 to 6 feet
 - Flooding does not really happen in the upper portion of the village
 - The flood typically lasts until the tide subsides, unless there are bad winds

- Ship Creek rose 5-6 feet, they could take their boats up
 - Most recent flood was this last August, affected the cannery area and old airport, the old airport acts like a break, flooding behind cannery (erosion issues)
 - 15 years ago, had issues flying, 4-foot tide waves
 - People lost their outboards, motors, skiffs, fuel tanks, 4-wheelers, nets, etc. had homes flooded, containers were relocated, happened in August, disaster declared
- Landslides
 - Yes it happens on the bluff, it would affect the entire community because it could block the access road to the lower village
 - Slide happened due to heavy rain on Hillcrest Drive, a couple of years ago, took out trees, took a year to redo the road, people could still use the road in the meantime but they had to be very cautious
- Severe Wind
 - Winds can also increase severity of landslides, erosion and flooding issues
 - During the landslide that happened, felt like 90 mph winds like a hurricane, also blew off half of a roof, airplanes can't land, people could not get in and out of the community for several days (3 max), winds can be felt differently at upper and lower village areas
 - Have high wind storms about every fall, also happens in the spring, sometimes in the summer, but does not happen very often where it's over 35 mph
 - Don't have a crosswind runway, planes have had to land on the old airport runway during severe winds
- Severe Winter Weather
 - Had bad storms when they were kids, had to dig people out, get bad ice on the roads that people needed chains to drive or else had to walk which could be dangerous too,
 - Happens less frequently than every 10 years
- Subsidence
 - Roads and trails are experiencing subsidence, especially in swampy tundra areas
 - Bayou Loop Road is sinking, people get stuck when the water runs down, tractor fell down hill, need to build up the roads and trails
- Tsunami
 - Lower village would be affected by large waves, could have catastrophic damage
- Volcano
 - Have had ash fall but does not really affect the community
 - Can affect the airplanes
 - The volcanic eruption down the chain a few years ago that affected the Dillingham area
 - Would like to profile so they could have a warning system for residents, education
- Wildfire
 - There was a fire across the river near Manokotak, needed planes to suppress, tundra fire in 2012, significant impact on Manokotak and Dillingham, if the wind had changed, the smoke could have come into Clark's Point, fire burned for 5 days before homeland security and forestry division brought a bladder of water, burned many acres including some of their corporation land, remote control airplane crashed and started the fire

- Could affect the entire community depending on direction and strength of wind
- Have a code red vehicle that is pulled behind a 4-wheeler, but don't know how well maintained it is
- Interior fire up north on Nushagak and affected the elders, 4 years ago

Worksheet 3 – Risk Analysis

- Research best approach to address residential assets, Diane Tennyson's home is in the flood zone
- They have 2 cemeteries – location identified on maps
- 5 total people in the clinic when the dental people are there
- Workers of the facility assets would be impacted by volcanic ash fall
- City maintenance has heavy equipment parts, antifreeze, oil, electrical parts, etc.
- City tank farm is located at the base of the bluff and can experience erosion, landslide, flood and tsunami
- Catholic church is down in the old townsite
- Landslide came pretty close to the Old school site in the past
- There are 2 cemeteries up on the hill and 4 down in the old village site
- Tom and Diane live in old village site
- Power poles could blow over and block access to the roads
- Drainage issues at the airport, had to install a culvert, subsidence/sinking issues
- Erosion would be impacted by beach erosion because of gravel source
- Foundation of weather station is experiencing erosion on the sides

Worksheet 4 – Vulnerability Statements

- Reviewed potential statements based on previous discussions (see attached)
- Want to protect the graveyards soon, high priority
- Email Danielle for more vulnerability statements

Worksheet 5 – Mitigation Goals

- Improve emergency response resources
- People could meet at the school in the event of an emergency, but it is locked up in the summer. They could renovate the existing shelter building down in old site – talked about funding this with the late Julie Baltar. Somewhere to have running water, kitchen, shower, etc.
- Sharing hazard information with community members.

Worksheet 6 – Mitigation Strategies

- Have two backup water wells but need piping and lift station, much less capacity than other wells within the community
- Just started brush cutting this year, need to do it every year
- Schools provide education for earthquake procedures, educational materials on TV
- Back in the 1980s, there was a study for mitigating erosion, funding never came through
- Excavating for gravel on the beach is contributing to erosion, they need to stop this because there is an existing gravel source, need to coordinate with the City to agree on a method to address the issue, post DEC regulations on beach??

- Roads need to be resurfaced, geotextile is becoming exposed and rotting
- Would like to see BBNA or BBEDC CDL operator training and mechanics
- Clara Clark Gravel Sales (Gave Bristol a copy of DCCED Business License Certificate)
- They use to have a wind monitor, would like to bring it back
- Just purchased a “cat in the box,” in the event that power went down, for a backup power supply. Etsy Machinery was supposed to come and install online but have not yet. Have 4 generators.
- Need to order new scrapers for the grader, they have sanders but it is hard to find people to work and sand the roads
- Clinic used to have a satellite phone, not sure if they have it still, research cost

TTSP Planning Team Meeting Notes

- Briefly explained the project and requirements for the emphasis areas and implementation plan, but did not have enough time to discuss strategies
- The Council is unsure how much TTP funding they have available. They want to know how much funding is available to work on the roads.
 - Council meetings are the third Thursday of every month, but they will all be in Anchorage for AFN this next meeting
 - Do they need an MOU?
- Could meet in Anchorage during the BIA Conference to complete implementation plan
- During the public meeting, two planning team members agreed with the candidate emphasis areas presented

THMP Public Meeting Notes

- The school principal has only been in Clark’s Point for 2 years, so he has not experienced many hazards there himself, but he says he has seen remnants of typhoons that have hit the area originating from Japan, and the erosion impacts
- Subsistence areas are a major asset, especially fishing. They have had incidences where tender boats have sunk causing oil leaks, people have had to pull their nets. They would like better response or protection for this, such as having containment booms on hand
- The City has a volunteer fire department, but it may be inactive, they have not met for a while. They used to be trained when they first got the code red vehicle through a state grant. Would like to pursue rejuvenating this program.
- Clark’s Point has issues with public involvement, getting people to the public meetings. They think newsletters would be a productive means of communication.
- The Red Cross is going to show the principle how to make the school a shelter

TTSP Public Meeting Notes

- This summer, an overloaded tender boat sunk off the coast of Clark’s Point, a couple of deckhands and the captain drowned
- Safety concern regarding poor drainage at the bottom of the hill on Bayou Loop, where ice jams occur, blocking access for fuel, etc.
- Unmarked nets on the beach can be a safety hazard because they can be hard to see for drivers on the beach, would like people to mark with bright orange ribbon

Attachments:

1. Planning Team Meeting Sign-in Sheet
2. Planning Team Meeting Agenda
3. Worksheet #1: Hazard Identification
4. Worksheet #3: Asset Analysis
5. Worksheet #4: Vulnerability Statements
6. Worksheet #5: Mitigation Goals
7. Worksheet #6: Mitigation Strategies
8. Safety Plan Candidate Emphasis Areas
9. Clark's Point Gravel Pit Business License
10. Public Meeting Sign-in Sheet
11. Public Meeting Flyer
12. Public Meeting Handouts
13. Public Meeting Presentation Slides

End Meeting Minutes

CC: File

Planning Team Meeting

Clarks Point Tribal Hazard Mitigation Plan (2019 - 2024) & Tribal Transportation Safety Plan

Date / Location: October 11, 2018

Sign In Sheet

[illegible]

HAZARD MITIGATION PLAN & TRANSPORTATION SAFETY PLAN

PLANNING TEAM MEETING AGENDA

Hazard Mitigation Plan

- 10:30 AM Introductions
Project Background & Schedule
- 10:45 AM Worksheet 1 – Hazard Identification
Worksheet 2 – Hazard Analysis
- 11:30 AM Worksheet 3 – Risk Analysis
- 12:00 PM LUNCH**
- 12:30 PM Worksheet 4 – Vulnerability Statements
Worksheet 5 – Mitigation Goals
- 1:00 PM Worksheet 6 – Mitigation Action Plan
- 1:45 PM BREAK**

Transportation Safety Plan

- 2:00 PM Determine Emphasis Areas
- 2:15 PM Implementation Plan Matrix
- 3:15 PM Closing Statements
Action Items
- 3:30 PM BREAK**

4:00 PM COMBINED PUBLIC MEETING (2 HOURS)

WORKSHEET #1: HAZARD IDENTIFICATION

Use this worksheet to identify which hazards are most significant to your community planning area. Follow the instructions provided on pages 9 and 10.

Write “Blue” “Green” “Yellow” or “Red” in Columns A-D based on definitions in Tables 1-4 on Pages 9-10.

Write “Yes” or “No” in Column E depending on the outcome of Column D.

	Column A	Column B	Column C	Column D	Column E
Hazard	Location (Geographic Area Affected) (Table 1)	Maximum Probable Extent (Magnitude / Strength) (Table 2)	Probability of Future Events (Table 3)	Overall Significance (Table 4)	Profile (Yes/No)
*Avalanche	Blue	Blue	Blue	Green	No
Drought	Yellow	Yellow	Yellow	Yellow	YES
Earthquake	Red	Green	Green	Green	YES
Erosion	Red	Red	Red	Red	YES
*Extreme Cold	Red	Yellow	Yellow	Red	YES
*Extreme Heat	Red	Yellow	Yellow	Yellow	YES
Flood	Yellow	Red	Yellow	Yellow	YES
*Landslide	Red	Yellow	Yellow	Yellow	YES
Severe Wind	Red	Green	Yellow	Yellow	YES
*Severe Winter Weather	Red	Green	Yellow	Yellow	YES
*Subsidence	Yellow	Blue	Green	Green	YES
Tsunami	Yellow	Red	Blue	Yellow	YES
Volcano	Red	Green	Green	Green	YES
Wildfire	Red	Red	Yellow	Red	YES
Other					

* Definitions for selected hazards are located on the back for clarification.

SELECT HAZARD DEFINITIONS

Extreme Temperatures (i.e. Extreme Cold, Extreme Heat): Extreme temperatures constitute different conditions in different parts of the country. In regions that are accustomed to winter weather, extreme cold temperatures involve temperatures between 20° F to -50° F. These temperatures can occur after a winter storm or during long durations of storm inactivity. Similarly, extreme heat is usually recognized as the condition where temperatures consistently stay ten or more degrees above the average high temperature for extended periods of time. Fatalities can occur from extreme temperatures by causing hyperthermia or frostbite in cold regions and hypothermia in warmer regions.

Landslide / Avalanche: A landslide is the movement of a mass of debris, rock, or earth by force of gravity down a slope. An avalanche is the movement of snow and debris down a slope by force of gravity. Landslides and avalanches occur when the stability of the slope changes from stable to unstable. This can be caused by storms, earthquakes, volcanic eruptions, fire, erosion, rapid temperature changes in the case of avalanches, and other human-induced activities. Steep slopes and long slopes have a higher probability to slide. High soil water content and/or slopes with low vegetative coverage are also likely to slide. Landslides and avalanches cause infrastructure and property damage, environmental disturbance, and possible injuries and fatalities.

Severe Winter Weather: Severe winter storms can include snow, freezing rain, sleet, or a mix of the previous forms of precipitation. Heavy snowfall occurs when large quantities of snow is produced in a short period of time. Drifting snow creates an uneven distribution of snow caused by strong winds. This weather can cause power outages, downed trees, and property damage. It can also cause deaths and injuries.

Subsidence: Subsidence is the settling over time or sudden sinking of surface soils due to subsurface movements. Some causes of subsidence are thawing permafrost, declining ground water levels, compactions, mining, and drainage of organic soils. Subsidence can destroy or damage infrastructure or buildings near areas affected by a sudden or gradual collapse of surface area.

NOTE: If you have any questions about the hazard definitions, or about Worksheet #1 in general, contact Danielle with Bristol at (907) 743-9394.

Clarks Point Planning Meeting Map Notes



INSTRUCTIONS FOR WORKSHEET #1

Worksheet #1 is a tool to determine which hazards to include in the Tribal Hazard Mitigation Plan (THMP). Use these classifications / definitions to help identify the most significant hazards that affect your community. Give each hazard on Worksheet #1 a color code based on the definitions provided in Tables 1 – 4.

1. Location (Geographic Area Affected) – [Column A]

This classification describes where the hazard occurs, how often it occurs, and how much of the community was impacted.

Table 1: Location (Geographic Area Affected)

Color Code	Area Affected	Definition
BLUE	Negligible	- Only one small area or none - Less than 10% of planning area - Isolated single-point occurrences
GREEN	Limited	- Only some of the community 10% to 25% of planning area - Limited single-point occurrences
YELLOW	Significant	- Most of the community 25% to 75% of planning area - Frequent single-point occurrences
RED	Extensive	- Almost all or All of the community 75% to 100% of planning area - Consistent single-point occurrences

2. Maximum Probable Extent (Magnitude / Strength) – [Column B]

This classification describes how much damage was done, how fast and for how long the hazard impacted the community, and the strength or magnitude of the hazard on a scientific scale, if applicable.

Table 2: Maximum Probable Extent (Magnitude/Strength)

Color Code	Maximum Extent	Definition
BLUE	Weak	- Little to no damage done - Slow speed of onset or short duration of event - Limited classification on scientific scale (if applicable)
GREEN	Moderate	- Some damage and loss of services for days - Moderate speed of onset or moderate duration of event - Moderate classification on scientific scale (if applicable)
YELLOW	Severe	- Devastating damage and loss of services for weeks or months - Fast speed of onset or long duration of event - Severe classification on scientific scale (if applicable)
RED	Extreme	- Catastrophic damage and uninhabitable conditions - Immediate onset or extended duration of event - Extreme classification on scientific scale (if applicable)

3. Probability of Future Events – [Column C]

This classification describes the possibility of the hazard occurring in the next year, and how often the hazard will occur.

Table 3: Probability of Future Events

COLOR CODE	Probability of Future Event	Definition
BLUE	Unlikely	- Less than 1% probability of occurrence in the next year - Recurrence interval of greater than every 100 years
GREEN	Occasional	1% to 10% probability of occurrence in the next year - Recurrence interval of 11 to 100 years
YELLOW	Likely	10% to 90% probability of occurrence in the next year - Recurrence interval of 1 to 10 years
RED	Highly Likely	90% to 100% probability of occurrence in the next year - Recurrence interval of less than 1 year

4. Overall Significance – [Column D]

This classification provides a way to determine how much impact the hazard has on the community. This classification is based on the classifications from Tables 1 – 3 (Columns A – C).

Table 4: Overall Significance

COLOR CODE	Impact	Definition
GREEN	Low	- Event has minimal impact on planning area - Two or more criteria fall in lower classifications (2 or more BLUE) - Profile – Likely doesn't need to be profiled but can
YELLOW	Medium	- Event's impacts on the planning area are noticeable but not devastating - Criteria fall mostly in the middle ranges of classifications (2 or more GREEN or YELLOW) - Profile – Choice of the Planning Team
RED	High	- Event is likely/highly likely to occur with severe strength over a significant or extensive portion of the planning area - Criteria consistently fall in the high classifications (2 or more RED) - Profile – Definitely profile

5. Profile (Yes OR No) – [Column E]

For the purposes of the THMP, "profile" means to include the hazard in the plan and analyze in more detail. Not all hazards need to be profiled for your community. Only hazards with a moderate to high overall significance should be included in the plan, but the Planning Team can choose to profile any hazard as they see fit. Use Table 4 (Column D) to determine if the hazard should be profiled.

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Drought	Earthquake	Erosion	Extreme Temperatures	Flood	Landslide	Severe Wind	Severe Winter Weather	Subsidence	Tsunami	Volcano	Wildfire
Homes															
Sharon Clark	3	Saguyak Lot 9	\$ 160,000							X					
Richard Clark	1	Saguyak Lot 1	\$ 100,000							X					
Joel Clark	2	Saguyak Lot ?	\$ 100,000							X					
Henry Wassily Sr.	5	Saguyak Ave	\$ 100,000							X					
Harry Wassily Sr.	\	Saguyak Ave	\$ 180,000							X					
Betty Gardiner	1	Saguyak Ave	\$ 160,000							X					
Jerry Gardiner (rental)	2	Saguyak Ave	\$ 160,000							X					
Imogene Gardiner (rental)	4	Saguyak Ave	\$ 160,000							X					
Joseph Wassily	1	Saguyak Ave	\$ 180,000							X					
George Ramondos	2	Saguyak Ave	\$ 100,000							X					
Mariano Floresta	1	Saguyak Ave	\$ 160,000							X					
Paul George	1	Saguyak Ave	\$ 100,000							X					
Judy George	4	Saguyak Ave	\$ 100,000												
Steven Aikins (Robert)	1	Hillcrest Dr	\$ 160,000							X					
Nattie / David	6	Saguyak Ave	\$ 100,000							X					
Michael Wassily	5	Tundra Ave	\$ 50,000							X					

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Drought	Earthquake	Erosion	Extreme Temperatures	Flood	Landslide	Severe Wind	Severe Winter Weather	Subsidence	Tsunami	Volcano	Wildfire
Robert Wassily	1	Saguyak Ave	\$ 160,000							X					
Harry Wassily Jr.	0	Saguyak Ave	\$ 160,000							X					
Gusty Wassily Sr.	5	Saguyak Ave	\$ 200,000							X					
Logan and Betty	7	Hillcrest Dr	\$ 250,000							X					
Anthony Clark	1	Hillcrest Dr	\$ 160,000							X					
Aurora / Maris	2	Upper Bayou Loop	\$ 100,000							X					
William Norbert	4	Upper Bayou Loop	\$ 50,000							X					
Diane Tennyson	3	Airport Road (1/4 mi)	\$ 200,000							X					
Community Assets															
Clinic	5		\$ 500,000	X	X	X	X			X	X			X	X
Post Office	3		\$ 200,000		X		X			X	X			X	X
City Hall	1		\$ 100,000		X		X			X	X			X	X
Generator Building	3		\$ 400,000		X		X			X	X			X	X
City Maintenance	N/A		\$ 100,000		X					X	X				X
Water Pump Station	1	Hillcrest Dr	\$ 500,000	X	X		X		X	X	X			X	X
Saguyak Building	N/A	Saguyak Ave	\$ 200,000		X					X	X			X	X
Village Council Building	3	Saguyak Ave	\$ 800,000	X	X		X			X	X			X	X

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Drought	Earthquake	Erosion	Extreme Temperatures	Flood	Landslide	Severe Wind	Severe Winter Weather	Subsidence	Tsunami	Volcano	Wildfire
Village Trailer 1	3	Saguyak Ave	\$ 75,000	X	X		X			X	X			X	X
Village Trailer 2	1	Saguyak Ave	\$ 50,000	X	X		X			X	X			X	X
City Tank Farm	1	Nushagak St	\$ 500,000		X	X	X	X	X	X	X		X	X	X
Village Tank Farm	N/A	Nushagak St	\$ 100,000		X		X	X	X	X	X		X	X	X
Catholic Church	N/A	Gardiners Way	\$ 50,000		X			X		X	X		X		X
Village Old Territorial School	N/A	Lower Hillcrest Dr	\$ 500,000		X	X	X	X	X	X	X		X	X	X
Upper Cemetery (2)	N/A	Down the hill	Priceless		x										X
Lower Cemetery (4)	N/A		Priceless		X	X		X					X		X
Old Village Homes and Cultural Assets	3	Down the hill			X	X	X	X		X	X	X	X	X	X
Beach	N/A				X	X	X	X	X	X	X	X	X		
Cannery	N/A				X	X	X	X		X	X	X	X		X
Old Airport	N/A				X	X		X		X	X		X		X
Roads	N/A				X	X	X	X	X	X	X	X	X		X
Saguyak Lands	N/A			X		X	X	X	X	X	X		X		X
Airport	1				X		X			X	X	X		X	X
Overhead power and Communications lines (GCI, Nushagak, Bristol Bay Towers)	N/A				X	X	X	X	X	X	X	X	X		X
City Sewer lines	N/A				X		X				X	X			
Sewage Lagoon	N/A				X		X								X
Landfill	N/A				X	X				X	X				X
Water lines	N/A			X	X	X	X				X	X			X
Weather Station	N/A				X	X	X			X	X			X	X

WORKSHEET #4: VULNERABILITY STATEMENTS

Develop a list of Vulnerability Statements (i.e. Problem Statements). These statements should summarize the most significant risks and vulnerabilities in the community that were identified during the hazard analysis and risk analysis.

Below is a small set of examples.

- The North Creek Sewage Treatment Plan is located in the 100-year floodplain and has been damaged in past events.
- The community's marine fuel header has begun to sink into the ground and slant to one side.
- The boardwalk to the new school, which is used for evacuation, has ground failure damage.

Vulnerability Statements:

1.) The old village site and cultural assets including the cemeteries are close to the shore and at risk to become damaged or lost from erosion and flooding. _____

2.) The community does not have a back up water source and are concerned about their wells being impacted by drought and earthquakes. _____

3.) The community has limited maintenance and emergency response equipment. _____

4.) Residents are unable to access the lower village at times due to landslides and ice on Bayou Loop and Hillcrest Drive. _____

5.) The community has overhead power lines that could be affected by severe wind. There is no cross wind runway so planes are not able to land. _____

6.) The vegetation around the community dries out and becomes a fire hazard due to drought and high heat conditions. _____

7.) Water and sewer utilities are buried shallow in the road corridor and are susceptible to freezing during extreme cold temperatures. The community has limited funding to repair damages. _____

WORKSHEET #5: MITIGATION GOALS

Develop a list of Mitigation Goals. Mitigation goals are general guidelines that explain what the community wants to achieve with the Tribal Hazard Mitigation Plan. They are broad policy-type statements that are long-term, and represent the vision for reducing or avoiding losses from the identified hazards.

The following are a few examples of mitigation goals.

- Promote development that is disaster-resistant.
- Build capacity of the Tribe to prepare, respond to, and recover from disasters.
- Reduce possibility of damages from [disaster].
- Promote recognition and mitigation of all natural hazards that affect the Community.
- Prevent damage to structures and infrastructure.
- Promote cross-referencing of mitigation goals and actions with other Tribal planning mechanisms and projects.

Mitigation Goals:

- 1.) Improve emergency response resources. _____

- 2.) Education goal _____

- 3.) Cross-referenceing plans. _____

- 4.) _____

- 5.) _____

- 6.) _____

- 7.) _____

- 8.) _____

- 9.) _____

- 10.) _____

Worksheet #6 Mitigation Actions

ACTIONS
Column B2
Description
Drought - back up water supply, public awareness extra water supply, two wells that are drilled but need to be piped. Lift station
Wildfire - Safe contained water tank, Code Red cart inspection, replace and upgrade fire equipment as needed, emergency plan, brush cutting for fire barrier
Earthquake - educational materials
Erosion - seawall/retaining wall around cemetery and/or relocation, continue measuring erosion, Stop gravel extraction from beach, build up roads, new drainage features
Extreme temperatures - class for hypothermia, continue to repair pipes, inspect thaw wires on water and sewer,
Flooding - Warning system, resources for repair from floods, improving drainage, operator training for road maintenance (BBEDC)
Landslides - cones around the landslide area, Landslide caution signs, quick response to compact area before repairs for equipment access
Severe Wind - wind monitoring system, Cross -wind runway, train people for utility repair, "cat-in-the-box" online, Review of agreement between school and city for back up power Severe Winter Weather - continue to provide snow removal service, new scrapers, ice cleats, identify people to sand roads, sign "Caution icy road", communication methods (acquire satellite phone), identify resident with VHF equipment and get an agreement to use).
Subsidence - build up roads and trails especially Bayou Loop Road

Worksheet #6 Mitigation Actions

ACTIONS
Column B2
Description
Tsunami - awareness for community members, tsunami warning system, updating the shelter, encourage use of Queen Slough
Volcano - educate community about proper mask usage, ensure the clinic has masks,
Ensure health aide is available.
education on hazards - brochures, monthly meeting on each of the hazards, emergency plan, cemetery mitigation items

Clark's Point Tribal Transportation Safety Plan
Candidate Emphasis Areas

Emphasis Area	Strategic Linkage	Potential Strategies
Road Improvements	Existing conditions, potholes, damaged culverts, standing water	- Resurface roads - New drainage ditches and culverts - Street signs at intersections
Road Maintenance	- Lack of trained operators - Lack of gravel source, beach excavation causing erosion	- Operator training - Road grading, pothole repair - Brush cutting - Secure a gravel source
Child Safety	- Lack of traffic control at school - Lack of helmet and car seat use	- Pass out helmets - Enforce car seat use - Install signs at school
Winter Conditions	1 crash in December 2016 on Bayou Loop due to ice - Steep roads and hills	- Better snow plowing - Install guardrails on Hillcrest Drive
Intoxicated Driving	1 crash in 2017 due to drunk driving, severe injury (medevac) - Damp community, no law enforcement	- Community awareness - Work with State Troopers
Pedestrian Safety	Common mode of transportation	Install streetlights
Speeding / Dust	Community complaints of speeding and dust	- Install speed limit signs - Water the roads in summer
Trail Safety	- Lack of maintenance - Subsistence use	- Install trail markers - Hire maintenance crew - Expand cell service
Boating Safety	- Anecdotal evidence of intoxicated boating - Hazardous storm conditions	- Community awareness - Life vests - Storm shelter or docking area
Emergency Response	Lack of emergency response resources	- Post clinic / emergency contacts - First responder training - Volunteer search & rescue / fire

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION						
ENFORCEMENT						
ENGINEERING						
EMERGENCY SERVICES						

Alaska Department of Commerce, Community, and Economic Development

Division of Corporations, Business and Professional Licensing

P.O. Box 110806, Juneau, Alaska 99811-0806

This is to certify that

CLARA CLARK GRAVEL SALES

101 MAIN ST LOT 11 CLARKS POINT AK 99569

owned by

ROBERT J CLARK; RICHARD L CLARK; HELEN M FAITH; MARY A CLARK; ANTHONY H CLARK; FERN J CREASEE;
JOEL F CLARK; JOLENE CLARK; JOSEPH CLARK; IRENE M POINT; MICHELLE M ANDERSEN; SHARON L CLARK

is licensed by the department to conduct business for the period

January 26, 2017 through December 31, 2018
for the following line of business:

21 - Mining

This license shall not be taken as permission to do business in the state without
having complied with the other requirements of the laws of the State or of the United States.

This license must be posted in a conspicuous place at the business location.
It is not transferable or assignable.

Chris Hladick
Commissioner



Community Meeting

Clarks Point Tribal Hazard Mitigation Plan (2019 - 2024) & Tribal Transportation Safety Plan

Date / Location: October 11, 2018 at 4 PM / School Conference Room

Sign In Sheet

[illegible]



CLARK'S POINT TRANSPORTATION SAFETY PLAN & HAZARD MITIGATION PLAN

COMMUNITY MEETING

Come learn about two new projects in the works! The first is a Tribal Transportation Safety Plan, which proposes strategies to improve safety of the local roads, trails, boating facilities, and airport. The second project is a Tribal Hazard Mitigation Plan, which proposes strategies to protect the community against natural disasters such as wildfires, floods, earthquakes, & more.

We want to hear from you!

Attendees can provide input about safety and hazard priorities for the community. The project planners will be available for any questions or feedback from the public.

Posting date 9/28/2018

**Thursday
October 11, 2018
4:00 PM**

**School Conference
Room**

Refreshments

Door Prizes

**Discuss the
future of Clark's
Point!**

For more information or to
submit comments contact:

Jackie Wander
(907) 563-0013
jwander@bristol-
companies.com

Bristol



ENGINEERING
SERVICES COMPANY, LLC

Bristol



ENGINEERING
SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

Community Meeting Handout Clark's Point Tribal Transportation Safety Plan October 11, 2018

Dear Participant;

Thank you for attending the public meeting for the Clark's Point Tribal Transportation Safety Plan project. Your participation is crucial to the planning process. We appreciate any feedback you may have on this meeting or the project in general.

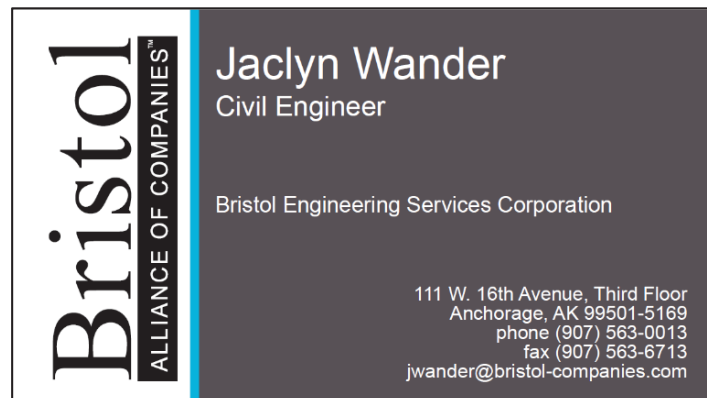
Bristol Engineering has been contracted by Bristol Bay Native Association (BBNA) on behalf of the Clark's Point Village Council to develop a Tribal Transportation Safety Plan (TTSP) for your community. A TTSP is a collaborative and comprehensive document that identifies transportation safety issues and strategies to address them. The overarching goal is to reduce risk of car crashes, fatalities, and injuries on the local transportation system. The TTSP is also essential for obtaining funding for safety projects. The TTSP project is currently at the Draft report level. After this public meeting, Bristol will incorporate public comments into a Final Draft TTSP, which will be submitted to the Council for review.

The purpose of this public meeting is to present the Draft TTSP to the community, as well as better understand the community's transportation safety priorities. Priorities can be any project or program aimed at improving safety for any mode of travel including roads, trails, pedestrian features, boating and aviation facilities, and more. Your comments will help determine emphasis areas for the plan.

Public comment is key to a successful project. Please feel free to contact me directly with any comments or concerns. I can be reached by email at jwander@bristol-companies.com or by phone (907) 743-9314.

Sincerely,

Jaclyn (Jackie) Wander
Civil Engineer II





Community Meeting for Clarks Point Tribal Hazard Mitigation Plan October 11, 2018

Dear Participant;

Thank you for attending the public meeting for the Clarks Point FEMA Tribal Hazard Mitigation Plan (THMP). Your comments and participation are very important to the planning process. We appreciate any feedback you may have on this meeting or the project in general.

Bristol Bay Native Association (BBNA) Department of Transportation and Infrastructure Development (DOTID) has contracted Bristol Engineering Services Company, LLC (Bristol) to assist with the preparation of the FEMA THMP. The THMP is a planning document used to identify hazards that your community is exposed to and ways to reduce potential losses of important assets from these hazards. A FEMA approved and community adopted THMP enables the Local government to apply for grants through disaster related assistance programs like the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), and others.

The purpose of this public meeting is to inform the community about the THMP, collect community feedback about the identified hazards and mitigation actions / projects. We are looking for personal experiences with the identified hazards, and assistance with identifying problem areas and issues of concern. We would also like input on the identified mitigation strategies and ways that the Planning Team can keep the public informed and involved in the process. This information will be used in the THMP. A draft copy will be available for review when completed.

Public comment is key to a successful project. Please feel free to contact me directly with any comments or concerns. My email is ddance@bristol-companies.com.

Sincerely,

Danielle Dance
Civil Engineer I

Attachments:

- Newsletter
- List of Preparedness Resources
- 12 Ways to Prepare Postcard





Bristol Bay Native Association Transportation and Infrastructure Development

August 2018 Newsletter 1

This newsletter describes the Bristol Bay Native Association Transportation and Infrastructure Department's Tribal Hazard Mitigation Planning project development processes to all interested agencies, stakeholders, and the public and to solicit comments. It can also be viewed on the BBNA's website at www.bbna.com

Bristol Bay Native Association (BBNA) Transportation and Infrastructure Department (DOTID) was awarded a Pre-Disaster Mitigation Program grant from the Federal Emergency Management Agency (FEMA) to prepare your 2019 Tribal Hazard Mitigation Plan (THMP). Bristol Engineering Services Company, LLC (BESC) was contracted to assist the BBNA DOTID with preparing a 2019 FEMA approvable THMP plan.

The THMP will identify all natural hazards, such as earthquake, flood, erosion, severe weather, and wildland/tundra fire hazards, etc. The plan will also identify the people and facilities potentially at risk and ways to mitigate damage from future hazard impacts. We will document the public participation and planning process as part of this project.

What is Hazard Mitigation?

Hazard mitigation projects eliminate the risk or reduce the hazard impact severity to people and property. Projects may include short- or long-term activities to reduce exposure to or the effects of known hazards. Hazard mitigation activities could include relocating or elevating buildings, replacing insufficiently sized culverts, using alternative construction techniques, developing, implementing, or enforcing building codes, or developing, and implementing education programs.

Why Do We Need A Hazard Mitigation Plan?

Communities must have a State, FEMA approved, and community adopted mitigation plan to receive a project grant from FEMA's pre- and post-disaster grants identified in their Hazard Mitigation Assistance and other agency's mitigation grant programs. BBNA DOTID plans to apply for mitigation funds after our plan is complete.

A FEMA approved and community adopted THMP enables the Local government to apply for the Hazard Mitigation Grant Program (HMGP), a disaster related assistance program; the Pre-Disaster Mitigation (PDM), and the National Flood Insurance Program (NFIP) Flood Mitigation Assistance (FMA) grant programs.

The Planning Process

There are very specific federal requirements that must be met when preparing a FEMA approvable THMP. These requirements are commonly referred to as the planning process requirements of 44 CFR 201.7 (c)

The following steps describe the planning process in order to develop the THMP.

1. **Establish the Planning Team**
2. **Education of the Planning Team**
3. **Assess Risks**
4. **Assess Capabilities**
5. **Develop a Mitigation Strategy**
6. **Monitor, Evaluate, and Plan Updates**

We are currently in the very beginning stages of preparing the plan development. We will be conducting a Planning Team Meeting to introduce the project and planning team, to gather comments from community residents, identify hazards, and collect data to refine the vulnerability assessment.

We Need Your Help

BESC has prepared survey packets to begin collecting information for your THMP. Survey packets will be mailed to your village council and sent by email to your village administrator.

Establishing a Planning Team is a very important step.

We will need a point of contact (POC)/team leader from your community. This group will consist of 2-5 people that have good knowledge about land use, the transportation system, public facilities, and safety resources within the community. BBNA DOTID will be in contact with your tribe to determine a POC and your planning team.

Once the Planning Team has been developed, they will begin to work on the following items:

- Identifying the hazards that impact your community;
- Determining information about the hazards such as, location, history, extent, and the probability of future events;
- Completing a risk analysis, and;
- Developing problem statements and goals.

BBNA DOTID will be in contact with your tribe to set up an initial teleconference meeting with the Planning Team, BBNA DOTID, and BESC to continue to work on the THMP development.

The BBNA DOTID team will be led by Annie Fritze, DOTID Program Manager or Dan Breeden, Department Director with assistance from Bristol Engineering Service Company, LLC (contracted by BBNA). BESC will be developing materials and lead the planning process with guidance from BBNA DOTID staff.

BBNA Tribal Hazard Planning Team

Team Member	Title	Involvement
Annie Fritze	Program Manager	THMP Team Leader, data gathering and plan review
Dan Breeden	Department Director	THMP Team Leader, data gathering and plan review
Isaac Pearson, P.E.	Senior Engineer	THMP Consultant
Danielle Dance	Civil Engineer	THMP Consultant

Public Participation

The purpose of this newsletter is to keep you informed, and to allow you every opportunity to voice your opinion regarding these important projects. We want to encourage public involvement as a continuous effort throughout the project.

We encourage you to take an active part in the development effort, and preparation of the Tribal Hazard Mitigation Plan.

The goal is to receive comments, identify key issues or concerns, and improve mitigation ideas, and to guide the community.

Please contact BBNA DOTID program staff or BESC if you have any questions, comments, or requests for more information:

Bristol Bay Native Association DOTID Annie Fritze OR Dan Breeden PO Box 310 Dillingham, Alaska 99576 (907) 842-6219	Bristol Engineering Services Company, LLC Danielle Dance, Consultant 111 W. 16th Avenue, Third Floor Anchorage, Alaska 99501 (907)563-0013
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Useful web links

Volcano Information

- Visit the AVO website: www.avo.alaska.edu
- Sign up for the VNS: <https://volcanoes.usgs.gov/vns2/>
- Ash Impacts website: https://volcanoes.usgs.gov/volcanic_ash
- Ashfall advisories come from the NWS: www.weather.gov/afc/
- AVO would *love* your volcano observations and ash samples
 - Find us at www.avo.alaska.edu/contact.php/
 - Is Ash Falling: www.avo.alaska.edu/ashfall/ashreport.php
 - Collection instructions: <https://avo.alaska.edu/ashfall.php>
 - Facebook: <http://facebook.com/alaska.avo>
 - Twitter: http://twitter.com/alaska_avo
- Air Quality Advisories, DEC: <http://dec.alaska.gov/air>
- Airborne ash hazards to aircraft, NOAA: <http://aawu.arh.noaa.gov>
- Local Notice to Mariners, USCG: www.navcen.uscg.gov

Weather Information

- Watches and Warnings: <https://alerts.weather.gov/cap/ak.php?x=1>
- Any forecast: <http://www.weather.gov/afc>
- Mobile information (low bandwidth): <http://www.weather.gov/source/afc/mobile/>
- River Information: <http://www.weather.gov/aprfc>
- Rainfall: <http://www.weather.gov/aprfc>
- Breakup Info: <http://www.weather.gov/aprfc/breakupESRIMap>
- River Conditions: <http://www.weather.gov/aprfc/riverConditions>
- Alaska Weather T.V. Maps: <http://www.weather.gov/afc/tv>
- Sea Ice forecasts: <http://www.weather.gov/afc/ice>
- Outlook (temperatures and precipitation): <http://www.cpc.noaa.gov>
- Send us a storm report:
http://www.srh.noaa.gov/StormReport_new/SubmitReport.php?site=AFC

WEBSITES

- Alaska DHS&EM: <http://ready.alaska.gov>
- Ready, Department of Homeland Security: <https://www.ready.gov/>
- Department of Commerce, Community and Economic Development (DCCED), State of Alaska Floodplain Management: <http://www.commerce.state.ak.us/dca/nfip/nfip.htm>
- Flood information for Alaskans: <http://www.flood.alaska.gov>
- Association of State Floodplain Managers: <http://www.floods.org/>
- Alaska-Pacific River Forecast Center (APRFC): <http://aprfc.arh.noaa.gov>
- Natural Resources Conservation Service (NRCS), Alaska Snow, Water and Climate Services: <http://ambcs.org>
- National Weather Service (NWS), Alaska Region Headquarters: <http://www.arh.noaa.gov/>
- Federal Aviation Administration (FAA), Alaskan Region's Weather Cameras: <http://avcams.faa.gov/>
- U.S. Department of the Interior—Bureau of Land Management (BLM), Alaska Fire Service: <http://fire.ak.blm.gov/>
- Alaska Energy Authority (AEA): <http://www.akenergyauthority.org/>
- Department of Commerce, Community and Economic Development (DCCED), Community Profiles: <http://www.commerce.state.ak.us/dca>
- Alaska Department of Public Safety, Rural Fire Training Office: <http://www.dps.state.ak.us/fire/TEB/ruralfireprotection.aspx>
- Department of Environmental Conservation (DEC): <http://www.state.ak.us/dec/>
- National Weather Service, Forecast Office Alaska Ice Desk: <http://pafc.arh.noaa.gov/ice.php>
- Federal Emergency Management Agency (FEMA): <http://www.fema.gov/>
- American Red Cross of Alaska: <http://www.alaska.redcross.org>
- Small Business Administration: <http://www.sba.gov/localresources/disasteroffices/focwest/index.html>



TAKE ACTION AND PREPARE



FEMA

FEMA V-1021
Catalog No. 1872-3

April 2018

There are many ways to take action and prepare before a disaster occurs.
The actions on this card include some of the most important ways to help
yourself, your family, and your community increase your preparedness.
Simple actions at home and in your neighborhood can make a big difference!



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Ready.gov/prepare



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Ready.gov/prepare



12 WAYS TO PREPARE



Sign up
for Alerts
and Warnings



Make a Plan



Save for a
Rainy Day



Practice
Emergency
Drills



Test Family
Communication
Plan



Safeguard
Documents



Plan with
Neighbors



Make Your
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Clark's Point
Tribal Transportation Safety Plan
October 11, 2018

Clark's Point Village Council Tribal Transportation Safety Plan

Bristol Engineering Services Company, LLC
Jackie Wander, Civil Engineer II

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Tribal Transportation Safety Plan
October 11, 2018

Safety Minute



Code Zero means zero incidents, zero injuries, and zero losses. Code Zero positively influences how we think and act. **Safe Zero is the Bristol way.**

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Clark's Point
Tribal Transportation Safety Plan
October 11, 2018

Presentation Overview

- What is a Safety Plan?
- Importance of Safety Plans
- The Four E's of Safety
- Steps to Develop Safety Plans
- Data Collection & Surveys
- Emphasis Areas
- Implementation Plan
- Next Steps
- Questions / Comments
- Break**
- Hazard Mitigation Plan
- Door Prizes!



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Tribal Transportation Safety Plan
October 11, 2018

Tribal Transportation Safety Plan

"A Transportation Safety Plan is a collaborative and comprehensive document that identifies transportation safety issues and strategies to address them. Effective Transportation Safety Plans lead to projects that make the transportation system safer."

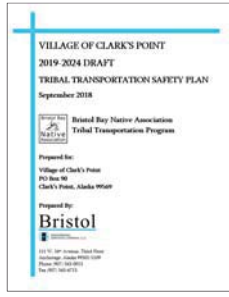
~ U.S. Department of Transportation Federal Highway Administration
[Developing a Transportation Safety Plan](#)

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Tribal Transportation Safety Plan
October 11, 2018

Tribal Transportation Safety Plan

- Uses Data to Guide Transportation Investment Decisions
- Mechanism to Coordinate Safety Efforts
 - Engage leadership/stakeholders
 - Collect/analyze data
 - Determine emphasis areas
 - Identify strategies



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Tribal Transportation Safety Plan
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Importance of Safety Plans

- Proactive Approach to Planning
 - Prevents crashes
 - Improves unsafe transportation conditions
- Addresses Most Critical Safety Needs
- Develops Partnerships
- Fosters Multidisciplinary Cooperation
- Increases Access to Safety Funding

"Planning with safety in mind saves lives"

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Tribal Transportation Safety Plan
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Four E's of Safety

- ▶ **EDUCATION**
 - Gives drivers information about making good choices
 - Informs about rules of the road
- ▶ **ENGINEERING**
 - Addresses roadway infrastructure
- ▶ **ENFORCEMENT**
 - Enforces traffic laws
 - Provides visible police presence
- ▶ **EMERGENCY SERVICES**
 - Provides rapid response
 - Quality of care when responding to collisions causing injury



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Tribal Transportation Safety Plan
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Safety Plan Development

- ▶ Step 1 – Establish Safety Leadership Framework
- ▶ Step 2 – Collect & Analyze Safety Data
- ▶ Step 3 – Determine Emphasis Areas
- ▶ Step 4 – Identify Strategies
- ▶ Step 5 – Prioritize/Incorporate Strategies
- ▶ Step 6 – Draft a Plan
- ▶ Step 7 – Evaluate/Update the Transportation Safety Plan



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Data Collection

- ▶ No Available Data
- ▶ Public Surveys



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Tribal Transportation Safety Plan
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Anecdotal Crash Data

- ▶ Winter 2016
 - ATV crash on Bayou Loop
 - Flipped due to icy road
 - 2 occupants, minor injuries
- ▶ Summer 2017
 - ATV crash on Hillcrest Drive
 - Crashed into ditch due to intoxication
 - Severe injury, medevacked
- ▶ Accounts of people running off the road due to inattention (~3 in 2018)
- ▶ Accounts of drunk boating at night from Dillingham

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Candidate Emphasis Areas

- ▶ Road Improvements
 - Drainage
 - Potholes
 - Intersection controls
- ▶ Road Maintenance
 - Better grading
 - Operator training
 - Gravel source
 - Brush cutting
- ▶ School Safety
 - Traffic control signs
- ▶ Winter Conditions
 - Snow plowing
 - Guardrails
- ▶ Intoxicated Driving
- ▶ Pedestrian Safety
 - Streetlights
- ▶ Child Safety
 - Helmets
 - Car seats
- ▶ Speeding / Dust
- ▶ Trail Safety
 - Trail markers
 - Maintenance
 - Cell service
- ▶ Boating Safety
 - Intoxicated boating
 - Life vests
 - Storm shelter
- ▶ Emergency Response



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Implementation Plan

EMPHASIS AREA #1		STRATEGIC LINKAGE			
SPEEDING		▶ 10% of survey respondents marked "Speeding" as a high priority, making it the 4th highest community safety priority. ▶ Installing speed bumps was the second most common suggestion in the community surveys regarding actions to improve transportation safety. ▶ At least 2 out of 6 reported car crashes involved excessive rate of speed.			
OBJECTIVES Reduce the risk and severity of speeding-related car crashes.					
SUCCESS INDICATORS Slower driving speeds around the community.					
KEY ACTIONS	TARGET OUTPUT	RESPONSIBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
Install more speed limit signs around the community, as needed.	Improve awareness of speed limits.	Transportation Coordinator, Tribal Administrator	Summer 2020	Number of speed limit signs installed or replaced.	Inspect road signs once per year and repair or replace as needed.
Work with the VPSO to participate in speed limit enforcement, as appropriate. Increase VPSO presence in the school zone before and after school.	Improve enforcement of speed limits and increase visibility of police force.	Transportation Coordinator, Tribal Administrator	On-going, especially during school months	Reduced number of complaints from community members about speeding.	Keep record of speeding complaints before and after installation of speed bumps.
Install painted speed bumps at ideal locations to reduce speeds, especially within the school zones or on streets with high pedestrian traffic.	Reduce speeding on community streets. Reduce the number of speeding-related car crashes.	Transportation Coordinator, Tribal Administrator	Summer 2023	Number of speed bumps installed around the community. Reduced number of speeding-related accidents.	Keep record of speeding-related accidents before and after installation of speed bumps.
Maintain a local VPSO. Incentivize people to join the volunteer emergency response team to respond to traffic accidents caused by speeding or other factors.	Have police and medical services within the community to improve quality of care during a transportation accident.	Transportation Coordinator, Tribal Administrator	On-going	Number of days the VPSO published the school zone. Increased number of volunteers on the emergency response team.	Schedule seasonal meetings with the VPSO & response team to monitor performance.

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Tribal Transportation Safety Plan
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Next Steps

- ▶ Public Surveys!!
- ▶ Draft Safety Plan
 - November-December 2018
 - Collect public comment
- ▶ Final Draft Safety Plan
 - January-February 2019
 - Council review
- ▶ Final Safety Plan
 - June 2019
 - Resolution
- ▶ Implementation



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Questions or Comments



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Break

10 Minutes

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Clarks Point FEMA Tribal Hazard Mitigation Plan

Bristol Engineering Services Company, LLC
Danielle Dance

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Tribal Transportation Safety Plan
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Presentation Overview

- ▶ Project Background
- ▶ FEMA Tribal Hazard Mitigation Plan (THMP)
- ▶ Funding
- ▶ Identified Hazards
- ▶ Assets
- ▶ Mitigation Goals
- ▶ Mitigation Action Plan



U.S. Army Corps of Engineers Alaska District
Alaska Baseline Erosion Assessment
Erosion Information Paper - Clarks Point, Alaska
October 12, 2007

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Tribal Transportation Safety Plan
October 11, 2018

Project Background

- ▶ BBNA DOTID awarded Pre-Disaster Mitigation Program grant from FEMA
 - Develop the Tribal Hazard Mitigation Plan
 - Contracted BESC
- ▶ Hazard Mitigation
 - eliminates risk to or reduces hazard impact severity to community assets
 - Projects can be long or short term
- ▶ Purpose of Plan
 - Identify ways to make community safer and more prepared
 - Provides opportunity for funding options through FEMA



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Tribal Transportation Safety Plan
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FEMA Tribal Hazard Mitigation Plan (THMP)

- Follows Code of Federal Regulations (CFR)
 - 44 CFR Part 201
- Identifies
 - Planning Process / Planning Team
 - Plan to keep the THMP current
 - Natural hazards in your community
 - Community assets
 - Mitigation strategy / action plan
 - Funding Opportunities



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Funding

- Eligibility Requirement for FEMA Pre- and Post- Disaster Grants
 - FEMA approved and community adopted Hazard Mitigation Plan
 - Plan identifies mitigation projects for the community
- Grants
 - Hazard Mitigation Grant Program (HMGP)
 - Pre-Disaster Mitigation (PDM)
 - National Flood Insurance Program (NFIP)
 - Flood Mitigation Assistance (FMA)
- Other Grant Opportunities
 - State
 - Tribal



U.S. Army Corps of Engineers Alaska District
Alaska Baseline Erosion Assessment
Erosion Information Paper – Clark's Point, Alaska
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Identified Hazards

- Hazards Identified Based on
 - Location
 - Extent
 - Probability of Future Event
 - Overall Significance
- Hazards Detailed in Plan
 - Location
 - Extent
 - History
 - Probability of Future Events
- Hazards
 - Drought
 - Earthquake
 - Erosion
 - Extreme Temperatures
 - Flood
 - Landslide
 - Severe Wind
 - Severe Winter Weather
 - Subsidence
 - Tsunami
 - Volcano
 - Wildfire
- What experiences have you had?

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Community Assets

- Asset
 - People
 - Economy
 - Built Environment
 - Natural Environment
- Major Community Assets
 - Clinic
 - School
 - Post Office
 - Tribal Office
 - City Buildings
 - Utilities
 - Cemeteries
 - Cannery
 - Tank Farm
 - Others



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Mitigation Goals

- Goals Based on Vulnerability Statements
 - The old village site and cultural assets including the cemeteries are close to the shore and at risk to become damaged or lost due to erosion and flooding.
 - The vegetation around the community dries out and becomes a fire hazard due to drought and high heat conditions.



FEMA Local Mitigation Planning Handbook
March 2013

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Mitigation Goals

- Community Goals
 - Reduce possibility of damages due to:
 - Drought
 - Erosion
 - Flood
 - Severe Wind
 - Subsidence
 - Earthquake
 - Extreme Temperatures
 - Landslide
 - Severe Winter Weather
 - Tsunami
 - Build capacity of the Tribe to prepare, withstand, and recover from disasters.
 - Promote cross-referencing of mitigation goals and actions with other Tribal planning mechanisms and projects
 - Promote recognition and mitigation of all natural hazards that affect the Community.

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Mitigation Actions

- ▶ Mitigation Actions Reduce Long-Term Vulnerability
- ▶ Types
 - Local plans and regulations
 - Structure and infrastructure projects
 - Natural systems protection
 - Education and awareness programs
 - Additional – Preparedness and Response Actions
- ▶ Actions Will be Used to Create a Mitigation Action Plan



FEMA Local Mitigation Planning Handbook
March 2013

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Mitigation Actions (Continued)

- ▶ Mitigation Actions
 - Educate community members on identified hazards with brochures.
 - Hold monthly meetings and focus on each hazard.
 - Create an emergency plan.
 - Educate the community on the emergency plan.
 - Protect the cemeteries from erosion and flooding (seawall, retaining wall or relocation)
- ▶ What other suggestions do you have?

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Continued Public Involvement

- ▶ Public Involvement is Important
 - Next Steps
- ▶ How can the Planning Team keep you informed and involved in this process?



Contact	
BBNA DOTID	Bristol Engineering (BESC)
Annie Fritze (907) 842-6143 afritze@bbna.com	Danielle Dance (907) 563-0013 ddance@bristol-companies.com

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Questions or Comments

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QUYANA!



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APPENDIX B: COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY

1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that **"safety issues"** are problems that cause death, injury or illness, and **"transportation system"** means all modes of travel including roads, trails, air transportation, water transportation, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L"

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	H	M	L
Poor road design (narrow roads, steep roads)	H	M	L
Intersection Safety (lack of signs, tall brush, blind spots)	H	M	L
Drainage issues (road washouts, standing water)	H	M	L
Speeding	H	M	L
Talking on phone or texting while driving	H	M	L
Drug or alcohol impaired driving	H	M	L
Dusty roads	H	M	L
Icy roads / poor winter maintenance	H	M	L
Lack of helmet use for ATVs and bicyclists	H	M	L
Lack of seatbelt use	H	M	L
Lack of car seats / child restraint use	H	M	L
Lack of driver's education	H	M	L
Lack of traffic law / enforcement	H	M	L
Lack of street lights	H	M	L
Lack of sidewalks or bike lanes	H	M	L
Lack of bridges or poor bridge safety	H	M	L
Lack of road or trail markers	H	M	L
Wildlife danger for drivers or pedestrians	H	M	L
Poor trail conditions / lack of maintenance	H	M	L
Poor cell phone service	H	M	L
Boat launch or harbor safety issues	H	M	L
Lack of life vest use for boaters	H	M	L
Boating hazards or navigation issues	H	M	L
Limited emergency response (police, medical, fire)	H	M	L
Lack of natural disaster preparedness	H	M	L
Lack of evacuation route / safety shelters	H	M	L
Airport safety issues	H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 68 yrs

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler Snow machine Truck Car SUV
Walk Bike Get a ride Boat

Other _____

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of incident _____

What happened? A 4 Wheeler was coming down the Hill and the Driver in a new Ambulance was going up the Hill and hit the 4 Wheeler and the person died (No Drivers license, no charges)

What caused the accident? Ambulance on the wrong side + No license

Where did the accident occur? Clark's Point Hill

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? 4 Wheeler, Ambulance City (Halted car)

Were pedestrians or bicyclists involved? yes no don't know

Were drugs or alcohol involved? yes no don't know

Did police arrive on scene? yes no don't know

Did an ambulance arrive on scene? yes no don't know

T. was caused accident

5. What do you think could be done to improve transportation safety in your community?

Get trees and brush to see who is coming and going make sure you could see the Road.

Ambulance driver should have license and was City Council person, no charges, and Death of one individual.

COMMUNITY SURVEY

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Drug or alcohol impaired driving	H	M	L
Dusty roads	H	M	L
Icy roads / poor winter maintenance	H	M	L
Lack of helmet use for ATVs and bicyclists	H	M	L
Lack of seatbelt use	H	M	L
Lack of car seats / child restraint use	H	M	L
Lack of driver's education	H	M	L
Lack of traffic law / enforcement	H	M	L
Lack of street lights	H	M	L
Lack of sidewalks or bike lanes	H	M	L
Lack of bridges or poor bridge safety	H	M	L
Lack of road or trail markers	H	M	L
Wildlife danger for drivers or pedestrians	H	M	L
Poor trail conditions / lack of maintenance	H	M	L
Poor cell phone service	H	M	L
Boat launch or harbor safety issues	H	M	L
Lack of life vest use for boaters	H	M	L
Boating hazards or navigation issues	H	M	L
Limited emergency response (police, medical, fire)	H	M	L
Lack of natural disaster preparedness	H	M	L
Lack of evacuation route / safety shelters	H	M	L
Airport safety issues	H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 37

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of incident 06/17

What happened? Drunk 4 wheel driver crashed

What caused the accident? Alcohol

Where did the accident occur? unsure

How old were the people involved? 50's

What were the injuries or property damage? yes

What types of vehicles were involved? 4 wheelers

Were pedestrians or bicyclists involved? ☒ yes ☐ no ☐ don't know

Were drugs or alcohol involved? ☒ yes ☐ no ☐ don't know

Did police arrive on scene? ☐ yes ☐ no ☒ don't know

Did an ambulance arrive on scene? ☒ yes ☐ no ☐ don't know

5. What do you think could be done to improve transportation safety in your community?

Fill in pot holes & have people sober up.

COMMUNITY SURVEY

1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that **"safety issues"** are problems that cause death, injury or illness, and **"transportation system"** means all modes of travel including roads, trails, air transportation, water transportation, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L"

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	(H)	M	L
Poor road design (narrow roads, steep roads)	(H)	M	L
Intersection Safety (lack of signs, tall brush, blind spots)	H	(M)	L
Drainage issues (road washouts, standing water)	(H)	M	L
Speeding	H	(M)	L
Talking on phone or texting while driving	H	(M)	L
Drug or alcohol impaired driving	H	(M)	L
Dusty roads	(H)	M	L
Icy roads / poor winter maintenance	H	(M)	L
Lack of helmet use for ATVs and bicyclists	(H)	M	L
Lack of seatbelt use	(H)	M	L
Lack of car seats / child restraint use	(H)	M	L
Lack of driver's education	H	(M)	L
Lack of traffic law / enforcement	(H)	M	L
Lack of street lights	H	(M)	L
Lack of sidewalks or bike lanes	(H)	M	L
Lack of bridges or poor bridge safety	H	M	(L)
Lack of road or trail markers	H	(M)	L
Wildlife danger for drivers or pedestrians	H	(M)	L
Poor trail conditions / lack of maintenance	(H)	M	L
Poor cell phone service	(H)	M	L
Boat launch or harbor safety issues	H	(M)	L
Lack of life vest use for boaters	H	(M)	L
Boating hazards or navigation issues	H	(M)	L
Limited emergency response (police, medical, fire)	(H)	M	L
Lack of natural disaster preparedness	H	(M)	L
Lack of evacuation route / safety shelters	(H)	M	L
Airport safety issues	H	(M)	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 64

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of incident 4-wheeler / 4 wheeler / Car
May, 2017 / Winter 2017 / May 2017

What happened? Intoxicated resulting in injuries one suicide attempt.

What caused the accident? May, 2017 on shoulder of road, Winter 2017

Where did the accident occur? Hikrest Drive ↑ Upper Bayou Loop

How old were the people involved? 50's and 60's

What were the injuries or property damage? sustained fracture leg, broken ribs

What types of vehicles were involved? ATV's

Were pedestrians or bicyclists involved? yes (no) don't know

Were drugs or alcohol involved? (yes) no don't know

Did police arrive on scene? yes (no) don't know

Did an ambulance arrive on scene? yes (no) don't know

5. What do you think could be done to improve transportation safety in your community?

Better grading to roads, Gravel, etc.

COMMUNITY SURVEY

1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that **"safety issues"** are problems that cause death, injury or illness, and **"transportation system"** means all modes of travel including roads, trails, air transportation, water transportation, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L"

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	H	M	L
Poor road design (narrow roads, steep roads)	H	M	L
Intersection Safety (lack of signs, tall brush, blind spots)	H	M	L
Drainage issues (road washouts, standing water)	H	M	L
Speeding	H	M	L
Talking on phone or texting while driving	H	M	L
Drug or alcohol impaired driving	H	M	L
Dusty roads	H	M	L
Icy roads / poor winter maintenance	H	M	L
Lack of helmet use for ATVs and bicyclists	H	M	L
Lack of seatbelt use	H	M	L
Lack of car seats / child restraint use	H	M	L
Lack of driver's education	H	M	L
Lack of traffic law / enforcement	H	M	L
Lack of street lights	H	M	L
Lack of sidewalks or bike lanes	H	M	L
Lack of bridges or poor bridge safety	H	M	L
Lack of road or trail markers	H	M	L
Wildlife danger for drivers or pedestrians	H	M	L
Poor trail conditions / lack of maintenance	H	M	L
Poor cell phone service	H	M	L
Boat launch or harbor safety issues	H	M	L
Lack of life vest use for boaters	H	M	L
Boating hazards or navigation issues	H	M	L
Limited emergency response (police, medical, fire)	H	M	L
Lack of natural disaster preparedness	H	M	L
Lack of evacuation route / safety shelters	H	M	L
Airport safety issues	H	M	L
Other <u>Lack of funds for Rd. Maintenance</u>	H	M	L
Other <u>Lack of Street Lighting</u>	H	M	L
Other _____	H	M	L

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 65

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions: N/A

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

Were pedestrians or bicyclists involved? **yes** **no** **don't know**

Were drugs or alcohol involved? **yes** **no** **don't know**

Did police arrive on scene? **yes** **no** **don't know**

Did an ambulance arrive on scene? **yes** **no** **don't know**

5. What do you think could be done to improve transportation safety in your community?

Need funding to help fix the roads and covert drains,
And add little more lighting Both up the Hill
And Down the Hill,

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that "**safety issues**" are problems that cause death, injury or illness, and "**transportation system**" means all modes of travel including roads, trails, air transportation, water transportation, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L"

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	H	M	L
Poor road design (narrow roads, steep roads)	H	M	L
Intersection Safety (lack of signs, tall brush, blind spots)	H	M	L
Drainage issues (road washouts, standing water)	H	M	L
Speeding	H	M	L
Talking on phone or texting while driving	H	M	L
Drug or alcohol impaired driving	H	M	L
Dusty roads	H	M	L
Icy roads / poor winter maintenance	H	M	L
Lack of helmet use for ATVs and bicyclists	H	M	L
Lack of seatbelt use	H	M	L
Lack of car seats / child restraint use	H	M	L
Lack of driver's education	H	M	L
Lack of traffic law / enforcement	H	M	L
Lack of street lights	H	M	L
Lack of sidewalks or bike lanes	H	M	L
Lack of bridges or poor bridge safety	H	M	L
Lack of road or trail markers	H	M	L
Wildlife danger for drivers or pedestrians	H	M	L
Poor trail conditions / lack of maintenance	H	M	L
Poor cell phone service	H	M	L
Boat launch or harbor safety issues	H	M	L
Lack of life vest use for boaters	H	M	L
Boating hazards or navigation issues	H	M	L
Limited emergency response (police, medical, fire)	H	M	L
Lack of natural disaster preparedness	H	M	L
Lack of evacuation route / safety shelters	H	M	L
Airport safety issues	H	M	L
Other <u>lack of power</u>	H	M	L
Other _____	H	M	L
Other _____	H	M	L

CLARK'S POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 60 and 65

3. How do you get around within the community? Please circle (you may circle more than one):

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

4. Do you know of any car crashes that happened in the community within the last 10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of incident Summer time July I think

What happened? Esther driving to fast around the corner of the hill with the emt truck hit someone on a four wheeler.

What caused the accident? High speed and to tall of brush.

Where did the accident occur? Clarks Point

How old were the people involved? Don't know

What were the injuries or property damage? Just a little damage and death

What types of vehicles were involved? EMT truck four wheeler

Were pedestrians or bicyclists involved? yes no don't know

Were drugs or alcohol involved? yes no don't know

Did police arrive on scene? yes no don't know

Did an ambulance arrive on scene? yes no don't know

5. What do you think could be done to improve transportation safety in your community?

Make sure that anyone who drives a car or truck has a license to drive, that is a law,

APPENDIX C: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
ROAD CONDITIONS			► Evidence of drainage issues, standing water, roadway deterioration, and potholes around the community. ► 80% of survey participants marked "poor road conditions / lack of maintenance as a high priority" making it the community's #1 safety concern. ► 60% of survey participants marked "dusty roads," "drainage issues," and "poor road design (narrow roads, steep roads)" as high priorities.			
OBJECTIVES						
Rehabilitate degrading roads and drainage issues, and improve road maintenance capabilities to ensure safe access around the community.						
SUCCESS INDICATORS						
Observable reduction of potholes and areas of standing water.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Provide training for road maintenance. Provide mechanic training. Train all Council members on how to manage TTP Funds and the BBNA Compact.	Improve maintenance quality and local mechanic resources. Improve funding management and transportation investments.	City, Tribe	Annual training beginning in 2020	Research training providers and funding options, and schedule training dates.	Schedule and advertise training opportunities for future years, as needed.
ENFORCEMENT	Install street signs at major intersections along Saguyak Avenue, Enforce use of the existing gravel pit.	Enforce traffic control at intersections. Stop excavations on the beach and reduce erosion.	City, Tribe	5-10 years (streetlights), 2021 (gravel pit)	Have a City / Tribe meeting about gravel pit. Determine funds and locations for lights.	Maintenance of gravel pit. Inspect and replace burnt out streetlights.
ENGINEERING	Drainage improvements. Resurface and regrade all roads. Research funding for construction projects. Purchase new maintenance equipment. Brush cutting.	Reduce standing water and potholes. Improve visibility at blind corners.	City, Tribe	5-10 years, annual brush cutting	Continue to document road conditions and apply for grants.	Develop project budget and schedule to monitor progress.
EMERGENCY SERVICES	Provide better response to potholes. Provide dust control by obtaining a water truck to water roads.	Ensure EMS vehicles have safe and rapid access on all roads. Reduce airborne dust to protect health of residents.	City, Tribe	2021 (obtain water truck), annual road maintenance & seasonal dust control	Purchase water truck. Train operators.	Develop a road watering plan.

IMPLEMENTATION PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
WINTER CONDITIONS			► One recent crash in December 2016 (described by community members) on Bayou Loop Road involving an ATV sliding on ice, resulting in injuries for both the driver and passenger.			
OBJECTIVES						
Reduce risk of accidents caused by ice and increase visibility during darkness hours.						
SUCCESS INDICATORS						
Fewer incidences of roadway departures due to ice.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Utilize VHF radio communication more often and make announcements about road hazards and ice conditions. Train new operators.	Encourage safe winter driving. Ensure replacements for older personnel as they retire.	City, Tribe	On-going in winter. Training in 2021, and as needed.	Designate a Tribal member to make daily or weekly announcements.	Develop a 5 year schedule for training refreshers.
ENFORCEMENT	Continue existing snow plowing efforts. Require people to remove or mark their set net pipes on the beach.	Ensure access to essential services such as the school, gas station, airport, post office, clinic, and landfill. Reduce risk of ATV accidents on beach.	City, Tribe	On-going in winter.	Flyers and public outreach regarding set net pipes.	Monthly meetings between City and Tribe to monitor road maintenance.
ENGINEERING	Widen Hillcrest Drive and install guardrails at engineered locations.	Improve safety on roads that switchback down the hill.	City, Tribe	2025	Secure funding for re-engineering and construction of Hillcrest Drive.	Public involvement regarding road improvement projects.
EMERGENCY SERVICES	Install streetlights. Obtain ice scraper blades for the grader. Hire and train more operators.	Improve visibility in the dark and access in the winter for drivers, pedestrians, road operators, and EMS vehicles.	City, Tribe	2021. 5-10 years (streetlights)	Purchase scraper blades. Post job openings. Secure funding for streetlights.	Inspect and replace burnt out streetlights, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
SCHOOL ZONE & CHILD SAFETY			► Lack of helmet use, and community complaints of school zone traffic. ► "Lack of helmet use for ATVs and bicyclists" was voted among the top 6 community priorities, with 60% of participants marking it as a high priority.			
OBJECTIVES						
Increase use of helmets and car seats, and improve traffic flow in the school zone.						
SUCCESS INDICATORS						
Increase in helmet use. Completed school zone projects.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Community outreach about child safety. Advertise availability of rental car seats through the Village Council.	Educate parents and children about importance of car seats, helmets, and slow speeds in the school zone	City, Tribe	On-going	Flyers, announcement, and community outreach.	Discuss educational strategies at monthly Council meetings.
ENFORCEMENT	Continue to encourage young kids to wear helmets on ATVs. Evaluate other strategies for helmet enforcement.	Improve use of helmets.	City, Tribe	On-going	Flyers, announcement, and community outreach.	Discuss enforcement strategies at monthly Council meetings.
ENGINEERING	Install signs, designate pickup/drop-off points, and clearly mark parking areas in school zone.	Improve traffic control in and out of the School zone.	City, Tribe	5-10 years	Determine traffic flow pattern, sign locations, etc.	Develop project scope, budget, and schedule to monitor progress.
EMERGENCY SERVICES	Apply for available grants to obtain properly sized helmets for kids under 16 years old. Have car seats on hand at the Village Council office for people to borrow if needed.	Ensure community has access to emergency safety gear.	City, Tribe	2020	Contact helmet program and Center for Safe Alaskans.	Evaluate condition of helmets and car seats every year, and order more as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #4			STRATEGIC LINKAGE			
TRAIL SAFETY			► 60% of survey participants marked "poor trail conditions / lack of maintenance" as a high safety priority, putting it in the top 6 community priorities.			
OBJECTIVES						
Improve trail navigation, reduce creation of new trails, enhance emergency response, and find solutions for landfill issues.						
SUCCESS INDICATORS						
Completed trail upgrades.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Train more first responders in the community.	Provide better response to ATV accidents, and search and rescue on trails.	City, Tribe	2021, On-going	Advertisements to find volunteers. Scheduled training.	Provide future training refreshers, annually or as needed.
ENFORCEMENT	Install trail markers along primary subsistence trail routes.	Ensure people stay on designated trails and assist with navigation in the winter.	City, Tribe	5-10 years	Develop trail maps. Purchase and install markers, and find volunteers to assist.	Inspect markers annually and repair as needed. Public outreach to stay on marked trails.
ENGINEERING	Hire maintenance crew to cut brush and grade trails. Work with State environmental programs to inspect the landfill.	Find solutions to improve air quality and abate bear attraction around the landfill and trails leading from this road.	City, Tribe, State DEC	5-10 years	Coordination with DEC.	Public involvement regarding trail improvement projects.
EMERGENCY SERVICES	Expand cell phone service. Assemble search and rescue crew, upgrade emergency equipment, and post emergency contact information.	Provide emergency communication and search and rescue response on trail system.	City, Tribe, GCI	2021 (search and rescue), 5-10 years (GCI service)	Determine best location for new cell tower. Develop list of search and rescue needs.	Upgrade search and rescue training and equipment as needed.

IMPLEMENTATION PLAN

VILLAGE OF CLARK'S POINT TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
BOATING & BEACH SAFETY			► Three reported boating accidents in Nushagak Bay within 20 miles of Clark's Point, resulting in 2 fatalities and 3 injuries since 2013. One accident involved alcohol use. ► Community complaints of belligerent people and illegal drug use on the beach throughout the summers.			
OBJECTIVES						
Reduce incidences of intoxicated boating and drug use on the beach, and improve safety and accessibility to the beach for boats and other vehicles.						
SUCCESS INDICATORS						
Increased number of safety devices available to public. Reduced number of intoxicated boating incidences and public drug use on beach.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Improve community outreach efforts about dangers of impaired boating and the necessity of life vests. Install large, highly visible banners or signs along the beach.	Reduce and discourage public drug use and advocate respecting a safe community.	City, Tribe	On-going, 2021 (signs)	Development, purchase, and installation of signs.	Community outreach such as posted flyers, meetings, and radio announcements.
ENFORCEMENT	Report impaired boating and illegal substance use. Increase patrolling on the beach. Require people to mark their set nets. Enforce use of the existing gravel pit.	Enhance local safety and law enforcement. Reduce incidences of impaired boating. Reduce excavation and erosion along the beach.	City, Tribe, State Troopers, Fish and Game, Coast Guard	On-going, 2020 (begin enforcement efforts)	Outreach to encourage people to report unsafe alcohol or drug use.	Inspect set nets weekly in the summers and contact people who have unmarked posts.
ENGINEERING	Install lights at the beach.	Improve night boat launching visibility and safety.	City, Tribe	5-10 years	Determine locations for lights. Fund and install lights.	Seek funding. Discuss engineering strategies at Council meetings.
EMERGENCY SERVICES	Continue to install the Kids Don't Float loaner board every spring and restock with new life vests. Install safety rings and caution signs at the Trident dock.	Improve emergency access to life jackets and life rings near popular swimming and boating areas.	City, Tribe, Trident	Annually	Coordination with Trident.	Apply to Kids Don't Float every year.

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
DRIVING BEHAVIOR			► One recent crash in June of 2017 (described by community members) on Hillcrest Drive involving an impaired driver on an ATV veering off the road into a ditch, resulting in a severe injury and requiring a medevac.			
OBJECTIVES						
Reduce incidences of speeding and impaired driving on local roadways.						
SUCCESS INDICATORS						
Reduced number of crashes and incidences caused by speeding and impaired driving.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Improve collaboration between the City and the Council. Post flyers about procedures for different situations.	Increase public education about various safety topics.	City, Tribe	2020, On-going	Have a meeting with both City & Tribal Council members. Develop and post flyers.	Refresh flyers as needed. Schedule future meetings for different safety topics.
ENFORCEMENT	Report impaired driving and traffic accidents to State Troopers. Post flyers around town about state and local laws regarding speeding and impaired driving.	Develop feasible educational and enforcement strategies. Provide stricter enforcement of speeding, impaired driving, and other community safety concerns.	City, Tribe, State Troopers	2020, On-going	Public outreach to encourage more reporting and how to report. Develop and post flyers.	Refresh flyers as needed. Schedule future meetings for different safety topics.
ENGINEERING	Evaluate additional engineering strategies to implement in the future such as speed bumps, traffic counters, speed limit signs, and speed radar signs.	Determine appropriate engineering solutions for rural roads to influence safe driving behavior.	City, Tribe	On-going	Determine the best engineering strategy to implement.	Discuss other engineering strategies at Council meetings.
EMERGENCY SERVICES	Continue to provide training for clinic health aides. Purchase additional medical equipment to keep at the Village Office.	Ensure qualified medical response is available for emergencies, and that volunteers can assist in the event that the health aide is unavailable.	City, Tribe, Clinic	On-going, 2021 (equipment)	Purchase equipment and train personnel how to use.	Coordinate with Clinic to monitor training requirements.

IMPLEMENTATION PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
AIR TRANSPORTATION			► Community dependency on air transportation for essential services not available locally, and desire to prioritize airport safety.			
OBJECTIVES						
Increase use of car seats on planes, cut brush more often around airstrip, and investigate alternatives for an airport safety building.						
SUCCESS INDICATORS						
Increased use of car seats. Completed construction of a public airport building.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Encourage parents to use car seats in planes for young children.	Increase use of car seats for young children on planes.	City, Tribe	On-going	Flyers, announcement, and community outreach.	Refresh educational efforts as needed.
ENFORCEMENT	Investigate enforcement strategies for airport and air transportation safety.	Determine appropriate enforcement strategies to improve safety of the airport and air travel.	City, Tribe	On-going	Research and determine strategies.	Discuss enforcement strategies at Council meetings.
ENGINEERING	Continue to work with State DOT&PF for runway maintenance. Cut brush surrounding the airport.	Ensure visibility and safe access to the airport.	City, Tribe, State DOT&PF	On-going	Coordination with DOT&PF as needed.	Annual inspections of brush and runway conditions.
EMERGENCY SERVICES	Work towards funding, designing, and constructing a public airport building.	Provide shelter for people waiting at the airport. The building could include restrooms and an emergency phone.	City, Tribe	5-10 years	Research funding. Planning, design, and construction activities.	Develop a project scope, budget, and schedule to monitor progress.

APPENDIX D: RESOLUTION

The Clark's Point Village Council

Resolution No. 2020-01

A Resolution adopting the

Clark's Point 2020-2025 Tribal Transportation Safety Plan

WHEREAS, the Village of Clark's Point hereafter "Tribe" is a federally recognized tribe; and

WHEREAS, the Clark's Point Village Council is the governing body of the Tribe; and

WHEREAS, the Tribe recognizes the importance of improving transportation safety for its tribal members and all residents of Clark's Point; and

WHEREAS, the Tribe has gained significant community input on identifying transportation safety concerns and priorities for Clark's Point through a public survey administered in September of 2018 and a public meeting held on October 11, 2018; and

WHEREAS, the Tribe has identified and prioritized strategies to improve transportation safety throughout the community, and upon approval and adoption of the Clark's Point 2020-2025 Tribal Transportation Safety Plan, the Tribe also approves implementing the priorities identified in the plan.

NOW, THEREFORE, BE RESOLVED, that the Tribe hereby adopts the Clark's Point 2020-2025 Tribal Transportation Safety Plan.

CERTIFICATION

The Clark's Point Village Council has adopted this resolution during a meeting held on 1.14.2020 ~~2019~~, in CLARKS POINT, Alaska, with a quorum present.

For 4 Against 0 Abstain 0 Present 4 Absent 1

Harvey W. Wassily Jr.
Signature

Signature

Harvey W. Wassily Jr.
Print Name

Print Name

Council pres.
Title

Title

1-14-2020
Date

Date

APPENDIX E: ANNUAL REVIEW DOCUMENTATION

(To be added annually)