

CURYUNG TRIBE

2020-2025 FINAL-ADOPTED

TRIBAL TRANSPORTATION SAFETY PLAN

February 2020

Prepared for:

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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
%	Percent
AADT	Average Annual Daily Traffic
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	Dillingham
Council	Curyung Tribal Council
CPO	City Police Officer
DCCED	Department of Commerce, Community, & Economic Development
DHSS	Department of Health and Social Services
DMV	Department of Motor Vehicles
DOT&PF	Department of Transportation & Public Facilities
DPD	Dillingham Police Department
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EPA	Environmental Protection Agency
ETT	Emergency Trauma Technician
FAA	Federal Aviation Administration
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
IM	Interstate Maintenance
in	Inches
ITS	Intelligent Transportation System
LRTP	Long-Range Transportation Plan
LTAP	Local Technical Assistance Program
mph	Miles per hour
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
NTSB	National Transportation Safety Board
NTTFI	National Tribal Transportation Facilities Inventory
RN	Registered Nurse
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
US	United States
WRCC	Western Regional Climate Center

1.0 INTRODUCTION

On behalf of the Curyung Tribal Council (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 Dillingham, 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 November 8, 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

Dillingham is located at the extreme northern end of Nushagak Bay in northern Bristol Bay, at the confluence of the Wood and Nushagak Rivers (Exhibit 1). It lies 327 miles southwest

of Anchorage and is a 6-hour flight from Seattle. Within the Bristol Bay Recording District and the Dillingham Census Area, the Community is located at approximately 59.0406 degrees north latitude and -158.4656 degrees west longitude within Section 21, Township 013S, Range 055W of the Seward Meridian. The Community consists of 36.84 square miles of land and 397.94 square miles of water (Department of Commerce, Community, and Economic Development [DCCED], 2018).

Exhibit 1: Community Location Map

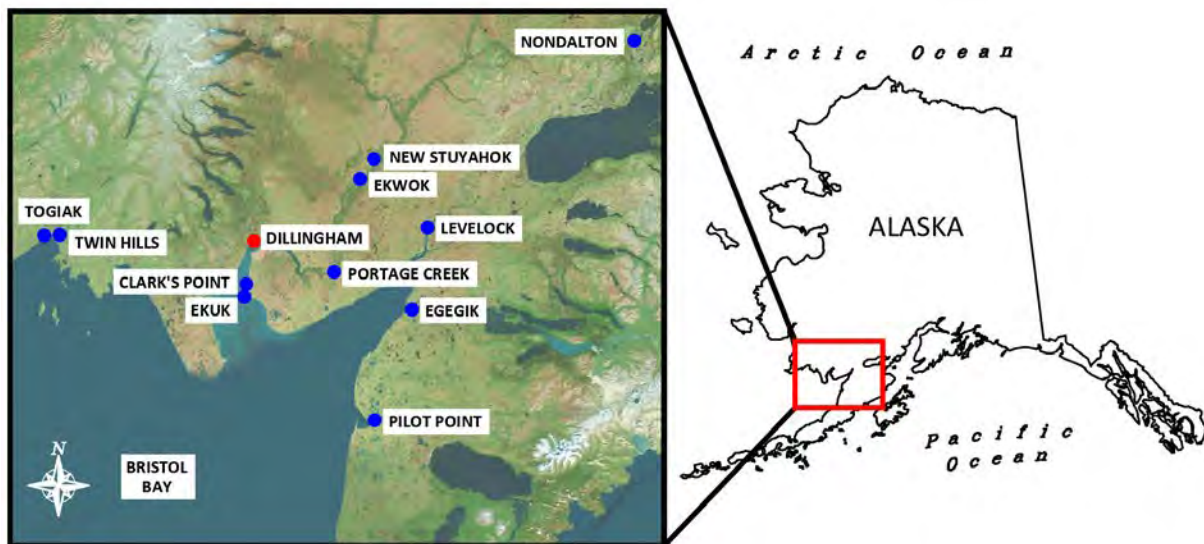


Image source: Bing Geomap, AutoCAD Civil 3D, 2018

1.3.2 History & Culture

The area around Dillingham was inhabited by both Eskimos and Athabascans and became a trade center when Russians erected the Alexandrovski Redoubt Post in 1818. Local Native groups and Natives from the Kuskokwim Region, the Alaska Peninsula, and Cook Inlet mixed together as they came to visit or live at the post. The community was known as Nushagak by 1837, when a Russian Orthodox mission was established. In 1881, the U.S. Signal Corps established a meteorological station at Nushagak. In 1884, the first salmon cannery in the Bristol Bay region was constructed by Arctic Packing Co., east of the site of modern-day Dillingham. Ten more were established within the next seventeen years. The post office at Snag Point and town were named after U.S. Senator Paul Dillingham in 1904, who had toured Alaska extensively with his Senate subcommittee during 1903. The 1918-19 influenza epidemic struck the region, and left no more than 500 survivors. A hospital and orphanage were established in Kanakanak after the epidemic, 6 miles from the present-day city center. The Dillingham townsite was first surveyed in 1947. The city was incorporated in 1963 (DCCED, 2018).

Today, the Community a First Class City is home to approximately 2,335 people. Traditionally a Yup'ik Eskimo area with Russian influences, Dillingham is now a highly mixed population of non-Natives and Natives. The outstanding commercial fishing opportunities in the Bristol Bay area are the focus of the local culture (DCCED, 2018).

1.3.3 Transportation & Access

Dillingham can be reached by air and sea. The state-owned airport provides a paved runway, and regular jet flights are available from Anchorage. A seaplane base is available 3 miles west at Shannon's Pond; it is owned by the U.S. Bureau of Land Management, Division of Lands. A heliport is available at Kanakanak Hospital. There is a city-operated small boat harbor with 320 slips, a dock, barge landing, boat launch, and boat haul-out facilities. It is a tidal harbor and only for seasonal use. Two barge lines make scheduled trips from Seattle. There is a 23-mile DOT-maintained paved road to Aleknagik; it was first constructed in 1960 (DCCED, 2018).

1.3.4 Climate

Dillingham falls within the transitional climate zone, characterized by tundra interspersed with boreal forests, and weather patterns of long, cold winters and shorter, warm summers. Heavy fog is common in July and August. Winds of up to 60-70 mph may occur between December and March. The Nushagak River is ice-free from June through November (DCCED, 2018).

Average monthly climate data from the nearest weather station 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	6.8

Source: Western Regional Climate Center (WRCC), 2018 Alaska Summaries for Dillingham FAA Airport, Alaska Station 502457 for Period of Record 12/2/1951 to 12/31/2005.

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 Curyung Tribal Council, the Tribal Administrator acts as the “Safety Champion” for the Tribe, managing safety projects, updating this Safety Plan, and coordinating with local safety partners including the Dillingham Police Department, Dillingham Fire Department, and search and rescue personnel.

2.2 SAFETY PARTNERS

Safety partners are essential to a successful safety plan. The following safety partners work together to improve transportation safety and provide safety resources to the public:

- Curyung Tribal Council
 - 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 Dillingham
 - The City works with the Tribe and other local agencies to plan and organize safety improvement projects, as needed. The City is responsible for road maintenance activities on City-owned roads. The City also maintains the Dillingham Fire Department & Rescue Squad. The department has a volunteer fire chief, two full-time employees, and a total of 35 trained and dedicated volunteers to respond to car accidents, fires, and rescue calls. Rescue Squad members are trained as Ambulance Drivers, Emergency Trauma Technicians (ETTs), or Emergency Medical Technicians (EMTs).
- Dillingham Police Department (DPD)
 - Dillingham police officers enforce local, state, and federal laws, conduct traffic stops, respond to car accidents and other emergencies, and ticket and/or arrest violators of speeding, impaired driving, and more.
- Bristol Bay Area Health Corporation (BBAHC)
 - BBAHC provides tribal health care management and health services for the Bristol Bay region through the Kanakanak Hospital in Dillingham. The hospital provides a Certified Air Ambulance Service for the region to respond

to emergencies and transport injured people to the hospital. The Air Ambulance Medical Escorts includes registered nurses (RNs), emergency medical technicians (EMTs), and occasionally physicians.

- Choggiung Limited
 - The local Native Corporation works with the City and Tribe for safety and community development projects.
- State Troopers, Dillingham Post
 - Troopers provide law enforcement, police services, and state highway patrol.
- Bristol Bay Native Association
 - BBNA is the regional Native Non-Profit that helps fund and coordinate community development projects, including this Plan, and is a great resource for safety projects. BBNA is headquartered in Dillingham.
- 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 Native 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. They are also responsible for maintaining the Dillingham Airport and local state-owned roadways.
- Bristol Bay Campus & Dillingham School District
 - The Dillingham School District (Elementary and Middle/High Schools) and the Bristol Bay Campus of the University of Alaska, Fairbanks located in Dillingham are safety resources for education safety classes, bus stop and school zone safety, and more.
- Federal Aviation Administration (FAA)
 - The FAA regulates air transportation and safety, and can provide resources such as airplane inspections and more.
- Dillingham Snowmobile Association
 - This local association provides snowmobile search and rescue services.

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

The majority of transportation safety efforts in Dillingham are conducted by the City of Dillingham Police Department and Fire Department/Rescue Squad, BBAHC (Hospital), and the Curyung Tribal Council. Safety services, projects, and programs offered by these entities are consistent with the safety goals of the community as outlined in this Plan, and can be found on their respective websites, as listed below:

- City of Dillingham: <https://www.dillinghamak.us/>
- BBAHC: <https://www.bbahc.org/>
- Curyung Tribal Council: <http://www.curyungtribe.com/tribaladministrator/roads.html>

The Curyung Tribal Council assists with road improvements, depending on available funding and resources. For example, one past safety project implemented in 2013-2014 was improvements to Lil' Larry Road (previously named Tower Road) which involved improving pedestrian and vehicle safety and paving the road.

The Council's most recent road improvement project involves planning, design, and construction rehabilitation for roads in the Nerka Subdivision. The project involves paving six existing roads, improving drainage, and installing new sidewalks, crosswalks, and road signs. Another component of the project is constructing a new road to provide an alternate access point to the subdivision for emergency access. The project will mitigate potholes and drainage issues and improve safety for drivers and pedestrians. As of the publish date of this plan, the Nerka Subdivision project is at the 95% design level.

2.4 PLANNING DOCUMENTS

The Community has access to various local, regional, and state planning documents for transportation, safety and community development, as listed below. These plans were referenced to ensure this TTSP is consistent with other local planning efforts.

- Curyung Tribe Long-Range Transportation Plan (LRTP), To be updated in 2020
- City of Dillingham Comprehensive Plan, 2006
- City of Dillingham Land Use Plan Map, 2006
- City of Dillingham Multi-Hazard Mitigation Plan, 2016
- 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)

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 within City limits, call 911 immediately, 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
Car Crash / Emergency 911	Car Crash / Emergency State Troopers, Dillingham Post 907-842-5641
Police Dispatch Center / Animal Control Dillingham Police Department 907-842-5354	Natural Disaster & Search and Rescue State Emergency Operations Center 1-800-478-2337 (toll free) 907-428-7100 (local Anchorage area)
Fire & Volunteer EMS Services Dillingham Fire Department 907-842-2288	Boating Emergencies US Coast Guard, Western Alaska 907-463-2000 (17 th District command center) VHF-FM Channel 16 (marine-band radio)
Medical Response Kanakanak Hospital 907-842-5201	Wildland Fire Southwest Area Forestry Office 907-524-3010 Or Alaska Interagency Coordination Center 1-800-237-3633
Corrections Facility 907-842-4613	Spill Alaska Department of Environmental Conservation 907-269-3063 (Anchorage)
Division of Motor Vehicles 907-842-5162	Recovery-Needs Support American Red Cross of Alaska 1-888-345-4376
Public Works Facility 907-842-4598 907-842-5354 (On-Call After Hours Emergency)	
Dock / Port Department 907-842-5516 (Seasonal April-October) 907-842-1069 (Harbor Master)	
Maintenance Shop 907-842-2260	

Note: Local resources were obtained from the City of Dillingham website. 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.

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.

This section summarizes and evaluates available data for Dillingham, which includes crash and traffic count data from the Alaska DOT&PF, and results from a community survey.

3.1 CRASH DATA

Safety emphasis areas are chosen based on evaluation of crash data. The Alaska DOT&PF provided crash data for years 2009 to 2018. The data was reported by various agencies including the Dillingham Police Department, the Alaska State Troopers, and driver reports. The data collection method varied from years 2009-2012 and 2013-2018; therefore, not all of the same data was collected. However, Bristol compiled and matched the data fields to the greatest extent possible.

A total of 67 crashes were reported between January 1, 2009 and September 5, 2018. Raw data tables are provided in Appendix B. This section summarizes the car crashes by evaluating the types of data collected in the crash reports such as time and date, location, crash severity, collision type, driver demographics and circumstance, weather and lighting conditions, and vehicle statistics.

3.1.1 Time & Date

Yearly distribution of historical crashes can indicate improvements or deterioration in transportation safety. The worst crash year in Dillingham was 2013 with 17 crashes, followed by 12 crashes in 2016. After 2016, there were only three crashes in 2017 and zero crashes in 2018 as of September 5. It is unknown what causes crash numbers to spike or decline in certain years. Factors that appear to have contributed to many of the crashes in 2013 include roadwork on Kanakanak Road or weather conditions.

Examining the number of crashes per month can help indicate what time of year is best to prioritize safety. In Dillingham, most historical crashes occurred in March and June, but a high number of crashes (approximately 39%) occurred between the months of November through February. This could indicate the need to focus road safety efforts in winter months, for instance improving snow plowing and sanding efforts.

Exhibit 2: Number of Reported Crashes per Year

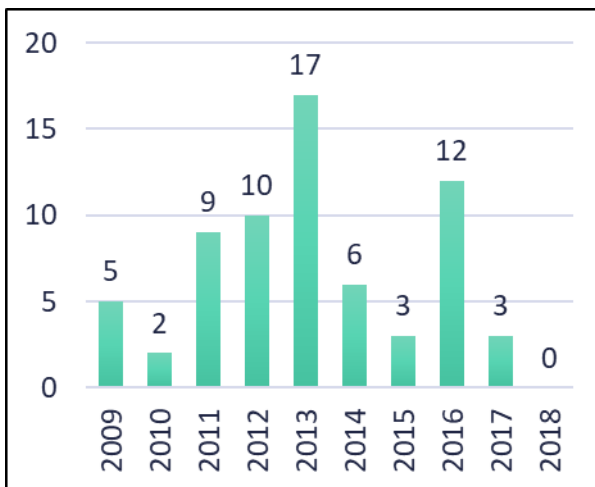
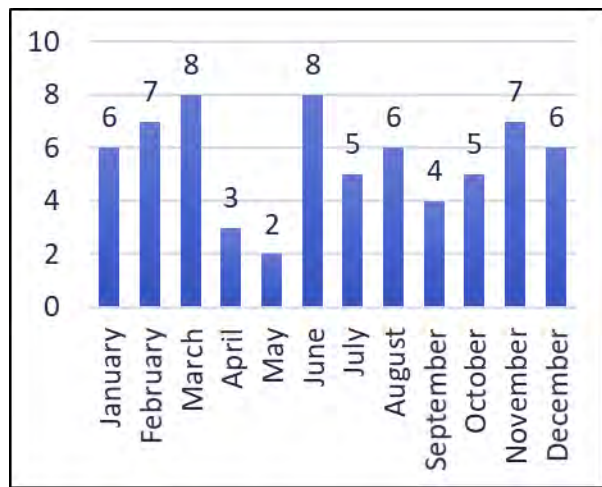


Exhibit 3: Number of Reported Crashes per Month



The number of crashes per day of the week was also evaluated. The data indicates most crashes (approximately 25%) occurred on a Saturday. A high number of crashes also occurred on Sundays, Mondays, and Wednesdays (approximately 15% each). The largest correlation between the crashes that occurred on a Saturday appears to be a snowy or icy road condition. This could indicate the need to perform winter road maintenance more diligently on the weekends.

Exhibit 4: Percent of Reported Crashes per Season

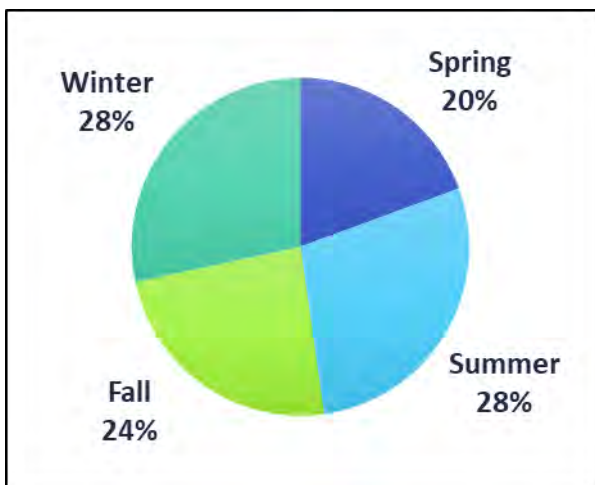
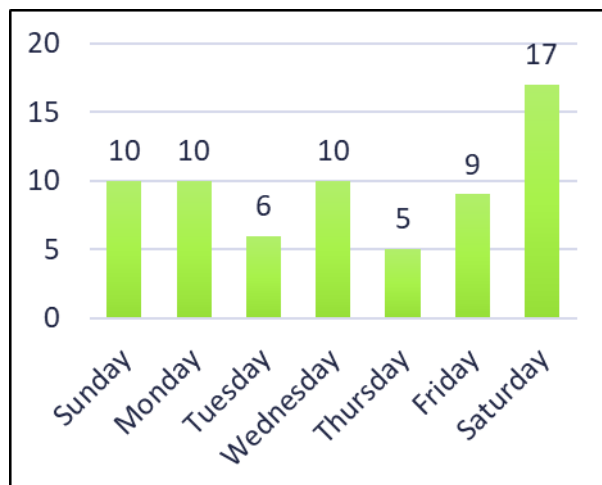


Exhibit 5: Number of Reported Crashes per Day of the Week

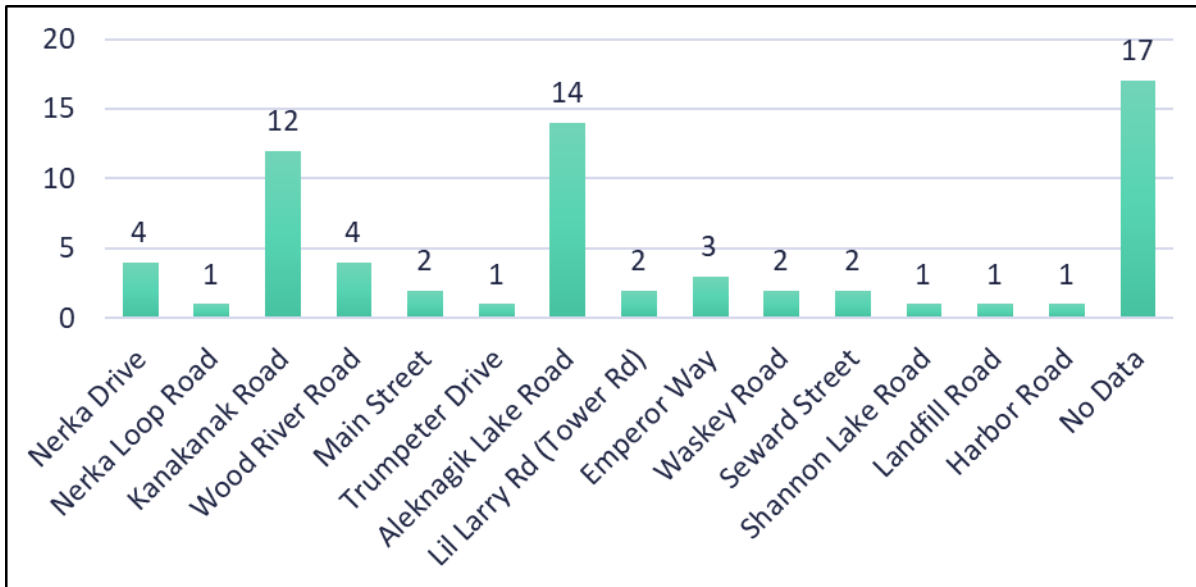


3.1.2 Location

Location of a crash can indicate the need for roadway improvements or better traffic control. Most of the crash reports included a latitude and longitude for the crash location.

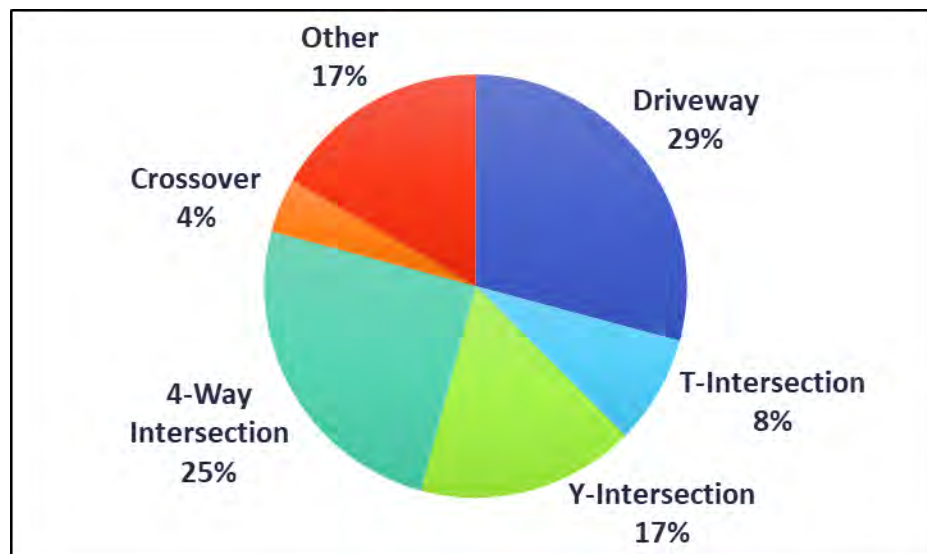
Figure 1 shows a map of the crash locations between years 2009 and 2018 using available location data.

Exhibit 6: Number of Reported Crashes per Roadway



In Dillingham, most reported crashes occurred on Kanakanak Road and Aleknagik Lake Road. These are the two longest roads within the community. They also have the highest traffic volume and the highest speed limits. In addition, the data shows that approximately 39% of car crashes occurred at an intersection. Of those, 29% occurred at a driveway access, 25% at a 4-way intersection, and 17% at a Y-intersection.

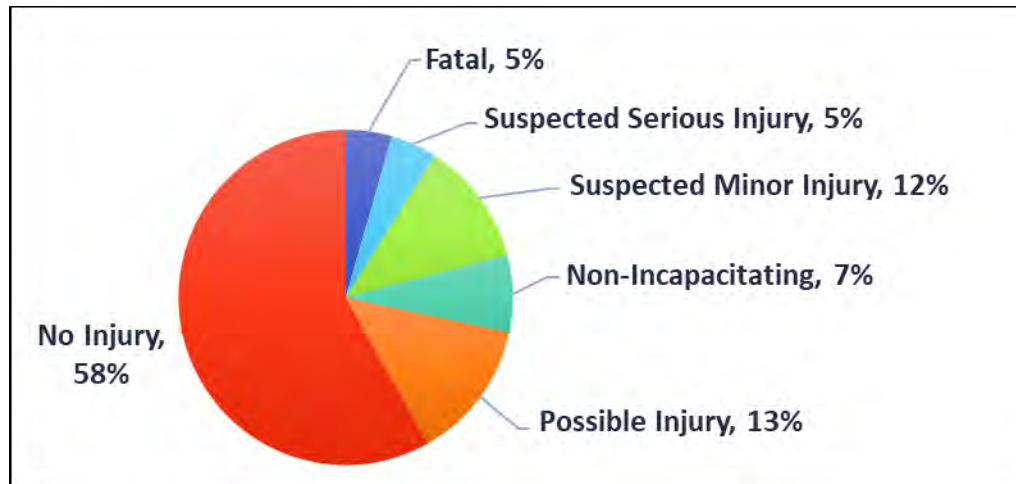
Exhibit 7: Percent of Reported Crashes per Intersection Type



3.1.3 Crash Severity & Collision Type

Crash severity demonstrates the severity of the injuries for individuals involved in the crash. The crash data shows that 58% (39 crashes) resulted in no injuries, 5% (3 crashes) caused suspected serious injury, and 5% resulted in a fatality. The remaining crashes resulted in either minor injury, non-incapacitating injury, or unreported (possible) injuries.

Exhibit 8: Percent of Reported Crashes by Crash Severity



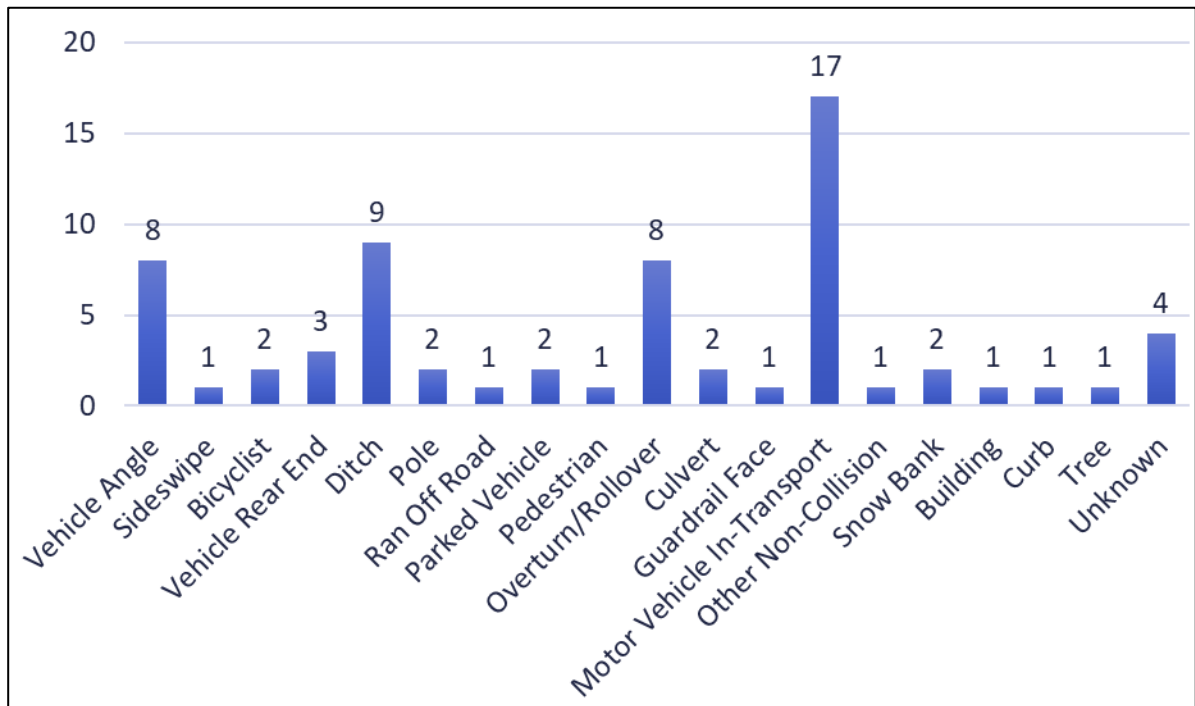
The first of the three fatal crashes occurred on a Thursday around 7:30AM in April 2011. A 69-year old female was driving a passenger car on Kakanak Road. Reported weather conditions indicate freezing rain and icy road conditions. The driver lost control, ran off the roadway and hit a tree. The car was totaled.

The second fatal car crash occurred on Tuesday around 1:30AM in August 2011. A 21-year old, who had reportedly been drinking, was driving an SUV or light truck on Wood River Road at an unsafe speed. He lost control and ran off the road into a ditch, causing the vehicle to overturn. The road was dark and unlit, but the weather was clear and the road surface dry. The driver was reportedly not wearing a seatbelt and the vehicle was totaled.

The third fatal crash occurred on a Tuesday evening around 8:50PM in August 2013. The crash involved a 29-year old male driving a utility vehicle in a “reckless or aggressive manner” on Aleknagik Lake Road. The road surface was dry and daylight was fading at dusk. The report indicates the driver was going straight, northbound, crossed the centerline, ran off the roadway to the left, and swerved to re-enter the roadway, causing the vehicle to overturn.

It is also important to evaluate how the collision occurred or what type of object the vehicle hit. According to the data, approximately 25% (17 crashes) involved collision with a motor vehicle in-transport and 13% (9 crashes) with a ditch. Additionally, 12% (8 crashes) collided with a vehicle at an angle and 12% resulted in a vehicle overturn/rollover. Other significant collision types include two collisions with a bicyclist and one with a pedestrian. Many collisions also involved stationary structures such as poles, parked vehicles, culverts, guardrails, snowbanks, buildings, curbs, and trees.

Exhibit 9: Number of Reported Crashes per First Harmful Event (Collision Type)



3.1.4 Driver Demographics & Circumstance

Evaluating driver demographics can help determine where and how to focus driver safety and education. The Dillingham crash data shows that approximately 25% of crashes involved young drivers (25 years old and younger), while 5% involved senior drivers (70 years and older). This shows that many of the crashes may have resulted from driver inexperience.

Other driver statistics to consider include driver behavior such as drug/alcohol use and restraint use. The data indicates that 15% of the reported crashes involved alcohol use, but 22% of the crashes were missing data for alcohol use. Approximately 40% of drivers used a lap and shoulder seatbelt, 3% used a shoulder belt only, 12% did not wear a seatbelt, and

3% did not wear a helmet. However, no restraint data was available for 40% of the crashes, and restraint use was not applicable for 3%.

Exhibit 10: Number of Reported Crashes per Driver Age

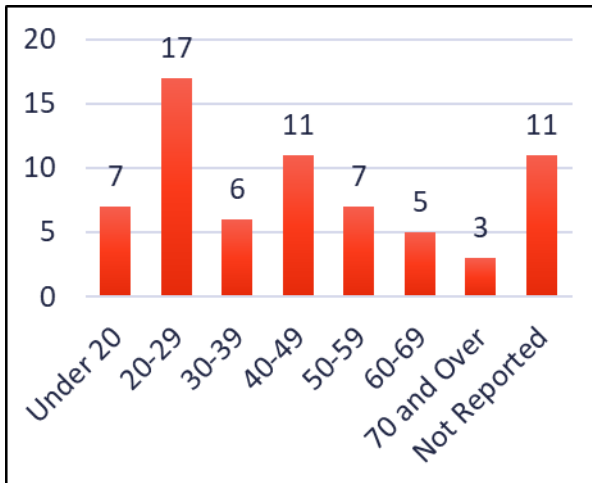
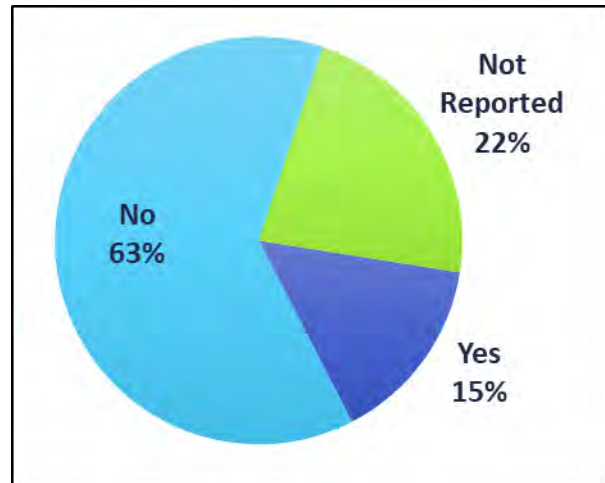


Exhibit 11: Percent of Crashes with Reported Driver Alcohol Use



Driver misconduct can develop a picture of how people are violating traffic controls or misusing the transportation system. Data records categorize this as “driver circumstance.” The majority of the reported crashes (approximately 87%) involved driver misconduct of some kind, while approximately 13% (9 crashes) reported no improper driving. The most common driver error was running off the roadway at approximately 19% (13 crashes). Other common driver circumstances include failure to yield right of way (5 crashes), unsafe speed (4 crashes), driver inattention (3 crashes), and improper backing (3 crashes).

3.1.5 Weather & Lighting Conditions

Environmental conditions such as weather and lighting can often cause car crashes. This data can help determine where to focus road maintenance efforts or streetlights. According to the crash data, road conditions seem to be more of a factor than weather conditions. Only approximately 8% of crashes occurred during rain, sleet or snow, whereas approximately 28% of the crashes occurred on an icy road surface, 18% on snow, and 12% on a wet road surface. In addition, most crashes appear to occur in daylight (58%). However, many crashes occurred in limited lighting including 18% on a dark-unlit roadway, 7% at dusk, and 6% on a dark-lighted roadway.

Exhibit 12: Percent of Crashes per Weather Condition

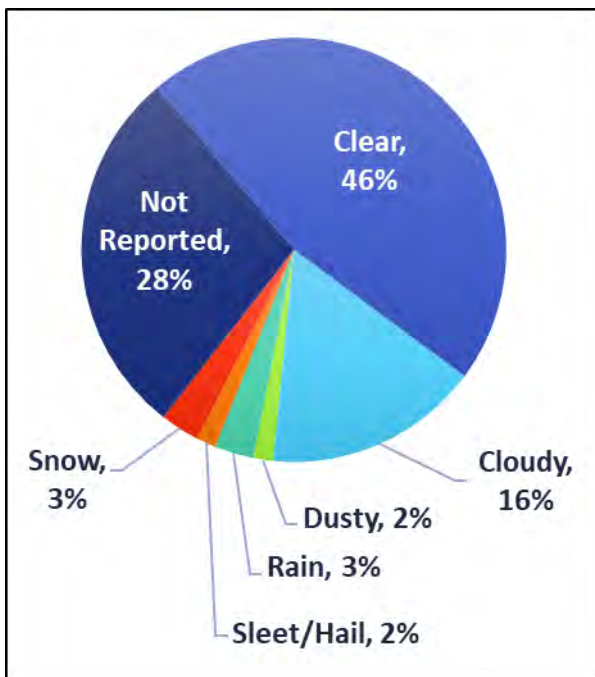


Exhibit 13: Percent of Crashes per Road Surface Condition

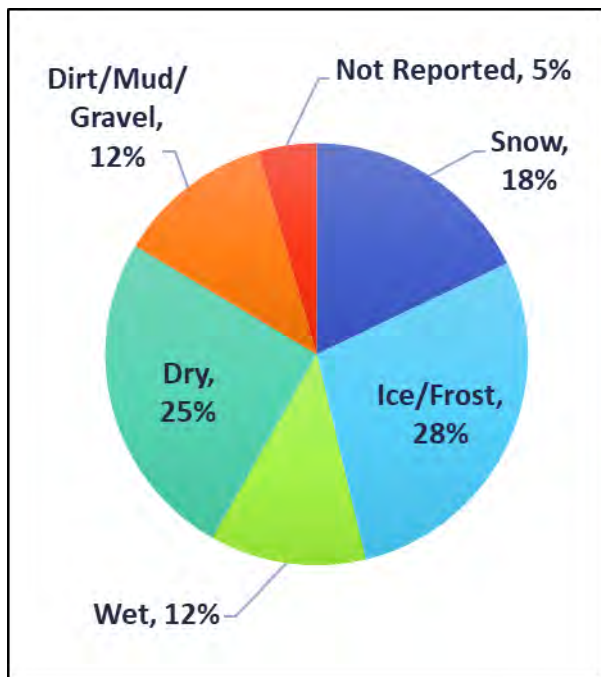
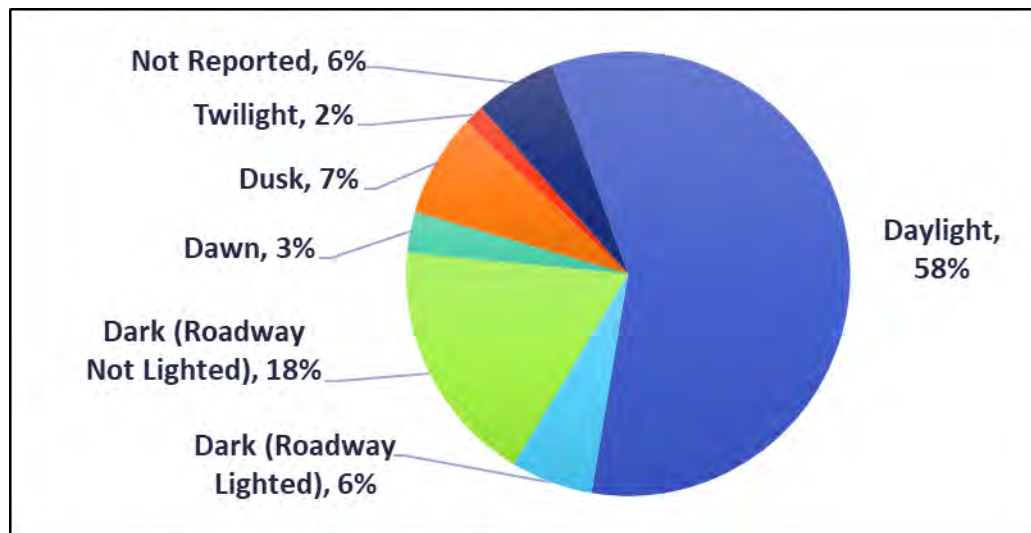


Exhibit 14: Percent of Crashes per Lighting Conditions

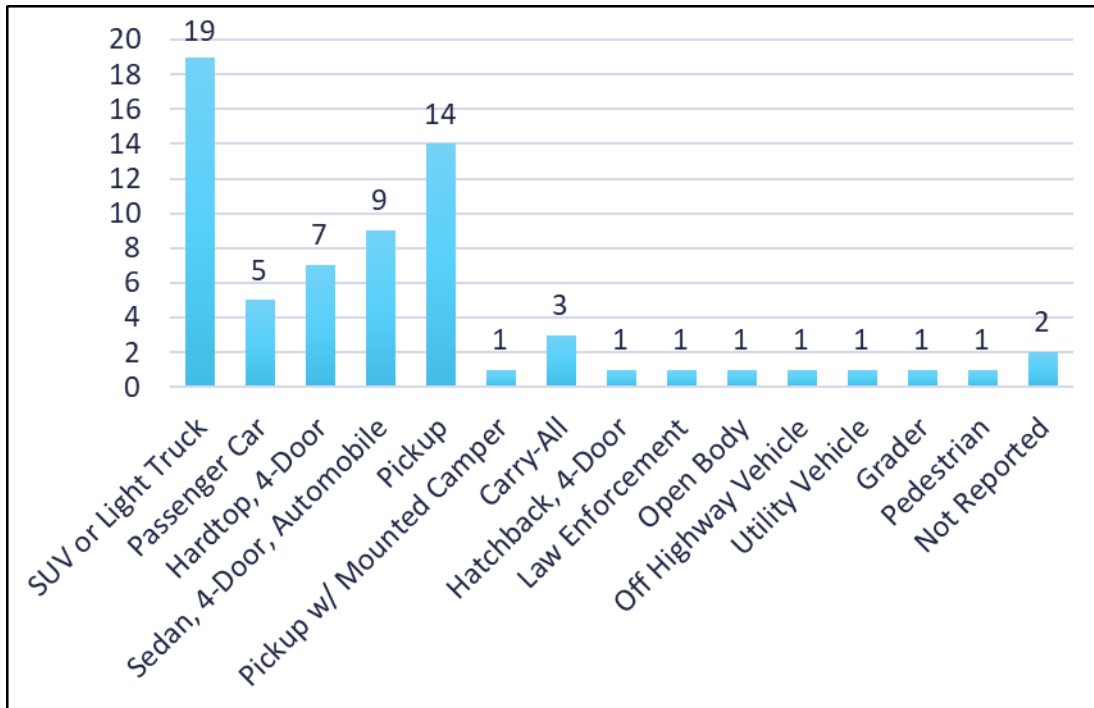


3.1.6 Vehicle Statistics

Evaluating vehicle statistics such as vehicle type and vehicle damage can indicate safety levels of different transportation modes. Only the “Causal Unit” or “Unit 1” data was evaluated in detail. In Dillingham, most crashes involved a light truck/SUV (19 crashes) or a pickup truck (14 crashes). Other common vehicle types involved in a crash include a 4-

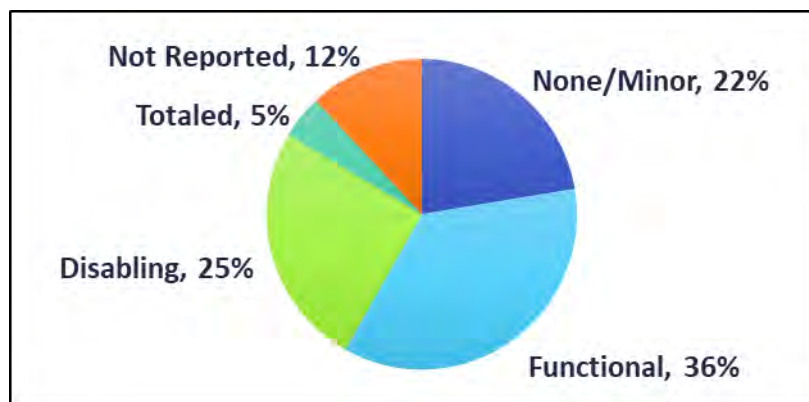
door sedan (9 crashes), 4-door hardtop (7 crashes), and passenger car (5 crashes). None of the reported crashes involved a commercial vehicle, but one crash involved a utility vehicle and one involved a grader.

Exhibit 15: Percent of Crashes per Unit 1 Vehicle Type



Vehicle damage is another indicator for crash severity. Most of the reported crashes resulted in functional vehicle damage (36%), followed by 25% with disabling damage, 22% with none or minor damage, and 5% of the vehicles were totaled. Approximately 12% of the crashes did not report the vehicle damage.

Exhibit 16: Percent of Crashes per Unit 1 Vehicle Damage



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, within 20 miles of Dillingham, and two accidents occurred on Aleknagik Lake. Residents of Dillingham travel in Nushagak Bay and up the Nushagak River for commercial fishing and to access nearby villages. They also boat across Aleknagik Lake for fishing and recreation, and to access private cabins in the area. Aleknagik Lake is accessible out of Dillingham via the Wood River or Aleknagik Lake Road.

These accidents are summarized in Table 3 and displayed in Exhibit 17. The accidents are listed by the body of water where they occurred, but the exact locations are not described. Four of the five accidents resulted in fatalities, totaling four deaths since 2013. Two of the accidents involved alcohol use. It is important to note that this data only includes boating accidents that were reported to the U.S. Coast Guard. There may have been additional accidents that were not reported, such as accidents that resulted in only minor injuries or vessel damage (U.S. Coast Guard, 2018).

Table 3: Summary of Boating Accidents near Dillingham

Year	Month	Time of Day	Body of Water	# of Accidents	# of Vessels	# of Injuries	# of Deaths	Accident Type	Accident Cause	Vessel Type
2017	Aug	12:39 AM	Aleknagik Lake	1	1	0	1	Falls overboard	Alcohol Use	Open Motorboat
2014	Aug	10:00 PM	Nushagak Bay	1	1	0	1	Person Departed Vessel	Alcohol Use	Open Motorboat
2014	Aug	11:39 PM	Ralph Slough	1	1	0	1	Fire / Explosion (Fuel)	Machinery Failure	Cabin Motorboat
2013	Sept	3:13 PM	Nushagak Bay	1	1	3	0	Collision with Submerged Object	Missing or Inadequate Navigation Aids	Open Motorboat
2013	Sept	5:30 PM	Aleknagik Lake	1	2	0	1	Collision with Commercial Vehicle	Improper Lookout	Open Motorboats

Exhibit 17: Bristol Bay Boating Accident Map



Note: Locations not exact. Data source: US Coast Guard, Boating Safety Resource Center, 2018.

3.3 TRAFFIC COUNTS

Traffic counts from Alaska DOT&PF were evaluated, where available. Traffic count data helps identify correlations between traffic volume and number of crashes. Historical Average Annual Daily Traffic (AADT) counts are available for 16 roads in the Community. To better analyze the data, roads were grouped into one of the following AADT ranges:

- (1) Low Volume Roads (AADT < 400)
- (2) Moderate Volume Roads (401 < AADT < 999)
- (3) High Volume Roads (AADT > 1,000)

Traffic counts for low, moderate, and high-volume roads are displayed in Exhibit 18, Exhibit 19, and Exhibit 20, respectively for years 2012 to 2017. Maps showing the locations of these routes are displayed in Exhibit 22, Exhibit 21, and Exhibit 23. As noted on the graphs and maps, several of the longer routes were divided into sections because different lengths of the road experience different traffic volumes. These roads include Aleknagik Lake Road, Kanakanak Road, Airport Road, and Wood River Road (DOT&PF, 2017).

Exhibit 18: 2012-2017 Community AADT Counts, Low Volume Roads



Exhibit 19: 2012-2017 Community AADT Counts, Moderate Volume Roads

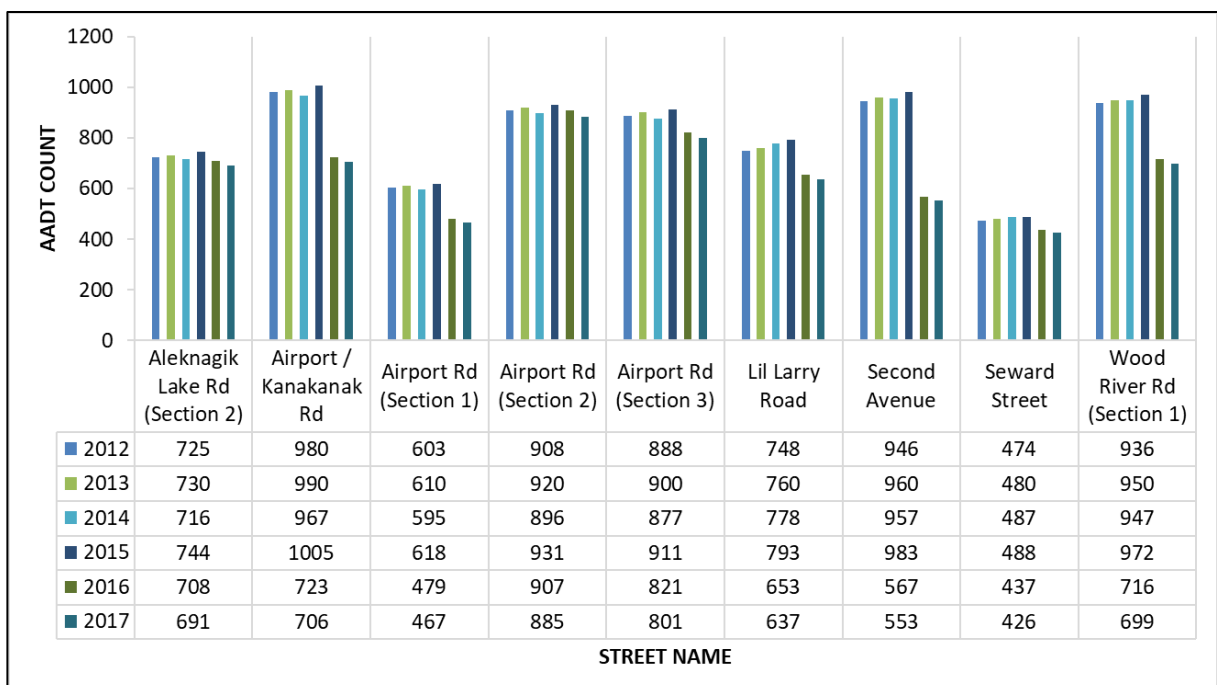


Exhibit 20: 2012-2017 Community AADT Counts, High Volume Roads

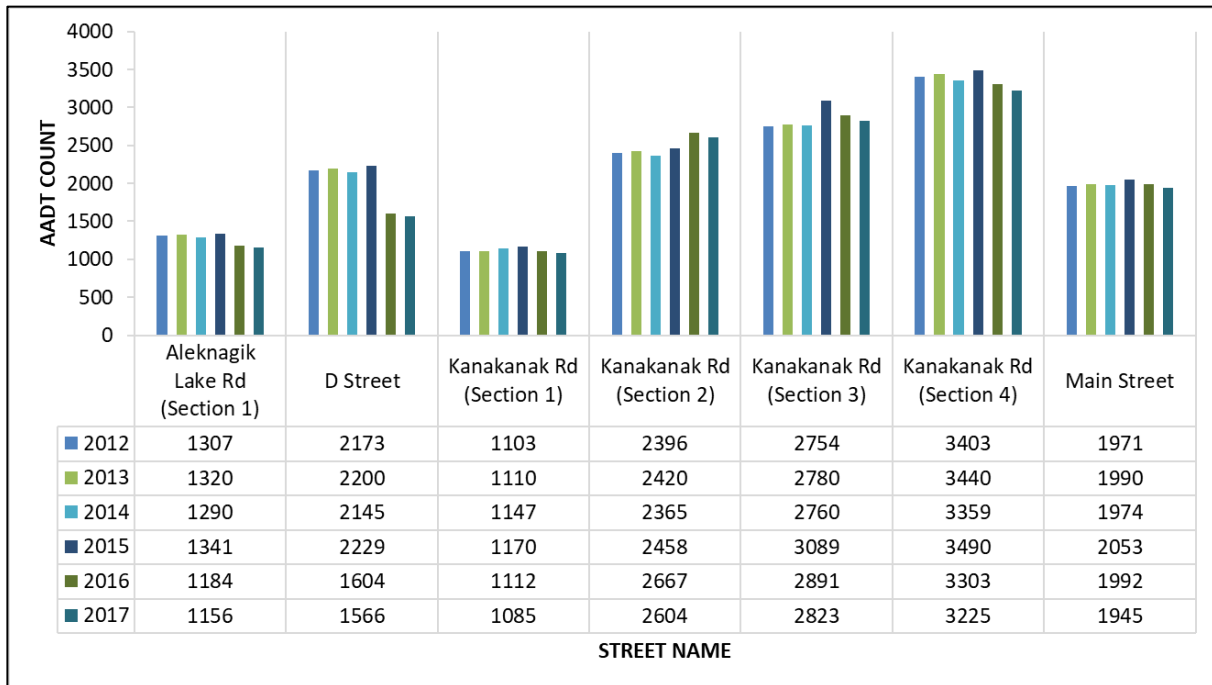
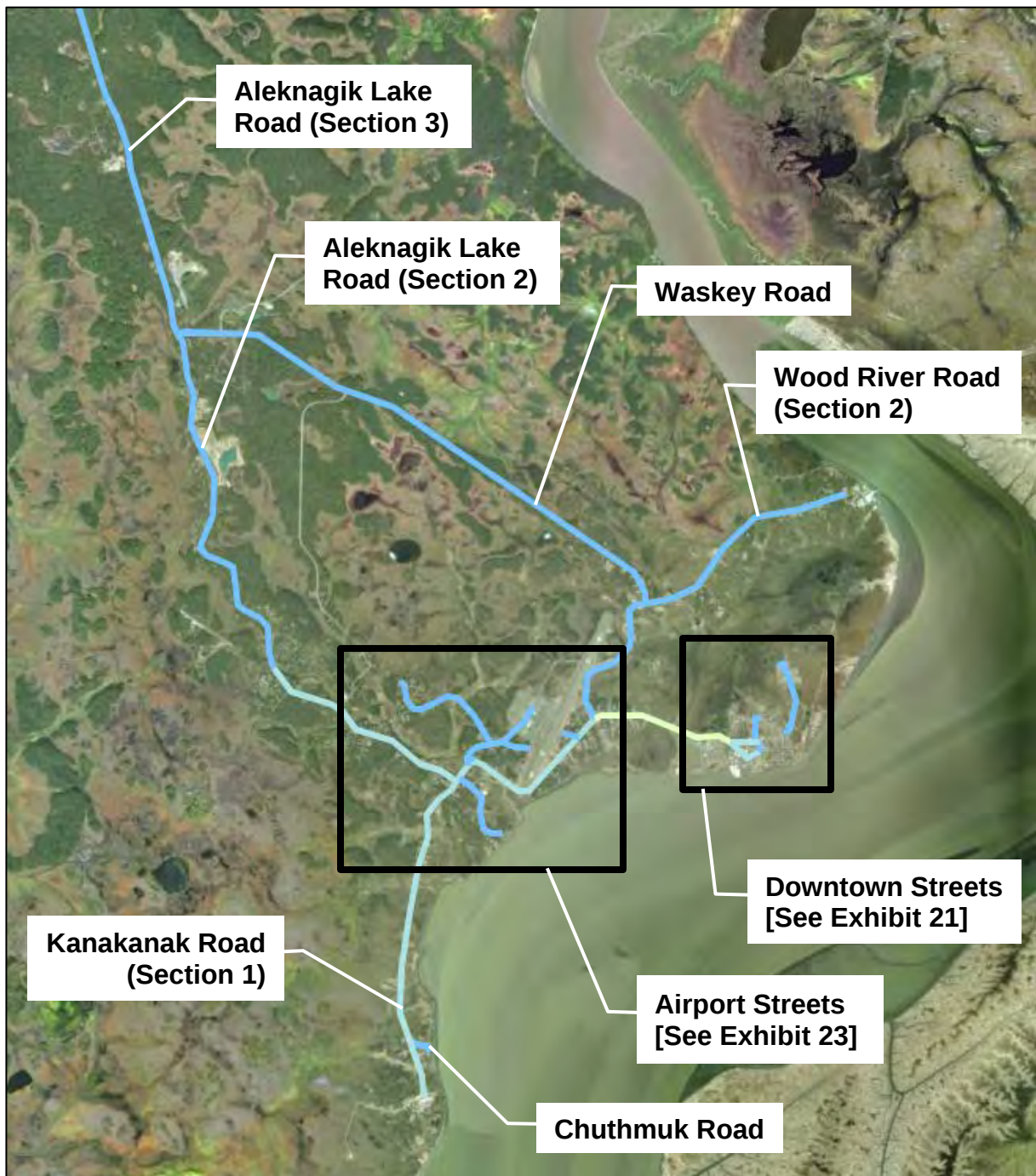


Exhibit 21: 2017 AADT Count Map, Downtown Streets



Exhibit 22: AADT Route Map, Dillingham Area Streets

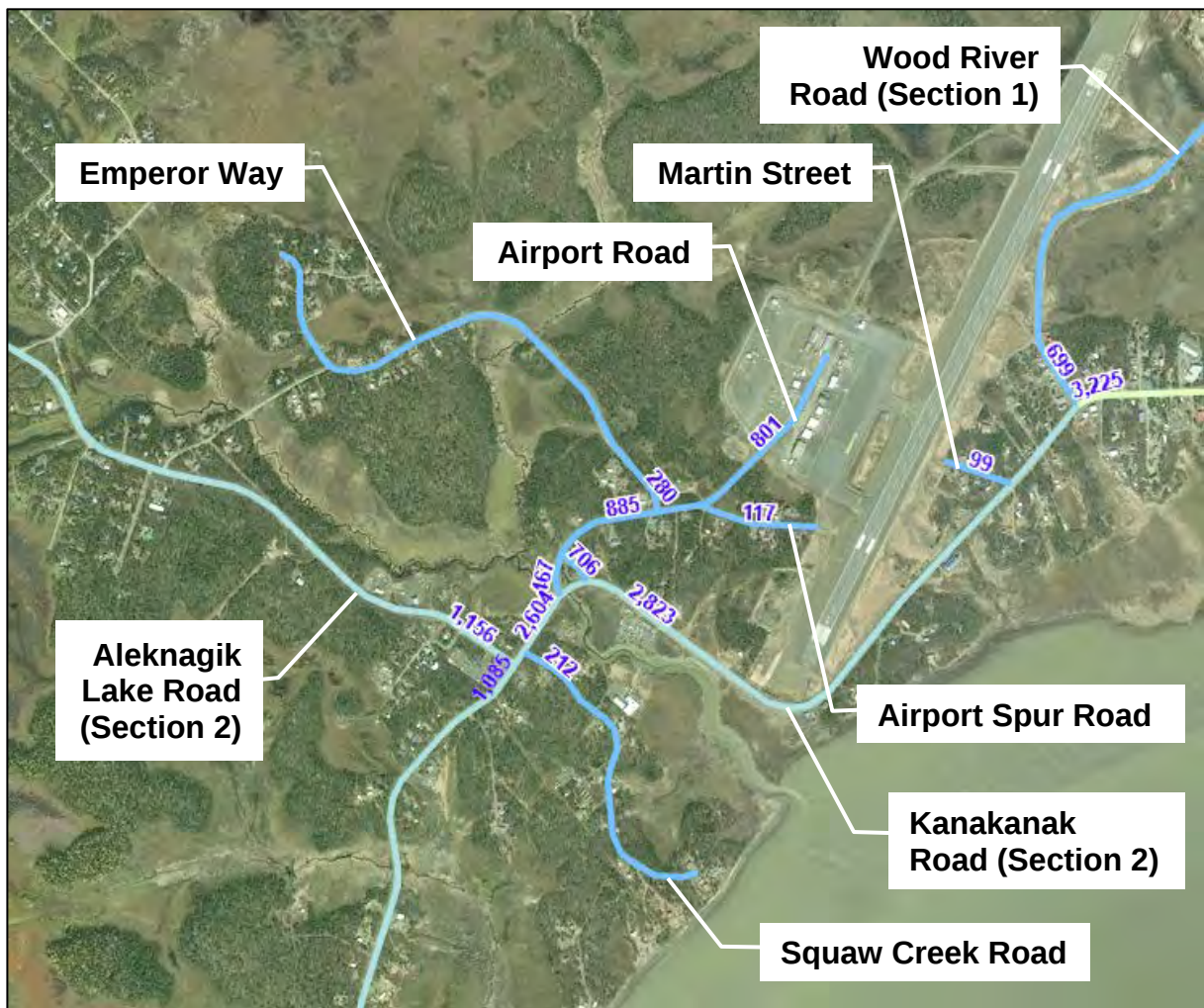


According to the traffic count data, many of the downtown streets have experienced a significant drop in traffic volume since 2016 including Lil Larry Road, Second Avenue, and D Street. Several other roads within the Community illustrate a similar trend including Airport Road and Wood River Road (Section 1). On the other hand, some roads experienced

the opposite. Aleknagik Lake Road (Section 3), Waskey Road, and Wood River Road (Section 2) experienced the most significant traffic volume increases since 2016.

Many factors may be contributing to these trends. For example, the City of Dillingham and overall Dillingham Census Area population has declined slightly since 2015, consequently reducing the number of vehicles on the road. Additionally, most of the downtown roads have been deteriorating, exhibiting large surface cracks and potholes. This could potentially deter the use of these streets and cause a decrease in traffic. Finally, a new bridge crossing the Wood River was constructed in 2017, connecting Aleknagik to Dillingham. The bridge project, among other development projects, may have caused a shift in transportation movement within the City.

Exhibit 23: 2017 AADT Count Map, Airport Streets



As a regional hub, many people travel in and out of the Dillingham Airport to commute between small communities in the Bristol Bay region. Because of this, there is a relatively high traffic volume around the airport, especially on Kanakanak Road and Main Street between Aleknagik Lake Road and downtown. Due to the high concentration of traffic in this area, it may be advantageous to give these routes a higher priority for safety improvements, if needed.

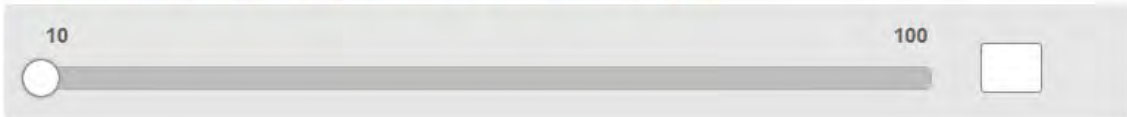
3.4 COMMUNITY SURVEY

A public survey was conducted within the Community throughout November and December 2018. Three written surveys were collected during the public meeting on November 8, and 33 surveys were collected online through Survey Monkey. Raw survey results are provided in Appendix C. A summary and analysis of the survey results is discussed below.

3.4.1 Question #1: Survey Respondent Age

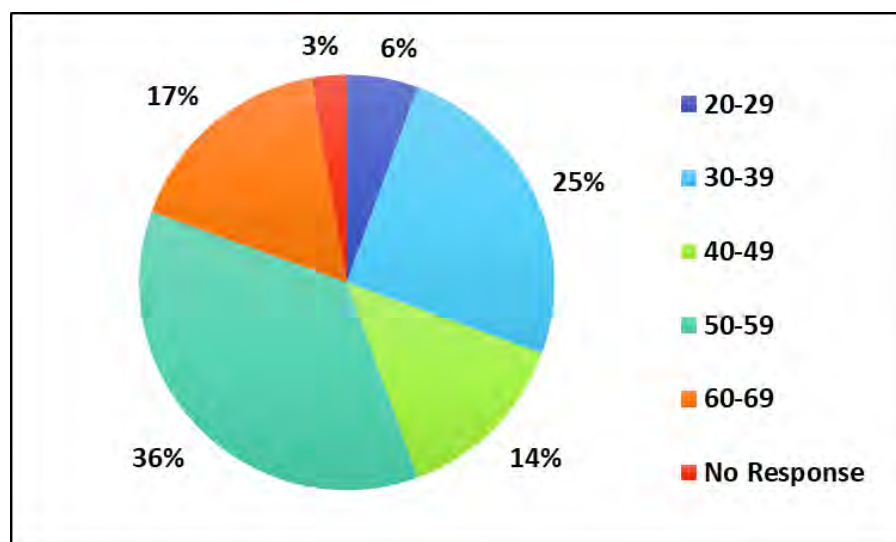
Question #1 collects data about the age of survey respondents, providing demographic information for the survey. The results of Question #1 are shown in Exhibit 24.

* 1. How old are you? (use slider to select age)



The image shows a survey question interface. At the top, it says "* 1. How old are you? (use slider to select age)". Below this is a horizontal slider bar. The left end of the slider is labeled "10" and the right end is labeled "100". A circular handle is positioned on the slider, and there is a small square input box to the right of the slider.

Exhibit 24: Survey Respondent Ages



The majority of survey participants were between the ages 30 and 60. No young drivers below the age of 25 or senior drivers over 70 participated in the survey.

3.4.2 Question #2: Transportation Modes

Question #2 demonstrates the most common transportation modes within the Community.

*** 2. How do you get around within the community? (check all that apply)**

☐ Truck or SUV	☐ Bicycle
☐ Passenger Car	☐ Get a ride (carpool)
☐ Commercial Vehicle	☐ Bus or Transit
☐ Van	☐ 4-Wheeler
☐ Motorcycle	☐ Snowmachine
☐ Walk	☐ Boat

Other (please specify)

Exhibit 25 and Exhibit 26 show the results of Question #2. Since the option was given to select more than one answer, Exhibit 25 shows the number of respondents that checked each mode of travel at least once, whereas Exhibit 26 demonstrates the percentage of people that selected more than one travel mode.

Exhibit 25: Modes of Transportation

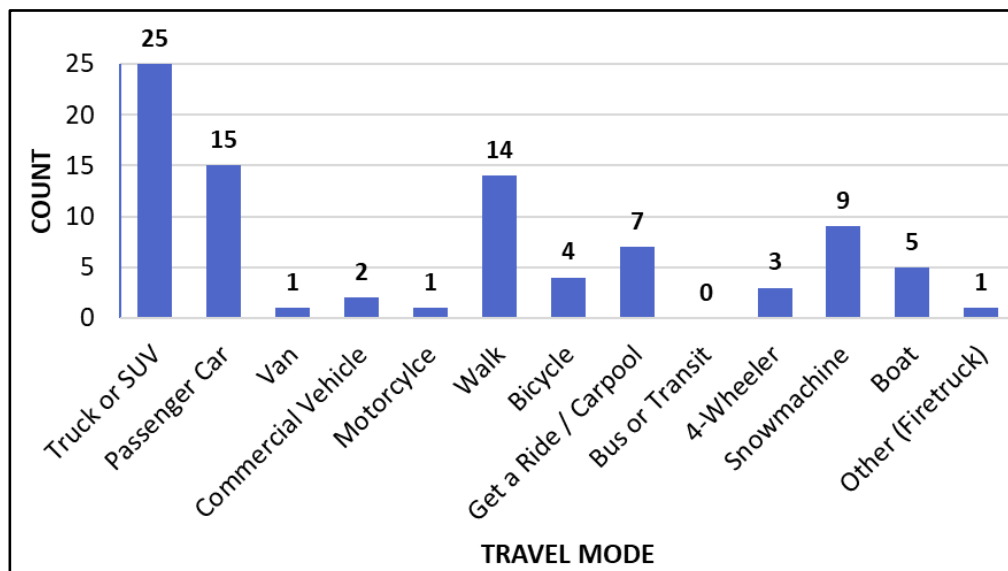
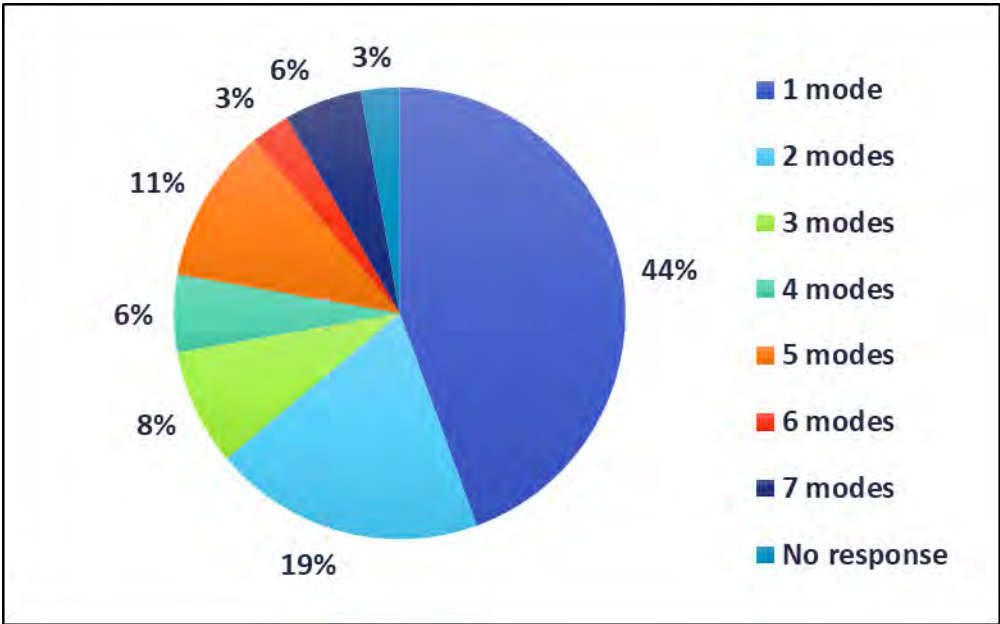


Exhibit 26: Number of Modes Used



The results from Question #1 show that most people drive trucks or SUVs, passenger cars, and walk to get around Dillingham. Snowmachines, carpooling, and boating are other common modes. One person marked “firetruck” in the “other” category. Exhibit 26 shows that most people (56%) utilize more than one mode of transportation, and 23% use five or more modes. This indicates multi-modality of the community.

3.4.3 Question #3: Safety Concerns & Priorities

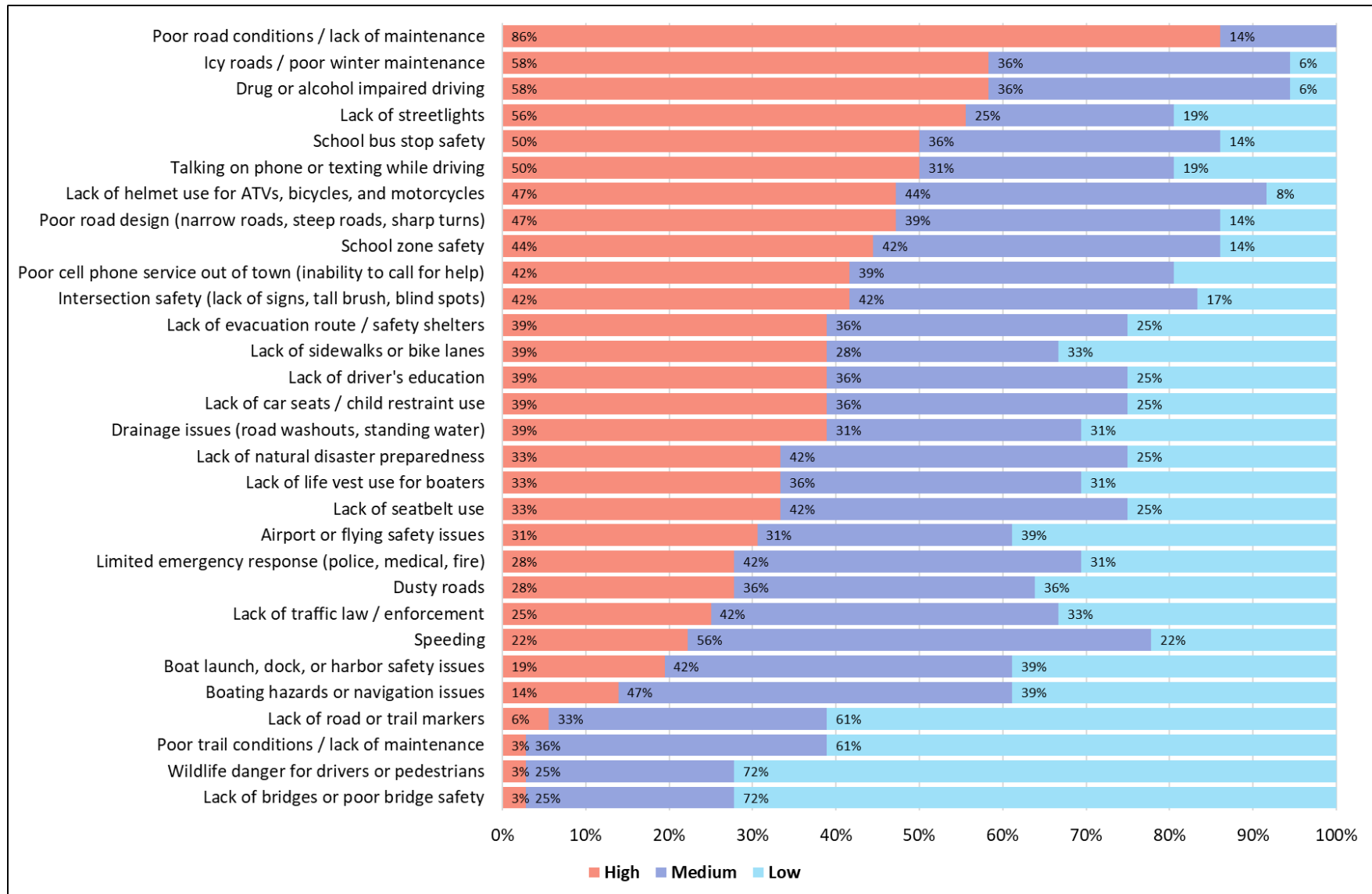
Question #3 helps portray the community’s transportation safety priorities. The results are shown in Exhibit 27, which are sorted by priority from highest priority to lowest priority.

* 3. Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	☐	☐	☐
Poor road design (narrow roads, steep roads, sharp turns)	☐	☐	☐

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Exhibit 27: Community Safety Priorities



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According to Exhibit 27, 86% of people who completed the survey marked “road conditions / lack of maintenance” as a high safety priority, making it the highest voted priority. In addition, 58% of respondents marked both “icy roads / poor winter maintenance” and “drug or alcohol impaired driving” as high priorities, closely followed by “lack of streetlights” at 56%. These rankings were used to select and prioritize emphasis areas for this plan.

Question #3 provided the option to add a safety issue to the list. Multiple people gave a response in the “other” category, as listed below:

- “State or City covering driveway entrance with snow when plowing. If there is an emergency, how would an ambulance be able to drive in my driveway and drive out?”
- “Please place a police car on the intersection of Aleknagik Lake Road and Kanakanak Road in the AM. People constantly pull up onto the shoulder to turn towards the hospital and block the persons view with their car. It's illegal to do so but it seems every hospital employee does it.”
- “Lack of Tribal Involvement in road maintenance.”
- “Lack of transportation for elders or disabled residents in the rural villages.”
- “Wheelchair accessible into public areas and building.”
- “Pedestrian crosswalks need to be better marked by painted are on the pavement. Signs are not adequate.”
- “Drivers including police do not stop at stop signs.”
- “Long term airport parking safety.”
- “Expensive and inadequate vehicle maintenance options.”
- “BBNA entrance in and out traffic.”

3.4.4 Question #4: Safety Measures

Question #4 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 #3.

[illegible]

- Word cloud generated from survey
comments via wordclouds.com

- “Funding to have clear sidewalks and bike path; education and consequences for texting and driving or just being on your phone and driving; more street lights especially by ALL the bus stops.”
- “Get some people that know how to run equipment properly. So they can maintain the roads to which they were design.”
- “Gravel lifts and grading.”
- “More resources for road upgrade and maintenance. More paved roads. Road lines repainted at least twice a year. Better lighting at school bus stops. Better lighting and painted pedestrian crosswalks.”
- “Get educated workers and make sure they are planning to stay in Dillingham.”
- “Improve down town area and better traffic violation control.”
- “Better road maintenance.”
- “Pave the subdivision roads.”
- “Having appropriate sidewalks and pedestrian zones.”
- “Obtaining more funding to implement some of the upgrades we need to improve transportation safety!”
- “Well first, the color font is bad. Next, have police more visible around town and have them be good mentors of street laws. One street design is very bad; when you stop, you have to almost look behind you to look for oncoming traffic. Crosswalks are hazardous, especially in summer with cannery workers; I have rolled up on several and hit the horn. Paint in cross walks. In winter DO NOT pile snow on street corners, move the tree in front of the Bank.”
- “More bike path set aside from the road (extend all the way along Lake Road to Waskey, and extend out Kanakanak to the Hospital); better roads in downtown.”
- “Better road maintenance.”
- “Better maintain roads both city and state during winter. Better maintain in town roads year-round (horrendous potholes). ENFORCEMENT of helmet law for children and teens.”
- “Driver’s education.”
- “Improvement of the city roads.”
- “More police awareness of people driving without license. Same people get stopped repeatedly for driving w/o license and there back on road driving same day! Better maintenance on potholes, at least attempt to grade potholes!!! Better maintenance during inclement weather!!”

- “1) Better road maintenance in subdivisions. 2) Pave roads & streetlights in subdivisions. 3) More than one road into business district. 4) Move the airport.”
- “Maintenance, potholes, snow/ice removal.”
- “Traffic personal at BBNA from 7:50-8:00 or a traffic light.”
- “Try to keep roads graveled, esp. when icy, please also snow plowed when snows too much.”
- “It would be nice to have crosswalks from the Lake Road bike path to the Kanakanak bike path and between the 7th day school and BBNA.”
- “Add more driver education for the new drivers, reminders who has the right of ways and speed zones.”
- “Optional exit from town to Wood River Rd when flats are impassable. Nerka subdivision road drainage - need exit direct to Lake Road from Nerka Loop (not to Emperor Way).”
- “Crosswalks and sidewalks by campus (Seward Street), potholes on roads that cause people to take alternative routes (like speeding through campus/library parking lot) instead of staying on main roads (Seward Street), better lighting/streetlights.”

3.5 PLANE CRASHES

The National Transportation Safety Board (NTSB) Aviation Accident Database was queried for accidents in Dillingham within the last 10 years. The search results show 10 total accidents, all of which were non-fatal with substantial aircraft damage. Plane crash data is provided in Appendix B. Out of the 10 accidents, there were three total serious injuries and four total minor injuries from these crashes. 80% of the flights were operated by private air carriers or individuals for personal flights. Most of the flights occurred out of the Dillingham Airport or Shannon’s Pond Seaplane Base. One notable accident out of Dillingham occurred more than 10 years ago on October 10, 2001. The Peninsula Airways Inc. (PenAir) flight took off from the Dillingham Airport destined for King Salmon. The pilot lost control in-flight due to ice contamination on the upper surface of the craft, which was not noticed during the pre-flight inspection. The crash resulted in 10 fatalities (everyone on board) and the aircraft was destroyed (NTSB, 2018).

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 12 emphasis areas for this Plan:

1. Road Conditions
 - a. Rehabilitation and Maintenance
 - b. Work Zones
 - c. School Zone
2. Snow Management
3. Intersections
4. Speeding
5. Driver Behavior
 - a. Impaired Driving
 - b. Distracted Driving
 - c. Restraint Use
6. Pedestrians
7. Young Drivers
8. Boating
9. Air Transportation
10. Wildlife
11. ATV Transportation
12. Vehicle Maintenance

These emphasis areas were selected based on factors such as crash data, 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

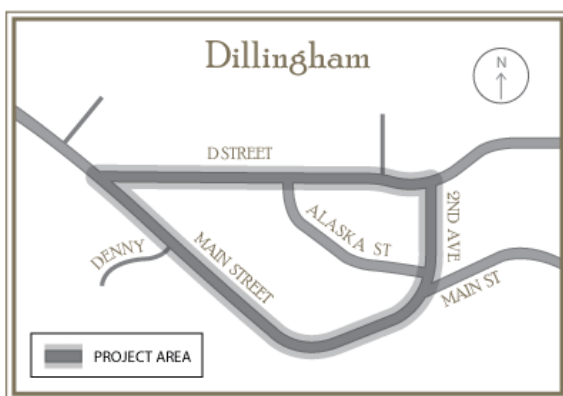
During the Planning Team Meeting with Dillingham Safety Partners in November 2018, three focus areas were identified regarding road conditions including road rehabilitation/maintenance, work zones, and the school zone, as described below.

Rehabilitation and Maintenance

The City of Dillingham and Alaska DOT&PF currently maintain the roads, depending on land ownership. However, lack of funding often restricts maintenance activities. There are approximately 128 miles of paved and gravel roads in Dillingham with only two City operators to maintain them. Many of these roads are experiencing deterioration, pavement cracking, and potholes. Dillingham residents on the Safety Planning Committee explained that ambulances and firetrucks cannot access some roads due to the pothole severity. They also explained that road striping is fading, causing lane visibility issues, especially in the dark. Inadequate drainage facilities cause standing water during spring break up and rainfall events. According to results from the community survey conducted in November-December 2018, 86% of survey participants marked “poor road conditions / lack of maintenance” as a high safety priority, making it the #1 top community priority.



Pothole on Aleknagik Lake Road in Dillingham (KDLG, 2014)



Downtown Rehabilitation Project Area (DOT&PF, 2018)

The downtown streets are the worst. The downtown loop is being repaved in the summer of 2019, but the project does not include Seward Street and other downtown streets due to lack of funding, which need rehabilitation as much as the other streets. In addition to funding issues, the City does not have access to proper equipment to perform the type of rural maintenance activities needed in Dillingham. Many of the roads are too narrow for the existing road grader, and too narrow to allow vehicles to pass the grader.

Though most of the primary streets are paved, nearly all subdivision streets and side roads consist of a gravel surface course. The City of Dillingham is currently working on a Gravel Roads Management Plan to prioritize gravel road improvements around town. The City would like to coordinate this effort with other local stakeholders and safety partners. Additionally, there are many private roads in Dillingham (such as Squaw Creek Road and Martin Road at the airport gate access), which cannot be maintained by the City. The City has an existing road catalog, identifying maintenance responsibility and is the process of developing a procedure manual.



Potholes in Nerka Subdivision (Bristol, 2011)

Work Zones

With upcoming road construction projects, there is a concern about work zone safety. There are few detour options around work zone areas, which could potentially worsen traffic congestion, especially before and after school. Additionally, DOT&PF historical crash reports indicate that 4 crashes have occurred in a work zone in the last 10 years. All of the crashes occurred after work hours or on the weekend. Two of the crashes occurred in the summer of 2013 on Kanakanak Road, one occurred in the summer of 2014 on Kanakanak Road, and one occurred in the winter of 2015 on Shannon Lake Road. These accidents indicate the need for improved work zone safety after construction hours.

School Zone

The final component of the Road Conditions emphasis area is the School Zone safety including the school parking lot and bus stops. Survey results show that 50% of survey participants voted “school bus stop safety” as a high priority, and 44% voted “school zone safety” as a high priority. Locals described that during school events, people park haphazardly in the parking lot and often block the fire lanes. Traffic control is not clearly defined or enforced in and out of the school parking lot and pickup/drop-off area. Currently, the bus drop off is along the Main Road thoroughfare which causes severe congestion every school day between 8:00-8:15 AM and 3:00-3:15 PM. Students have to line up adjacent to a busy street with little or no protection from vehicle traffic. Additionally, the Dillingham Safety Planning Committee expressed concerns regarding people speeding around stopped buses at bus stops. Since the police are preoccupied with student safety during these times, it can be difficult to penalize these violators.

4.1.2 Objectives

Improve road conditions and road maintenance efforts, mitigate pothole and drainage issues, reduce the risk of accidents in construction zones after work hours, enhance traffic flow in the school zone and parking lot, and improve safety of bus stops.

4.1.3 Strategies

Education

- Improved awareness in construction zones via signs, radio announcements, notices on the Trading Post Facebook page, etc.

Enforcement

- Use route data from the Council's LRTP and the City's Road Catalog to develop a Tribal road catalog for prioritizing and enforcing street maintenance activities

Engineering

- Road rehabilitation (re-paving and widening), prioritizing D Street & Seward Street
- Renew lane striping more frequently
- Drainage improvements
- School zone improvements to improve traffic flow and consider an alternate bus pickup / drop-off location at the school
- Obtain agreements from road owners to allow City maintenance of non-City streets
- Modernize maintenance equipment

Emergency Services

- Immediate pothole repair
- Develop and implement a Gravel Roads Management Plan

4.2 SNOW MANAGEMENT

4.2.1 Background

"Icy roads / poor winter maintenance" was voted the second highest community safety priority on the public survey. Dillingham receives an average of 15-inches of snowfall per month between November and March. City and State maintenance workers plow the streets immediate after or during a major snow event. In the past, the State had separate winter maintenance crews for the airport runway and roads, but due to budget cuts, they are down to one crew. The current crew prioritizes the runway, which can increase the time it takes to respond to snow accumulation on State routes. Similar to road grading, snowplowing

efforts are restricted to funding and a handful of local trained operators. Plowing and hauling is a three-person job. The City cannot currently fund their winter maintenance demands.

Winter road conditions in the community are a concern for several reasons. First, icy/snowy roads can cause vehicles to slide off the road or into other vehicles or objects. According to Dillingham crash data, 46% of crashes occurred on snowy or icy road surfaces, one of which resulted in a fatality in April 2011. Dillingham Planning Team members expressed that this number may even be low because many minor crashes (such as vehicles sliding into ditches) go unreported because vehicles leave before police arrive on scene. Although gravel is placed on icy roads as needed, vehicles can still slide depending on speeds and road curvature. Dillingham also experiences freezing rain in the winter, which can wash the gravel away, worsening icy road conditions.



Snowbanks and standing water in Dillingham (Bristol)

Another concern is snowbanks. In Dillingham, snow is piled along road shoulders or hauled to designated snow storage areas around town such as parking lots. However, there are not enough snow storage areas, so snowbank heights increase over time, reducing visibility especially at intersections. Two reported car accidents involved collisions with a snowbank. Snowbanks also cover sidewalks and bike lanes, reducing access for pedestrians and bicyclers. Finally, in the spring, melting snowbanks and snow piles cause large puddles of standing water on roadways. Without proper drainage ditching and culverts, it can take several weeks for the water to dissipate. Standing water can be a drowning hazard for young children playing outside and can cause vehicles to hydroplane and lose control. Additionally, stagnant ponds of water provide a breeding ground for many insects, including mosquitos that can transmit diseases. Overall, the Dillingham Planning Committee has identified the need to improve snow management efforts.

4.2.2 Objectives

Improve transportation safety during winter months, reduce snowbank accumulation on road shoulders, and improve response to snow plowing and sanding of priority streets and pedestrian/bike pathways.

4.2.3 Strategies

Education

- Icy road condition warnings on KDLG public radio

Enforcement

- Evaluate snowbank management and disposal methods

Engineering

- Invest in snow blowers

Emergency Services

- Coordinate with City and State to prioritize snow/ice removal on bus routes
- Seek funding for more operators and training

4.3 INTERSECTIONS

4.3.1 Background

Approximately 39% of the reported crashes in Dillingham occurred at an intersection. Of those crashes, 29% occurred at a driveway access and 25% occurred at a 4-way intersection. The Dillingham Planning Committee explained that many driveway access points have reduced visibility due to thick vegetation that some homeowners do not maintain. They also explained that maintenance responsibility is sometimes confused at intersections between City and State routes. Additionally, as described in Section 4.3, intersection visibility is often poor in the winter due to tall snowbanks. To better visualize where road intersection accidents are occurring, a map was developed based on coordinates provided in the DOT&PF crash data. However, crash location coordinates were not recorded for years 2016-2018. According to Figure 1, intersections that appear to have the highest cluster of crashes include the Kanakanak Road/Wood River Road intersection (3 crashes), the Kanakanak Road/Airport Road intersection (3 crashes), and the Aleknagik Lake Road/Black Spruce Drive intersection (2 crashes).

4.3.2 Objectives

Reduce the risk of crashes and improve visibility and awareness in intersections.

4.3.3 Strategies

Education

- Clarify maintenance responsibilities at intersections

Enforcement

- Encourage brush clearing at driveway access

Engineering

- Evaluate future engineering strategies to improve intersection safety

Emergency Services

- Reduce snowbank heights at intersections

4.4 SPEEDING

4.4.1 Background

Four car accidents in Dillingham reportedly involved speeding of the “causal unit” (the vehicle that caused the accident). One of these accidents resulted in a fatality. During the November 2018 Planning Meeting, safety partners explained that speeding occurs most frequently in the downtown area. They explained that speeding offenders are typically people who are running late for work or tourists who are accustomed to city speeds. Local police are limited on resources to enforce speeding. Many existing speed limit signs are vandalized. Another concern is vehicles speeding past school buses while loading or unloading children. Sometimes, residents even ask operators to leave potholes to make people slow down in neighborhoods.

4.4.2 Objectives

Reduce incidences of speeding and speeding-related accidents on community streets and improve enforcement of speed limits.

4.4.3 Strategies

Education

- Focus speed limit education on tourists and newcomers

Enforcement

- Focus speeding enforcement before and after school
- Implement fines for vandalism of street signs and sign solar panels
- Consider use of dash cameras at bus stops

Engineering

- Reduce speeds on community streets to 20 miles per hour (mph)

Emergency Services

- Snow management strategies discussed in Section 4.2 will help reduce the risk of collisions due to speeding in the winter

4.5 DRIVER BEHAVIOR

4.5.1 Background

The Dillingham Planning Team decided to focus on three separate topics under the Driver Behavior emphasis area: impaired driving, distracted driving, and restraint use. Background information for these topics is described below.

Impaired Driving

According to Dillingham crash data, at least 15% of crashes involved alcohol use, and alcohol use data was missing for 22% of the crashes. “Drug or alcohol impaired driving” was voted the third highest safety priority in the community survey. In addition to alcohol, residents are concerned about use of controlled substances such as methamphetamine and heroin. Although there is an anonymous local hotline to report impaired driving, safety partners expressed that people may be hesitant to use the hotline if they do not know it is anonymous.

Distracted Driving

“Driver Inattention” was listed as the driver circumstance for three of the 67 reported crashes in Dillingham. When discussing the topic, the Dillingham Planning Team recalled a memorable crash that was announced on KDLG involving a girl playing a video game while driving. Many Dillingham residents are concerned about distracted driving; 50% of survey participants marked “talking on phone or texting while driving” a high priority.

Restraint Use

Drivers were reportedly not wearing a seatbelt for 15% of crashes in Dillingham. However, restraint use data was not reported for 40% of the accidents, indicating 15% may be inaccurately low. Another concern is lack of child restraint and car seats. Approximately 39% of survey participants marked this as a high safety priority.

4.5.2 Objectives

Improve driver behavior and education, enforce proper driving techniques, reduce the risk of crashes caused by impaired driving and distracted driving, and reduce the severity of accidents through restraint use.

4.5.3 Strategies

Education

- Develop and implement awareness campaigns for impaired driving, distracted driving, and restraint use (seatbelts and car seats)

Enforcement

- Work with Dillingham Police and State Troopers to improve enforcement of impaired driving, texting/talking on the phone while driving, and restraint use

Engineering

- Evaluate future engineering strategies to improve driver behavior

Emergency Services

- Work with Dillingham Police and State Troopers to improve accident reporting and data collection

4.6 PEDESTRIANS

4.6.1 Background

Public survey results indicate that walking is the third most common mode of transportation in Dillingham. Crash data demonstrates that one crash involved a pedestrian and two crashes involved a bicyclist. Additionally, 56% of survey respondents marked “lack of streetlights” as a high priority, and 39% marked “lack of sidewalks or bike lanes” as a high priority.

Like most communities in Alaska, Dillingham experiences extended hours of darkness in the winter. Although there are some streetlights in Dillingham, residents would like to see more. Priority locations for new streetlights are shown on Figure 2. One common walking route is along Kakanak Road from Windmill Grill on Gauthier Way to downtown. This route is not well lit, reducing drivers’ visibility of pedestrians. Additional lighting is also desired near the Middle/High School where students frequently walk to-and-from school.

Another concern is that some people do not use the designated bike paths. Instead, they ride on the edge of the road. This habit occurs most frequently in the winter when snow is not plowed from the bike paths.

4.6.2 Objectives

Enhance pedestrian and bicyclist safety, improve visibility of pedestrians, and provide more pedestrian amenities to separate pedestrian and motor vehicle traffic.

4.6.3 Strategies

Education

- Coordinate safety classes at the school

Enforcement

- Participate in Alaska's Bike-n-Walk Safely program to provide reflector tape for students, pedestrians, and bicyclists

Engineering

- Install more pedestrian amenities such as sidewalks, bike lanes, painted crosswalks with signs and flashing lights
- Install more streetlights (proposed streetlight locations are displayed on Figure 2)

Emergency Services

- Identify priority areas to install pedestrian amenities such as bus stops and popular walking routes

4.7 YOUNG DRIVERS

4.7.1 Background

Out of 67 reported crashes, approximately 25% involved drivers below the age of 25. Two crashes were reportedly due to "driver inexperience." At least 13 of the crashes (19%) involved some type of improper driving such as improper turn, improper backing, failure to yield right-of-way, driving on the wrong side or wrong way, improper passing, failure to keep in proper lane, and stop sign violation. Driver's education resources are limited in Dillingham. Approximately 39% of survey respondents marked "lack of driver's education" as a high priority. In addition, the Dillingham Planning Team believes that younger drivers are most likely to use cellphones while driving.

4.7.2 Objectives

Focus driver's education on young drivers below the age of 25 and reduce the number of accidents involving young drivers.

4.7.3 Strategies

Education

- Provide an annual driver's education course at the school
- Focus education on cell phone use

Enforcement

- Focus on enforcement of cell phone use while driving

Engineering

- Evaluate future engineering strategies to improve young driver safety

Emergency Services

- Have driving tests in the winter

4.8 BOATING

4.8.1 Background

Dillingham is a fishing community that relies heavily on water transportation. The Nushagak River is one of the most important fishery habitats in southwest Alaska, and is teeming with vessels of all kinds between June and September every year. In 2017, there were 790 registered motorized boats in Dillingham, according to data from the Dillingham Department of Motor Vehicles (DMV). US Coast Guard boating data shows five boating accidents resulted in four total fatalities in the Dillingham area since 2013. Two of the accidents involved alcohol use. Many boating incidences may not be captured in the Coast Guard data. For example, a KDLG news article described four swamped vessels due to bad weather between July 2 and 3, 2017. Although there were no reported injuries or fuel spills, one of the vessels sunk and the other three were beached (KDLG, 2017).

4.8.2 Objectives

Increase use of life jackets, reduce impaired boating, and reduce the number of boating accidents in the Dillingham area.

4.8.3 Strategies

Education

- Host boating safety classes during Sea Week
- Encourage life jacket use

Enforcement

- Improved enforcement and patrolling for intoxicated boating

Engineering

- Ensure safety facilities are provided at future boat launches and other boating infrastructure development areas

Emergency Services

- Participate in Alaska's Kids Don't Float program to have life vest loaner boards installed at both Aleknagik Lake and Kanakanak Beach

4.9 AIR TRANSPORTATION

4.9.1 Background

Air transportation is a critical means of travel in the Dillingham area. Apart from Aleknagik Lake Road, there are no roads connecting in and out of Dillingham to nearby communities. Dillingham acts as a hub community connecting smaller villages to Anchorage and the rest of the State via air transportation. The Dillingham Airport is a state-owned paved runway that provides regular jet flights from Anchorage. A seaplane base owned by the U.S. Bureau of Land Management, Division of Lands is available at Shannon's Pond. Many private airlines operate out of the Dillingham airport as well, providing both seat fare and chartered flights.

According to crash data from the NTSB, there have been 10 total plane crashes out of Dillingham in the last 10 years. None of the accidents were fatal, but all of them resulted in substantial aircraft damage. Additionally, one notable accident occurred in 2001 resulted in 10 fatalities. The accidents that resulted in fatalities or injuries are summarized below:

1. June 2018, 1 serious injury, 4 total uninjured, personal flight
2. September 2010, midair collision of two planes out of Shannon's Pond Seaplane Base, 2 serious injuries, 2 minor injuries
3. March 2009, loss of control in-flight during takeoff, 2 minor injuries, personal flight
4. October 2001, loss of control of a PenAir Cessna 208 aircraft due to upper surface ice contamination, 10 fatalities

The Dillingham Planning Team feels there is little they can do to address this emphasis area because air transportation is within federal jurisdiction and many of the local airlines are privately owned. However, the Planning Team is concerned about air travel safety and is interested in working with state and federal safety partners to investigate potential strategies that can be implemented in the future.

4.9.2 Objectives

Determine strategies to improve safety of local air transportation.

4.9.3 Strategies

Education

- Work with FAA, State DOT&PF, and private airlines to evaluate educational strategies to improve air travel safety

Enforcement

- Work with FAA to enforce more frequent plane inspections for all local airlines

Engineering

- Work with FAA, State DOT&PF, and private airlines to evaluate engineering strategies to improve air travel safety

Emergency Services

- Work with FAA, State DOT&PF, and private airlines to evaluate emergency services strategies to improve air travel safety

4.10 WILDLIFE

4.10.1 Background

Being a rural community in Alaska, Dillingham experiences encounters with bears, wolves, foxes, and moose on a yearly basis. Most locals are accustomed to the wildlife, but these animals can be dangerous and bothersome if appropriate safety measures are not implemented. These animals can attack humans or cause vehicle accidents. In Dillingham, trees and vegetation along roadsides can hide animals from view of drivers and pedestrians, and limited street lighting contributes to the visibility issue. The Dillingham Planning Team expressed concern about locals feeding the foxes, resulting in an increasing number of foxes in the community. The foxes are a safety concern because they are often seen crossing roadways and could carry rabies. Residents also described a bear trail located near the Elementary school, and bear issues downtown. Moose and bears are especially a concern on Aleknagik Lake Road. The Dillingham Planning Team expressed that most residents obey local trash regulations, but enforcement efforts could be improved to reduce attraction of wildlife into residential areas.

Although there were no wildlife-related car accidents listed on the DOT&PF crash reports, one resident provided an account of a car hitting a bear in the summer of 2018. KDLG published an article about the incident on July 12, 2018, describing a brand-new SUV collided with a two-year-old sow on Waskey Road near the landfill. The crash killed the bear and damaged the front light of the vehicle, but no people were injured (KDLG, 2018).

4.10.2 Objectives

Improve safety of drivers and pedestrians from wildlife, improve visibility and awareness of high wildlife concentration areas, and reduce concentration of wildlife within City limits through improved enforcement of trash and feeding laws.

4.10.3 Strategies

Education

- Install wildlife warning signs in high priority areas
- Improve education about trash regulations

Enforcement

- Discourage feeding of foxes
- Improve enforcement of trash regulations

Engineering

- Install more streetlights, especially on Aleknagik Lake Road (see Figure 2)

Emergency Services

- Evaluate strategies to improve emergency services for wildlife safety

4.11 ATV TRANSPORTATION

4.11.1 Background

Many Dillingham residents use ATV transportation for hunting, recreation, and to access nearby villages. According to the public survey, 8% of survey participants travel via 4-wheeler and 25% travel via snowmachine. There are existing ATV trails leading out of Dillingham, but few designated trails within the City. Local traffic laws restrict use of ATVs on roadways, requiring ATVs to keep a 3-foot distance away from the pavement, and requiring a driver's license to drive a 4-wheeler within City limits. One ordinance allows three strikes before the vehicle can be impounded. However, residents expressed concern about lacking enforcement of these laws. They explained that people drive 4-wheelers at excessive speeds directly on the road shoulder, which is causing erosion and undermining the pavement.



ATV Traffic Stop in Dillingham (KDLG)

4.11.2 Objectives

Stricter enforcement of ATV laws to reduce ATV speeding and destruction of road shoulders.

4.11.3 Strategies

Education

- Improved education about ATV laws within City limits

Enforcement

- Improved enforcement of local ATV laws and unauthorized access

Engineering

- Work with landowners to identify and designate ATV routes within the community, develop easements, and install trail markers

Emergency Services

- Install and maintain trail markers for improved navigability of winter trails

4.12 VEHICLE MAINTENANCE

4.12.1 Background

One safety concern that was not included on the public survey is vehicle maintenance. The Dillingham Planning Team expressed concern about cracked windshields, burnt-out headlights and trailer/brake lights, and malfunctioning brakes, especially during cold weather. Although vehicle disrepairs can be a safety hazard, they are rarely penalized in Dillingham. Another concern is access to vehicle maintenance because many locals cannot afford repair costs or insurance. Additionally, residents explained that maintenance is more expensive in Dillingham because of the added shipping, carrier, and crating fees for parts.

4.12.2 Objectives

Improve cost and access to repair services, and reduce the number of damaged vehicles.

4.12.3 Strategies

Education

- Improve awareness about insurance coverages and how to utilize after an accident

Enforcement

- Improve enforcement and ticketing for burnt-out lights and cracked windshields

Engineering

- Investigate strategies to reduce costs of local vehicle maintenance services and improve access to local vehicle maintenance services

Emergency Services

- Investigate potential emergency services strategies to implement in the future

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 D. 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
 - o 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

- o Construction Funds
 - o 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

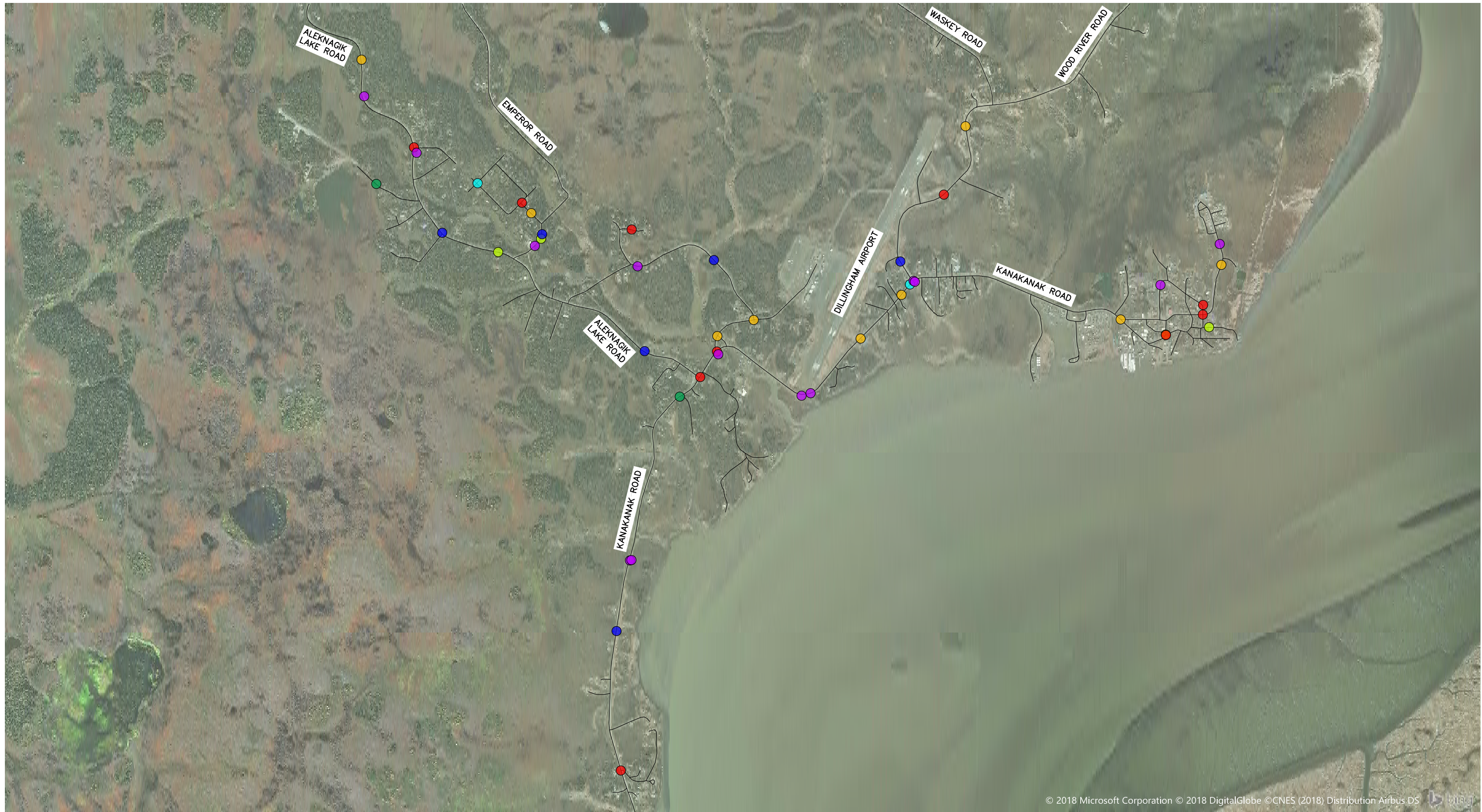
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FIGURES

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CRASH-YEAR LEGEND:

- 2015
- 2014
- 2013
- 2012
- 2011
- 2010
- 2009

MAP NOTES:

CRASH LOCATIONS ARE BASED ON LATITUDE AND LONGITUDE DATA DERIVED FROM ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, REPORTED BY ALASKA STATE TROOPERS, DILLINGHAM POLICE DEPARTMENT, AND DEPARTMENT OF MOTOR VEHICLES REPORTS. LOCATION DATA FOR CRASHES AFTER YEAR 2015 WERE NOT AVAILABLE.

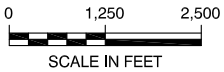


FIGURE 1
DILLINGHAM, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2009-2015 CRASH LOCATION MAP

Bristol
ENGINEERING
SERVICES CORPORATION

DATUM: AK83-6F	DATE DEC 2019	SHEET 1 of 2
PROJECTION: -	DWN. JDW	
PROJECT No. 32190013	SCALE SHOWN	
APPRVD. IPP		

Drawing: K:\JOBS\32190013_BBNA_THMPS-TSPS\ACAD-DESIGN\TSP FIGURES\CURYUNG\32190013_DLG_STREETLIGHTS.DWG - Layout: FIG 2
User: JWANDER Dec. 17, 2019 - 11:12am Xrefs: TB 11X17LDWG - Images:



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LEGEND:
 PROPOSED STREETLIGHT LOCATION



FIGURE 2
DILLINGHAM, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
PROPOSED STREETLIGHT LOCATION MAP

Bristol
ENGINEERING
SERVICES CORPORATION

DATUM:	AK83-6F
PROJECTION:	-
PROJECT No.	32190013

DATE	DEC 2019
DWN.	JDW
SCALE	SHOWN
APPRVD.	IPP

SHEET	2
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	2

APPENDIX A: PUBLIC INVOLVEMENT

TRIP REPORT & MEETING MINUTES

Project: BBNA THMP & TTSP Project

Bristol Project No: 32190013

Reference: Curyung Planning Team Meetings & Public Meetings

Date of Meeting: November 8, 2018

Location of Meeting: Curyung Village Council Office & Bristol Inn Conference Room

Participants:

Bristol: Jackie Wander

BBNA: Annie Fritze

Planning Team: See attached sign in sheet

Public Meeting: See attached sign in sheet

Summary

Jackie arrived in Dillingham around 6:00 PM on Wednesday, November 7, 2018 and stayed overnight in the Bristol Inn. She met with the Village Council Planning Team the next morning from 10:00 AM to 12:15 PM to discuss the Tribal Transportation Safety Plan (TTSP). They discussed crash data statistics, determined safety emphasis areas, brainstormed strategies, and began to fill out an implementation plan for each emphasis area.

Then from 4:00 PM to 5:00 PM, Jackie hosted a public meeting in the Bristol Inn Conference Room to discuss the project and collect public comment. Jackie departed Dillingham around 7:00 PM on Thursday.

Topics discussed during the planning team and public meetings are summarized below:

Planning Team Meeting Notes

- City is working on a Gravel Road Management plan to prioritize gravel road improvements around town, want to include Tribe and other agencies to work together
- Pursuing funding for paving in town, design and construction TBD
- The downtown loop is being rehabilitated next summer
- Would like to get both projects done at the same time to leverage funding
- Certain times of year, ambulance/fire truck cannot pass due to potholes
- Need practical solutions that can be funded with existing funds or through obtainable grants
- The road striping is fading, causing lane visibility issues, a hazard in the dark
- DOT ships painting equipment back and forth from King Salmon and Dillingham for state roads (Lake Road, Kanakanak), the City does all the side roads
- Dillingham gets a lot of freezing rain, which washes the gravel off of the road, need more warnings through KDLG to keep people off the roads when icy
- During years of high snow, the tall snow banks cause visibility issues at the intersections

- Have 128 roads to maintain with only 2 operators
- Crossing jurisdictions at intersections with City and State, need to clarify responsibilities
- Need to modernize equipment to perform this type of maintenance
- Funding is a huge issue, the funding they receive is inadequate
- Consider investing in a snow blower to clear off snow banks after plowing, but it may not be efficient enough
- Takes 3 operators to haul snow and deposit it, there are some designated pile areas (such as parking lots) around town
- Snow banks cause issues at three way intersections for pedestrians
- State prioritizes runway and hospital road, there used to be separate crews for runway and road maintenance, but now there is only one crew after funding cuts
- City priority routes are downtown routes & bus routes: Airport, Wood River, Waskey, Nerka to Y and Ekuk Circle, Lupine, Emperor
- Typically contractors from out of town perform the road rehabilitation, and have their own flagging and traffic control plan, could include public education
- Can use the Trading Post (Facebook) to advertise work zone construction safety
- Research what time crashes occurred in the work zone, did they occur during work times or at night?
- Many of the unreportable crashes (like driving into a ditch) may not be included in the crash data, check the insurance reports
- There are many private roads in Dillingham, e.g. Squaw Creek Road (easement) is not a public road so the City cannot maintain, no bus service, only emergency response has access, Nushagak Telephone has easements, need an agreement between all road owners to ensure maintenance is performed, determine responsible parties and funding
- Martin Road is an airport gate access that the City cannot maintain
- The City has an existing road catalog, identifying maintenance responsibility
- City is in process of developing a procedure manual
- City roads are too narrow to maintain, the grader is too large to grade a road, could create city codes for new development to widen roads, or procure a smaller grader, cannot currently cut the potholes, also people cannot pass around the grader due to narrow roads, many older roads were built before codes
- A lot of underground water issues, none of the driveways have culverts
- Encourage property owners to trim willows through campaigning and education
- A lot of speeding in downtown, police enforcement issue, the new State plan will reduce the speed to reduce to 20 mph, mostly happens when people are late for work, need continued education and signs especially for people from out of town who are used to highway speeds, Waskey road signs are shot/vandalized, signs are expensive, some residents ask operators to leave the potholes to make people slow down
- Speed bumps would not work on the gravel roads
- There is a flashing 5mph light by BBNA school care center which people respect
- People have stolen the solar collectors on the flashing signs
- 4-wheeler traffic is a safety problem, they speed on the side of the road

- Have to be 3-feet from the edge of the pavement with a driver's license to drive a 4-wheeler, but people do not obey this law, it is undermining the roads, causing a maintenance issue on road shoulder, especially on Lake Road, need better enforcement
- Existing ordinance for ATVs – three strikes, then can impound vehicles, need to make an example and carry out the laws
- People can call in drunk drivers, but people might hesitate if they do not know that the reporting system is anonymous
- Two crashes a couple of years, a girl playing a game while driving, serious crashes
- The fire department is called if the crash involves more than 1 injured person, classified as an MCI (mass casualty incident)
- Emergency personnel are in danger on a crash site, people speed, need public education about pulling over for emergency vehicles, slowing down near a crash site
- There are no driver education classes in Dillingham, the campus has had one a couple of times for the people wanting to get their learners permit, can get permit at 14 and license at 16, need drivers education
- Insurance breaks with child grades, educate people on this
- Many people drive unregistered vehicles, lights are out (also trailer lights) and people do not maintain their vehicles – put this under driver behavior or make vehicle maintenance as its own emphasis area
- Need to enforce child restraints
- Accident report training is needed, a lot of missing data on the police reports
- Many ditch accidents are unreported because vehicle leaves before police arrive on scene
- People do not use the bike paths, they ride on the edge of the road (even though it is legal), need to enforce this, people bike in the snow – bike lanes snow plowing is not prioritized
- People walk from Windmill Grill to town, low lighting
- Yesterday applied for the Be Safe Be Seen program, they will send out the iron-on reflectors, pamphlets, school safety education, fire department will talk to school administration
- Darkness hours are a concern
- Hospital gave out roles of reflector tape
- Extract pages from HMP for road catalog
- Get bus routes from the school
- State law – cannot use phone while driving, the biggest concern for young drivers, hard to enforce, driver education would help a lot, give road tests in the winter because people do not know how to react on slippery roads
- The parents need to enforce their kids
- People park haphazardly at the school during special events, have an officer check the fire lanes and start handing out tickets, the school used to make announcements but they don't anymore, take down plate numbers, announce when people are parked in the fire lane, move the superintendent dedicated parking space to provide another space for the emergency vehicles, etc., traffic flow issues, need better control in the school zone/parking area
- People go around the school buses, need to have an officer during school hours, no exceptions for red lights, hard to enforce because the officers are busy watching the kids,

\$20 dash cams, have the buses drop kids off behind the school instead of on the thoroughfare main road, bad congestion/chaos during a very short period of time between 8:00-8:15AM, kids line up around 3:10PM adjacent to vehicle traffic

- No designated trails, except for Manokotak trail, land owners block access, if the Tribe takes ownership of an easement it relieves liability, liability concerns from private land owners too, this is a snowmobiling community, need to identify trails on the LRTP – update the LRTP for funding, winter trail map GPS is on the BBNA website, need to establish trails with markers/easements/agreements/plan etc.
- Two deaths on boats this summer, three callouts for boat injuries due to sandbars, tides, can get statistics, barge incident, and a tender accident 3-4 deaths, ask Coast Guard or State Troopers for data?
- Like the Kids Don't Float safety classes and life vests, loaner board at the lake, need to coordinate with Aleknagik, fishermen and people who go up river
- Need an educational program for boater safety, Fish and Game/Coast Guard
- School could do the Kids Don't Float curriculum during Spring Sea Week
- Need Kids Don't Float at Kanakanak Beach
- Future development, infrastructure plan on where to legally launch to identify the future ramps for recreational and commercial launching
- Need better enforcement for intoxicated boating, especially at Kanakanak Beach, 90% of losses are due to intoxication
- Need better education to encourage people to use life jackets
- Shannon's is private and regulated by FAA and on native allotments, there have been crashes, two planes collided in midair on takeoff, could invite FAA to do inspections periodically, State works on the airport
- Want to include air transportation as an emphasis area because it is a concern, need to evaluate potential strategies, coordinate with State and FAA
- There is a bear trail outside of elementary, there are bear issues downtown, need to enforce trash laws, implement a slug only? It is illegal to discharge a firearm within city limits, Fish and Wildlife fine and probation for killing bear and moose
- Fox are more of a problem because they cross the road, people feed the foxes, concerned about a rabies, trapping not allowed within City limits?
- People are pretty good about not putting out trash until the morning, increase education
- There is a private contractor for trash collection, not the City
- A lot of cracked windshields, they are starting to give out tickets, concerns about insurance coverage, it is expensive to get windshields shipped and installed in Dillingham, shipping/carrier/crating fees
- Putting in fire breaks, forest/timber access trails in the future
- No buildable land in Dillingham
- Snake Lake was turned over to State maintenance
- City of Dillingham Snowmobile Association, search and rescue is a safety partner

Public Meeting Notes

- Concerns about traffic congestion on Wood River Road
- Clarified that DMV registered motorized boats are skiffs and personal boats, need to check data from Commercial Fisheries Entry Commission (CFEC) for commercial vehicles
- Registered snow machine counts seem very low, there must be many unregistered snowmobiles in Dillingham
- Registered 4-wheelers may be included in the motorcycle count because there are likely not 46 registered motorcycles in Dillingham
- There should be as many registered trailers as there are boats, but the counts are very different (144 trailers vs. 790 boats)
- Reasons why there were higher accidents in 2013 and 2016 may be due to weather (need to analyze more closely), or major construction of roads which occurred in 2013, there were also high amounts of car thefts those years – it would be interesting to overlay the data and see if they correlate
- Fire department rep. explained that his emergency calls fluctuate in a similar manner to the yearly crash distribution, creating a crest about every three months
- More people are out driving on Saturdays because they are not at work
- Many unreported crashes occur during the winter, vehicles sliding into ditches, which go unreported, often times the driver leaves before police arrive on scene, but insurance records may show these types of crashes
- High numbers of crashes occurring in June likely due to an influx of fishermen into the community
- Issues with frozen brakes and lack of maintenance causing a high number of crashes in March, ice melts and refreezes causing slick roads this time of year
- Tower Road was renamed to Lil Larry Road, so crashes on these roads need to be combined on the graph
- Passenger cars are lower to the ground, whereas trucks and SUVs are easier to flip, which may explain why they crash more, also many truck drivers drive with overconfidence because of 4-wheel drive
- Snake Lake Road should not be a high priority road because it is privately owned, it was included because nobody currently maintains the road and it is in terrible condition, has steep side slopes with no guardrails, is narrow and winding, Choggiung owns lodge at the end of the road and pays the State to do brush cutting
- Downtown roads should have highest priority
- Squaw Creek Road should also be a priority
- A loose dog ran across the street causing an accident
- Kids not wearing reflectors is a concern, and bicyclers
- Suggest having the bus stop at high school route around the back of the school like the elementary bus to reduce congestion before and after school
- Concerns about the BBNA driveway/entrance, congested, unsafe, entire area from Windmill Hill Grill/BBNA area to downtown 7th Day Church is an issue in the morning/afternoon

- Need ideas to reduce maintenance costs and modernize maintenance efforts, for example could use reflective stickers to replace vandalized/shot-at signs instead of replacing the entire sign
- Drivers education can be offered through the Bristol Bay Campus
- Pedestrian crossings in the school zone could be implemented through the Tribe and put into the Safety Plan, specific locations will be identified in the safety plan on maps
- Need to look into statistics for intoxicated boating, reach out to the Coast Guard
- Need to have stricter enforcement for non-registered boaters, work with Fish and Game to increase stops/inspections of skiffs
- A lot of plane crashes go unreported, for example a plane crashed near Dago Creek, hit the nose on the ground, and then took off again, without any inspections
- There have been incidences of vehicles crashing into moose, last year a moose was hit by a commuter from Aleknagik to Dillingham, not shown in the DOT crash data but may come up in insurance reports
- Reflective road markers hypnotize the animals and discourage them from crossing the road, put reflectors on light poles
- Need guardrails on Lake Road at s-curve areas, the road was built with limited funding so safety measures were excluded in the design
- Need to improve phone access on Lake Road; there are 3 phones on the road at Snake Lake Road, Warehouse Road, and in Aleknagik – spaced 5 miles apart. There is no service between Warehouse and Aleknagik, need a cell tower or more emergency phones
- Similar to how vets come in once per year to vaccinate all the animals in town, could do this for vehicle maintenance to order parts in bulk in attempt to reduce maintenance costs
- Curyung cannot sign a resolution after June because their last meeting is the 1st Tuesday of June until August, try to get a Final Draft to them sooner
- Would like a crosswalk across from science building to campus
- Parked cars slide down the campus parking area when icy
- Campus is getting an influx of traffic, presumably due to people trying to avoid potholes by driving through the campus parking lot

Attachments:

1. Planning Team Meeting Sign-in Sheet
2. Candidate Emphasis Areas
3. Dillingham Crash Data Statistics
4. Implementation Plan Tables
5. Public Meeting Sign-in Sheet
6. Public Meeting Flyer
7. Public Meeting Handouts
8. Public Meeting Presentation Slides

End Meeting Minutes

CC: Planning Team Meeting Attendees, File

Planning Team Meeting

Curyung Tribal Transportation Safety Plan

Date / Location: November 8, 2018

Sign In Sheet

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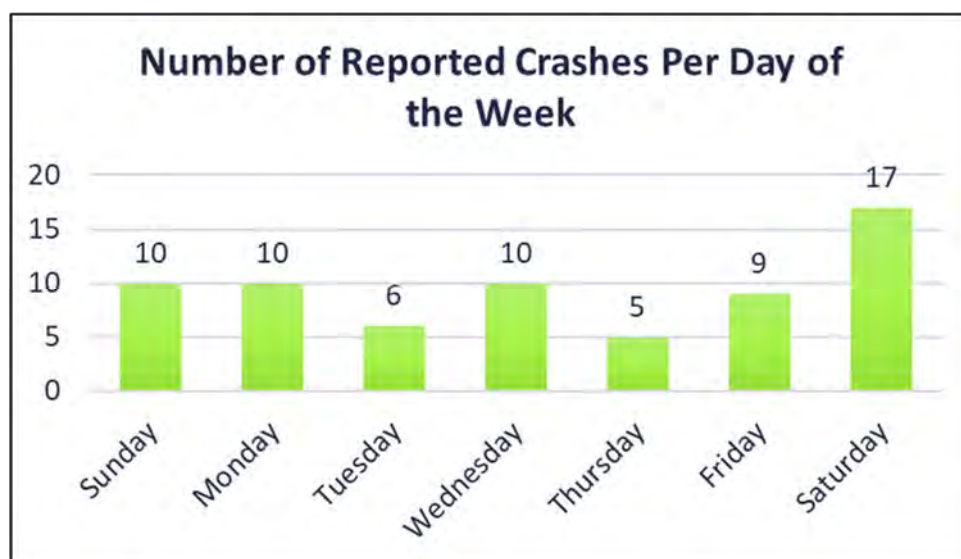
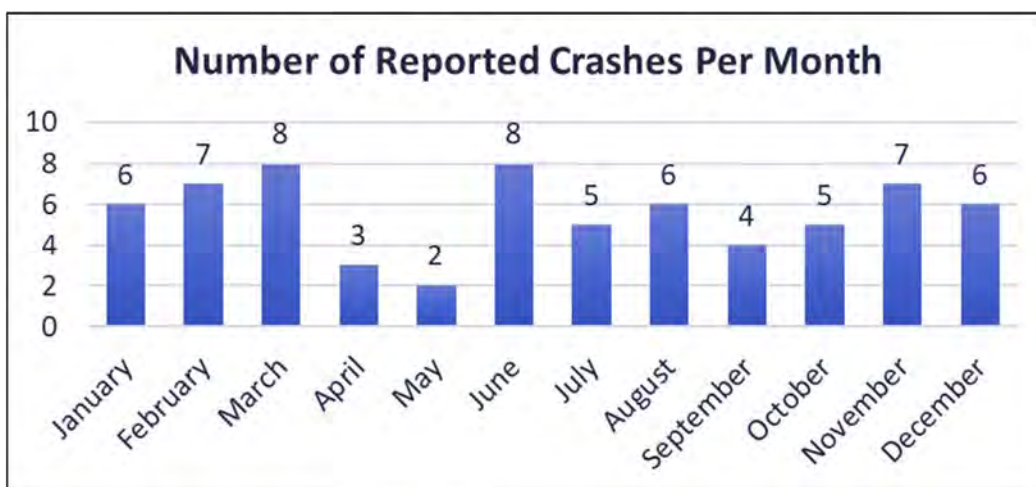
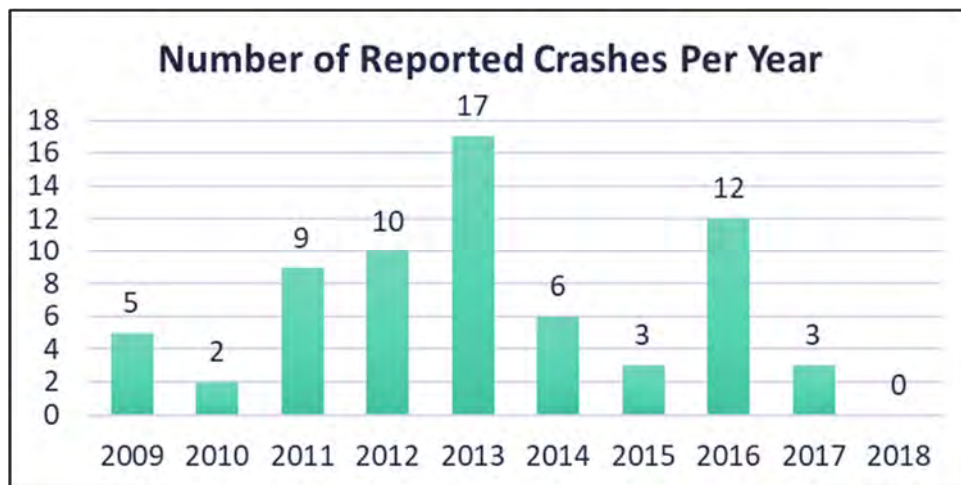
Curyung Tribal Transportation Safety Plan
Candidate Emphasis Areas

Emphasis Area	Strategic Linkage	Potential Strategies
Road Conditions	• Potholes / streets in disrepair (D St, Seward St, Snake Lake Rd)	• Pothole maintenance • Road rehabilitation • Studded tire / weight restrictions
Snow Management	• 2 crashes involving collision with snow bank • Lack of snow management plan • 46% of crashes occurred on snow/icy road surface • 1/3 fatality due to icy roads	• Increase snow plowing / sanding efforts • Designate snow piling areas or disposal methods
Intersection Safety or Property Management	• 39% of crashes occurred at an intersection (25% at 4-way intersection, 29% at driveway)	• Encourage/require brush clearing at driveways • Evaluate problem intersections – improve traffic control or intersection design
Speeding	• 4 crashes involved unsafe speed (including 1 fatal crash)	• Enforcement • Signs • Education / awareness
Impaired Driving	• 15% of crashes involved alcohol use, 22% were not reported	• Enforcement • Improve reporting • Education
Pedestrian Safety	• 1 crash involving a pedestrian, 2 involving a bicyclist • Lack of / need for more pedestrian amenities	• Sidewalks on Kanakanak Rd, Lake Road, and other bus stop areas • More streetlights • Reflectors
Restraints	• 12% of crashes involved drivers without seatbelt use, belt use not reported in 40% of crashes)	• Enforcement • Improve reporting • Campaigns / education

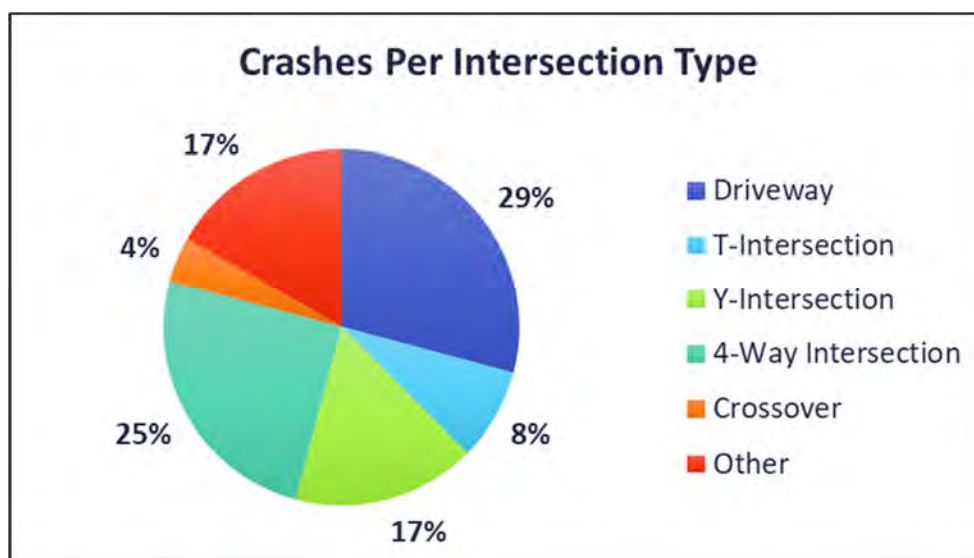
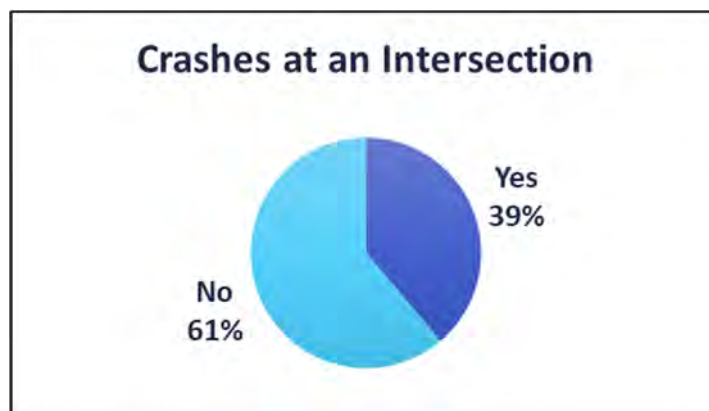
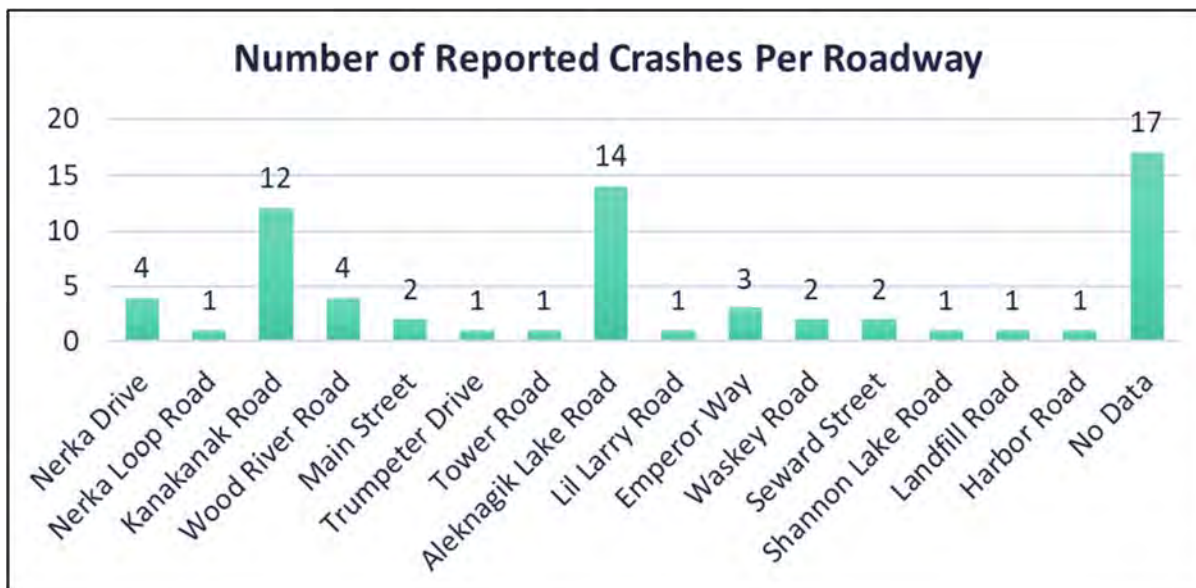
Curyung Tribal Transportation Safety Plan
Candidate Emphasis Areas

Emphasis Area	Strategic Linkage	Potential Strategies
Young Drivers	• 36% of crashes involved drivers below the age of 30 • 2/3 fatalities involved drivers below the age of 30	• Driver education • School programs • Increased enforcement during special events
Work Zone Safety	• 4 crashes occurred in a work zone (construction, maintenance, utility) • Alaska averages nearly 45 highway work zone crashes each year • 214 registered commercial trucks	• Awareness • Improved traffic warnings/controls
Boating Safety	• Intoxicated boating incidences & other drownings • 798 registered boats in Dillingham in 2017 • Flooding/erosion issues at harbor and road	• Kids Don't Float life jackets and curriculum • Enforcement
Air Travel	• Historical crashes at Shannon's Pond • Air traffic out to nearby communities	• Weather warnings • Instrument use training • Safety program at Shannon's pond
Wildlife	• Recent bear incident on Waskey Road summer 2018 • Issues on Lake Road	• Signs • Education / Awareness • Animal control

Date/Time Statistics

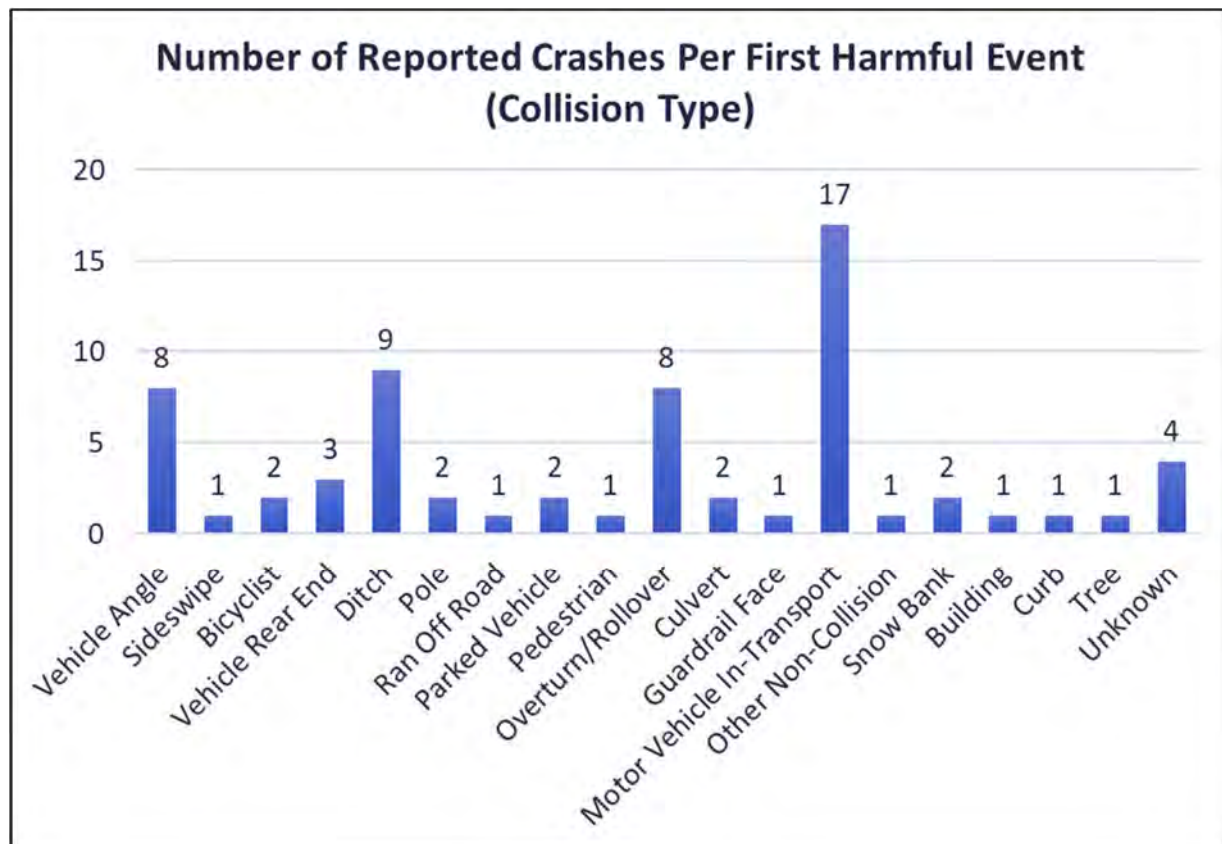
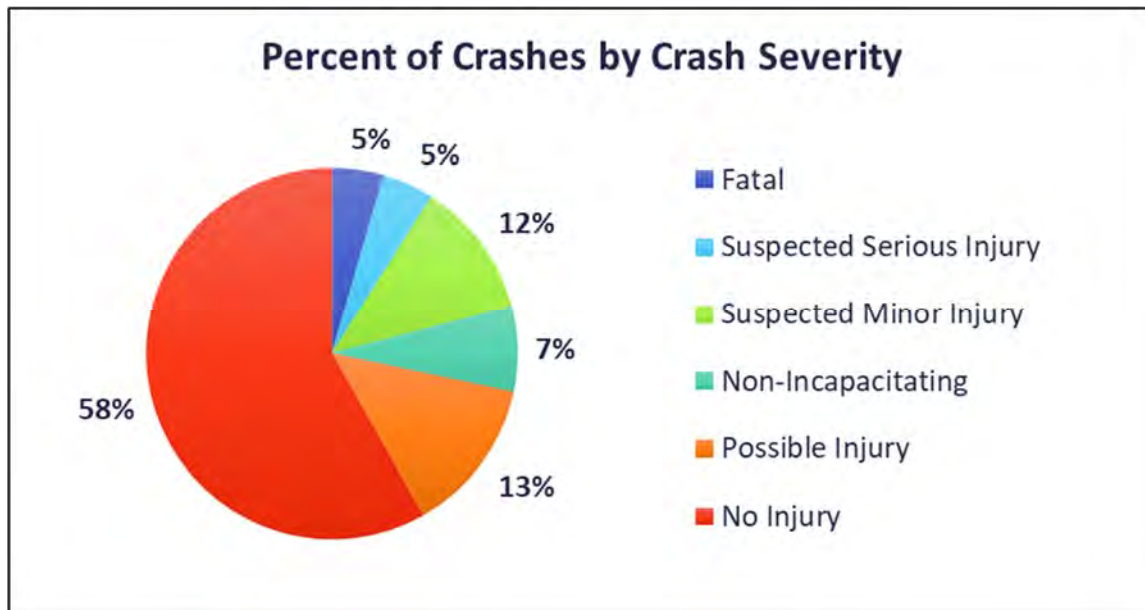


Location Statistics



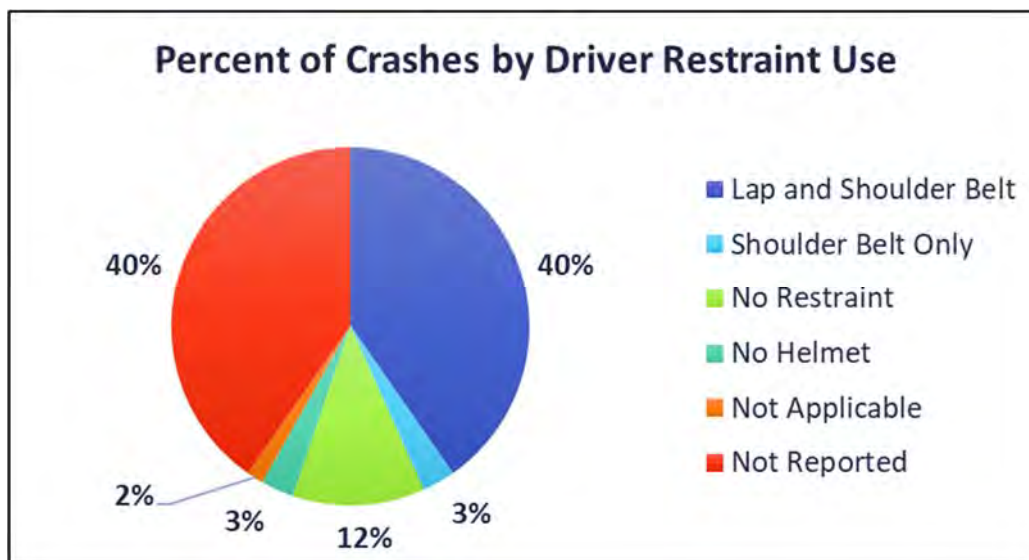
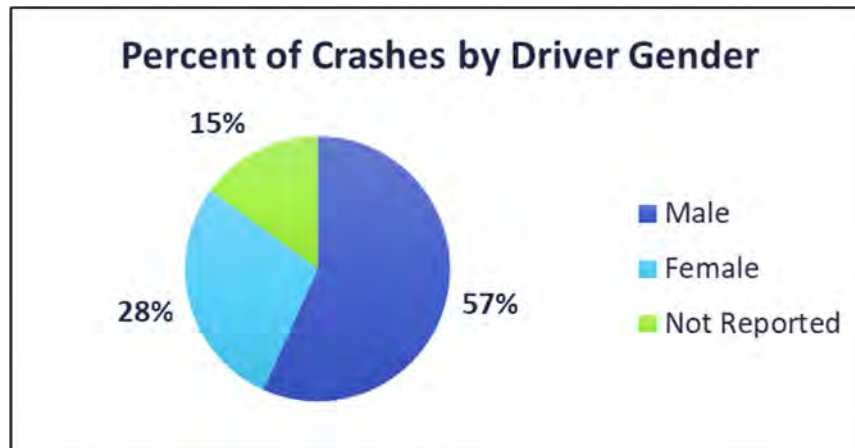
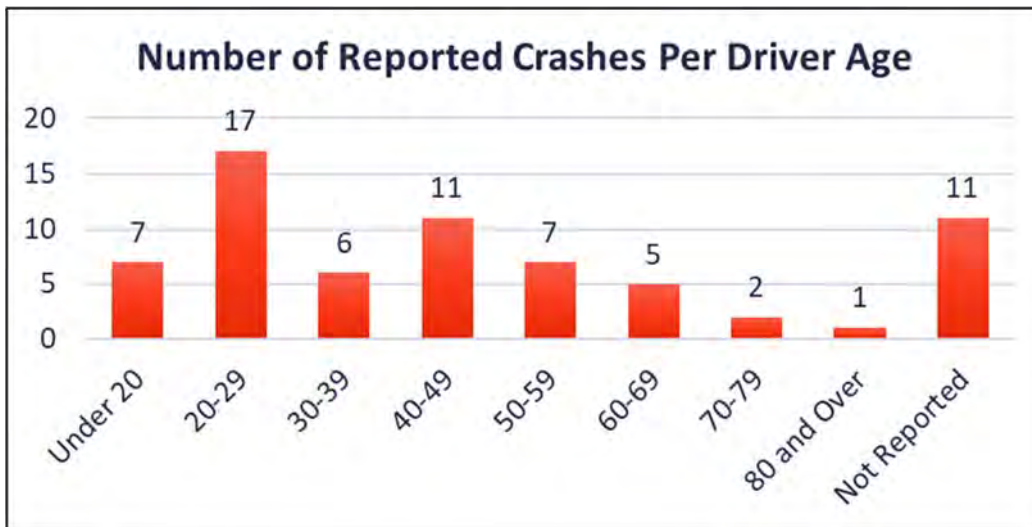
2009-2018 Dillingham Crash Data

Crash Severity & Collision Statistics

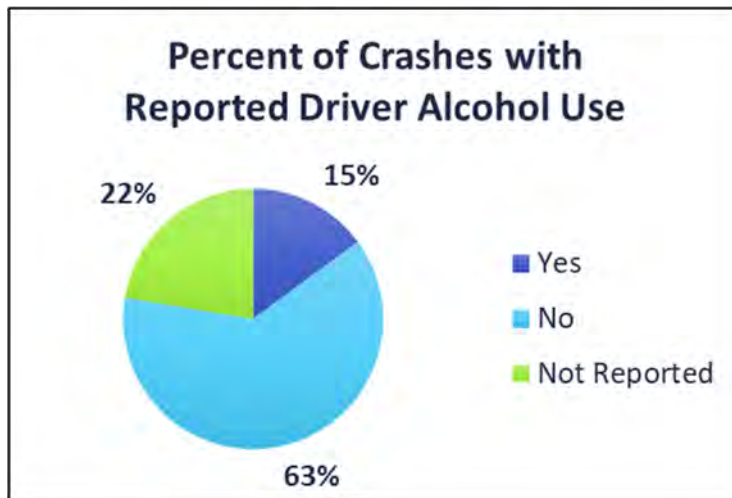


2009-2018 Dillingham Crash Data

Unit 1 Person 1 (Driver) Statistics



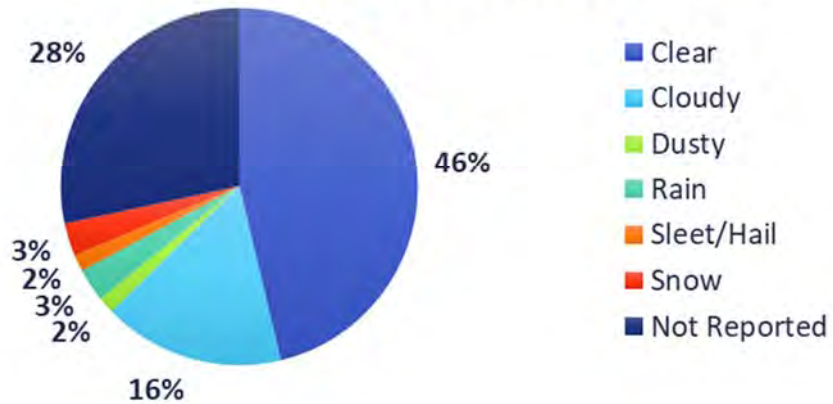
2009-2018 Dillingham Crash Data
Unit 1 Person 1 (Driver) Statistics



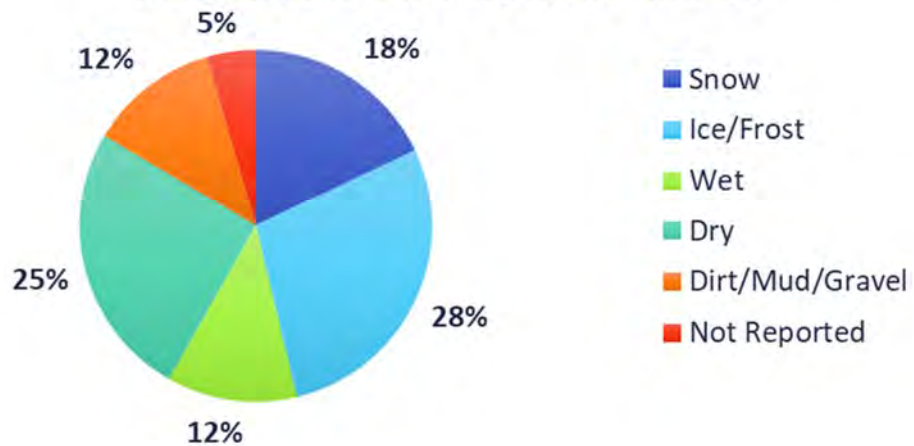
2009-2018 Dillingham Crash Data

Weather/Lighting Conditions

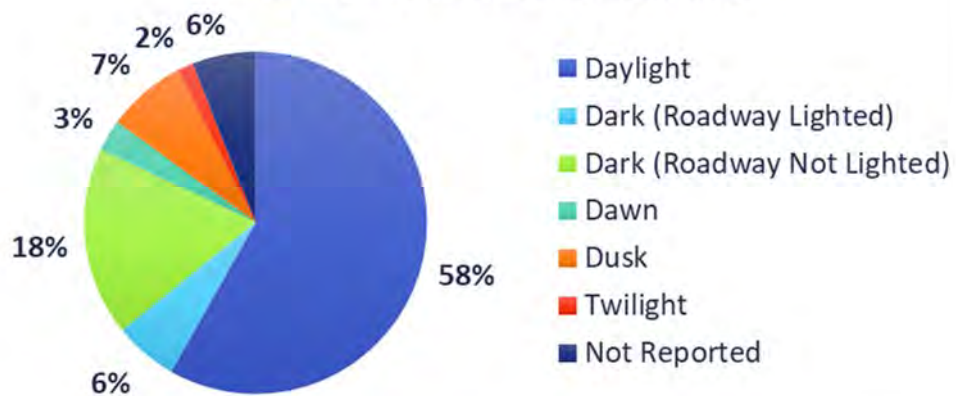
Percent of Crashes by Weather Conditions



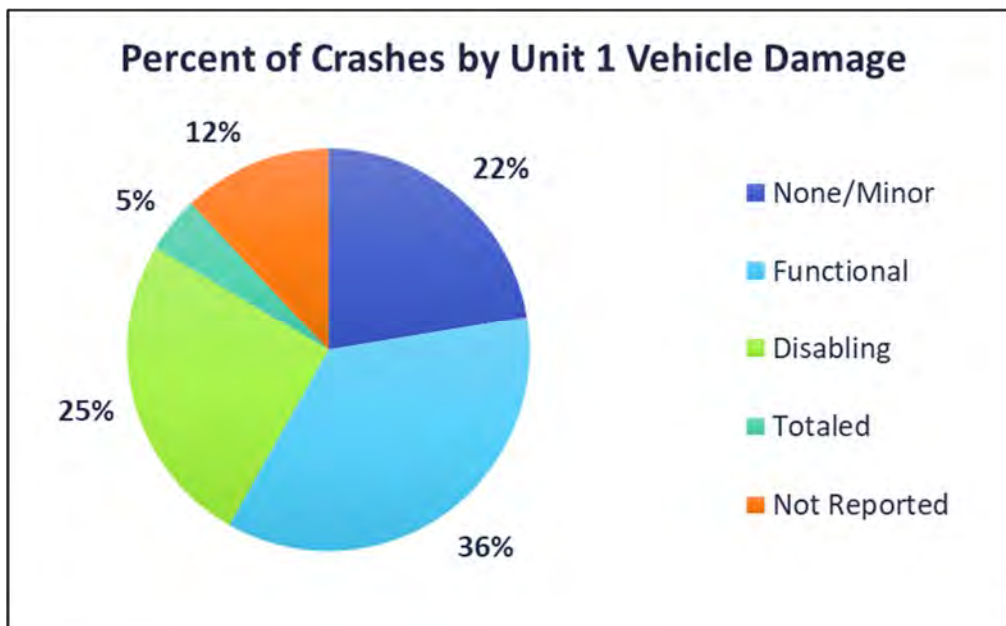
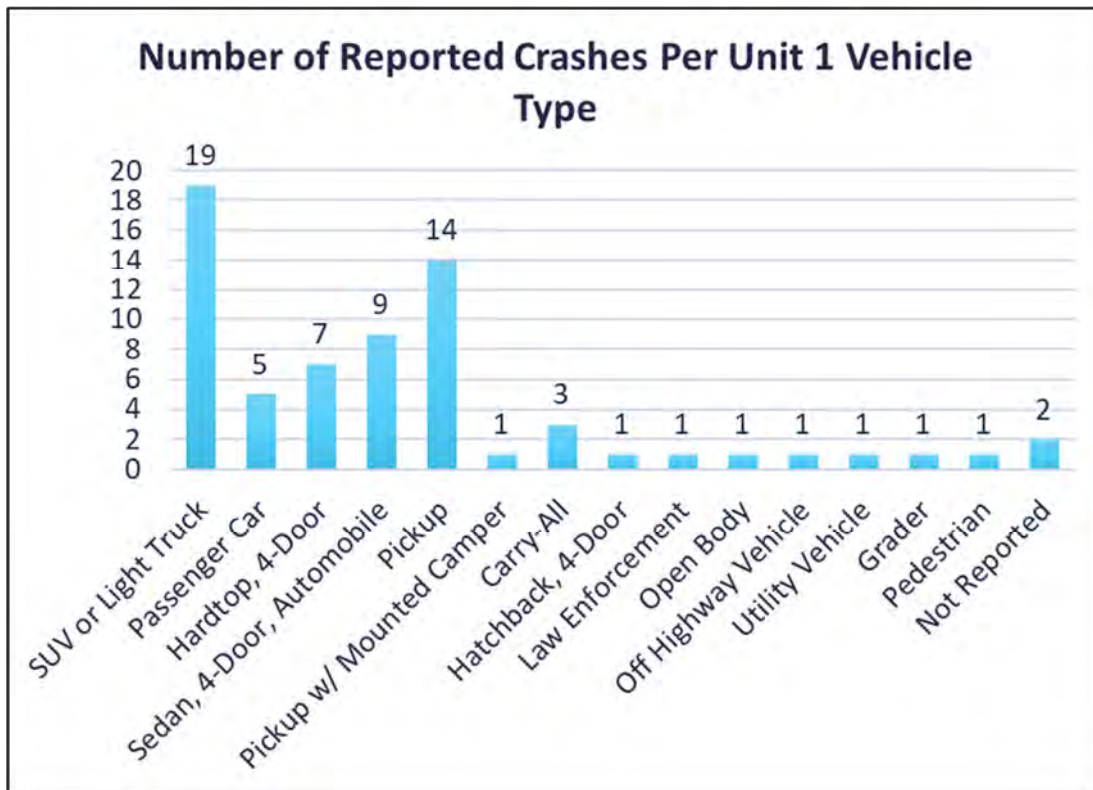
Percent of Crashes by Road Surface



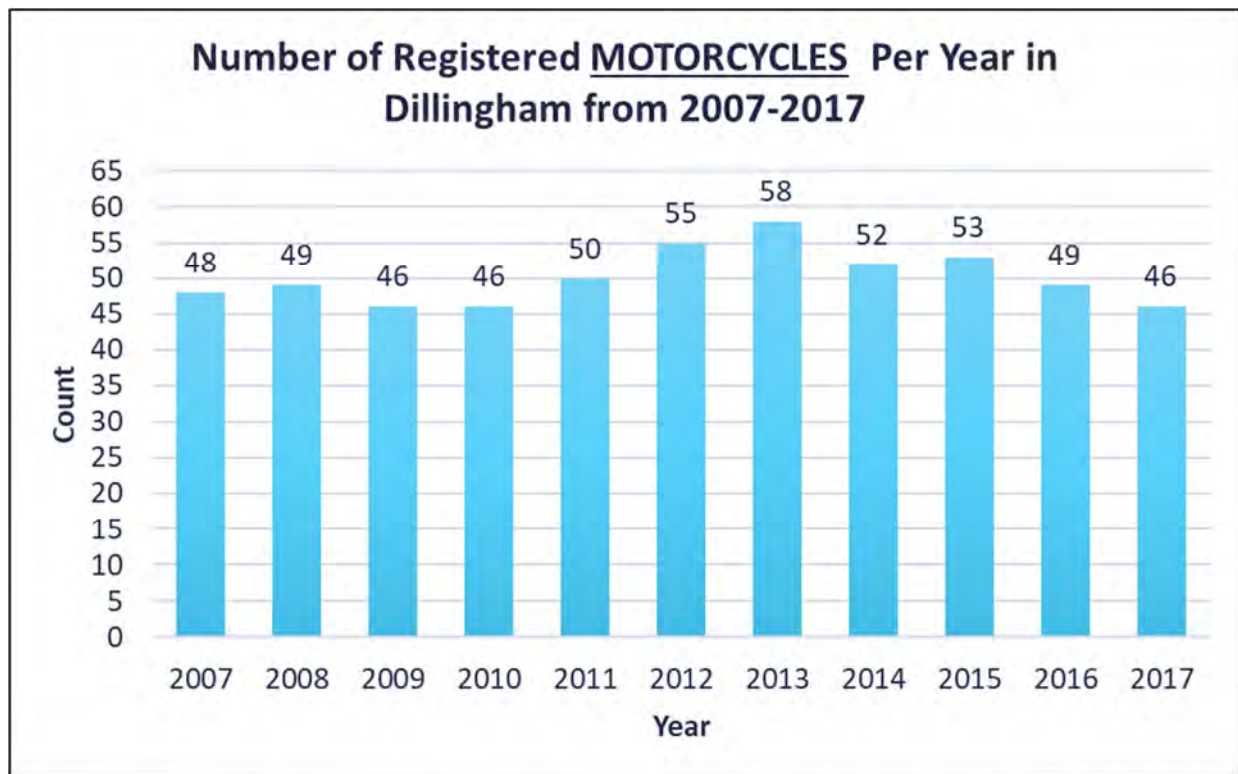
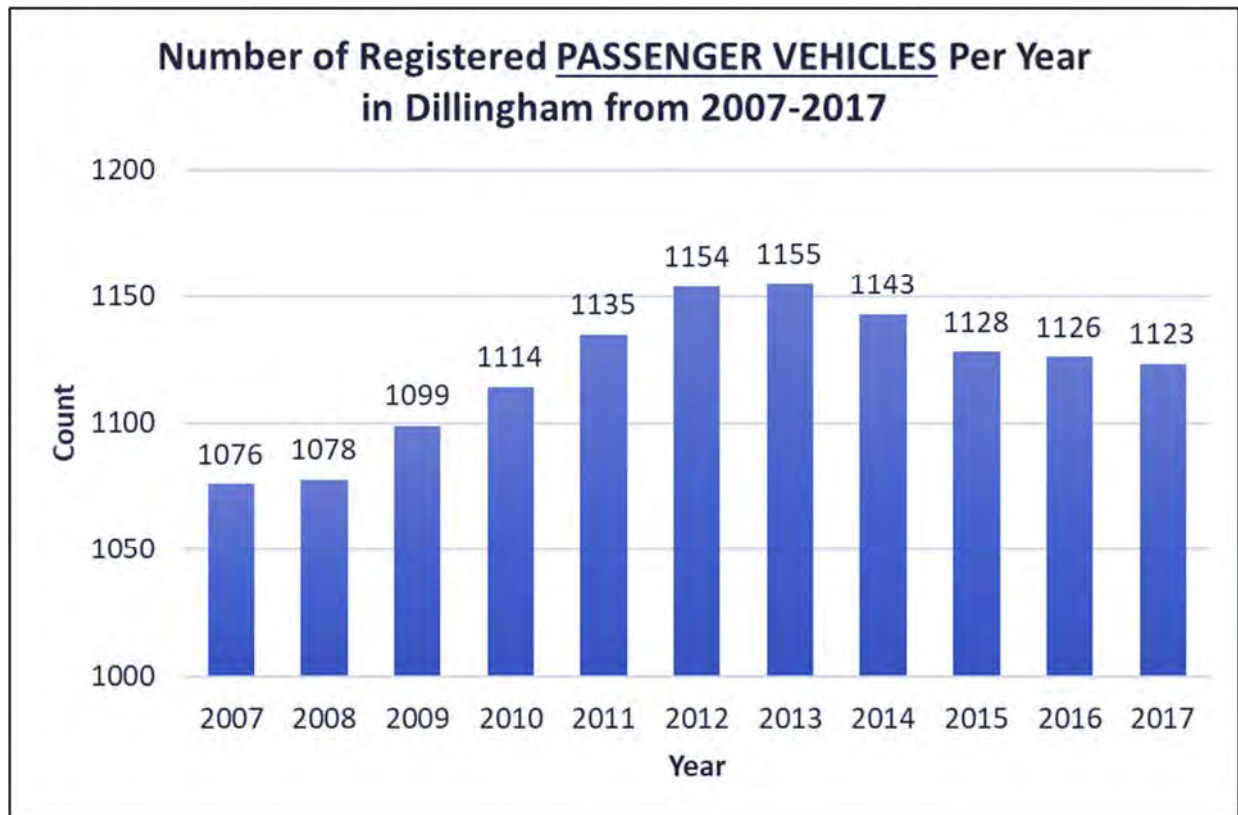
Percent of Crashes by Lighting



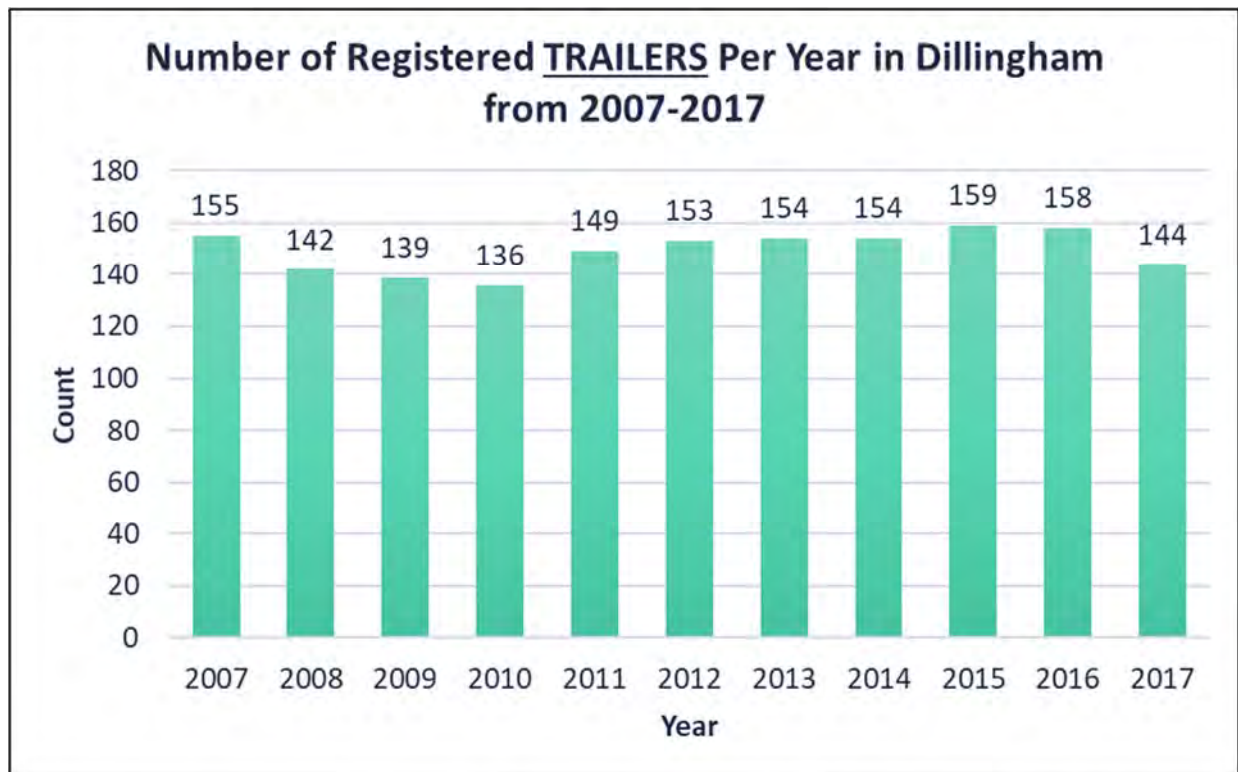
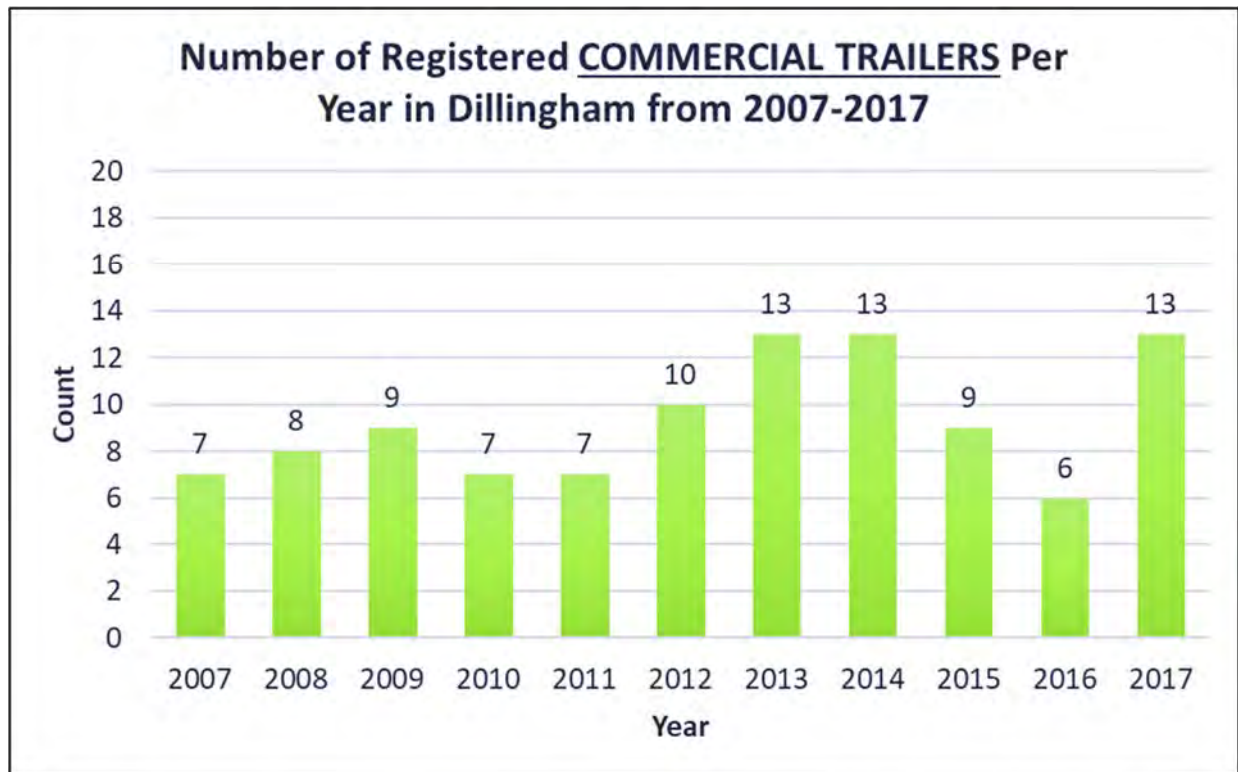
Unit 1 (Vehicle) Statistics



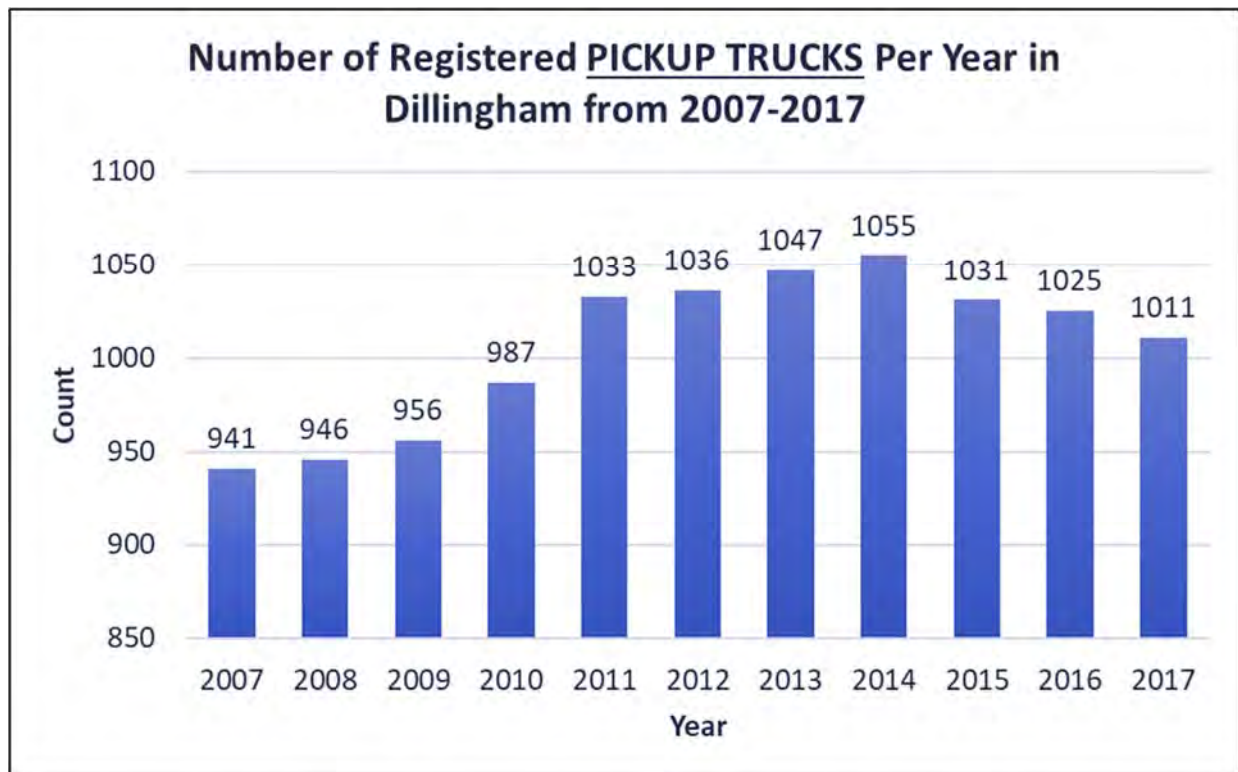
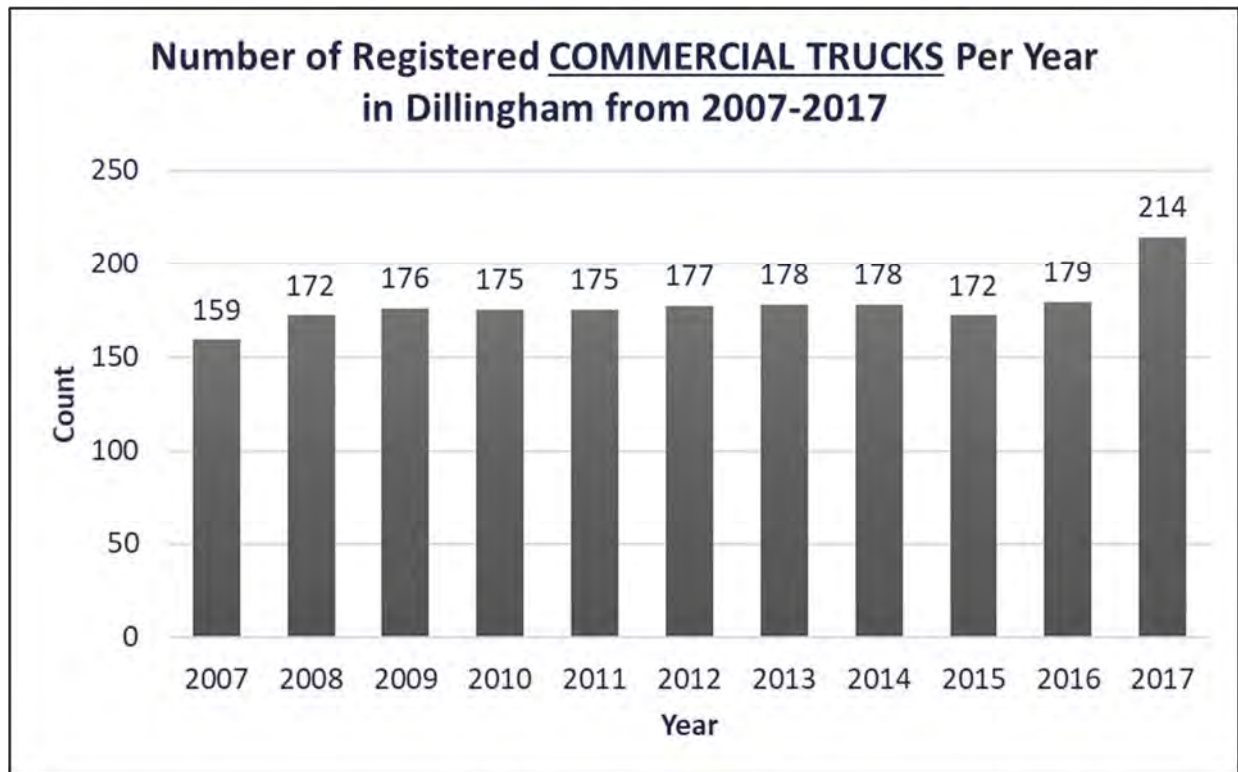
Registered Vehicles



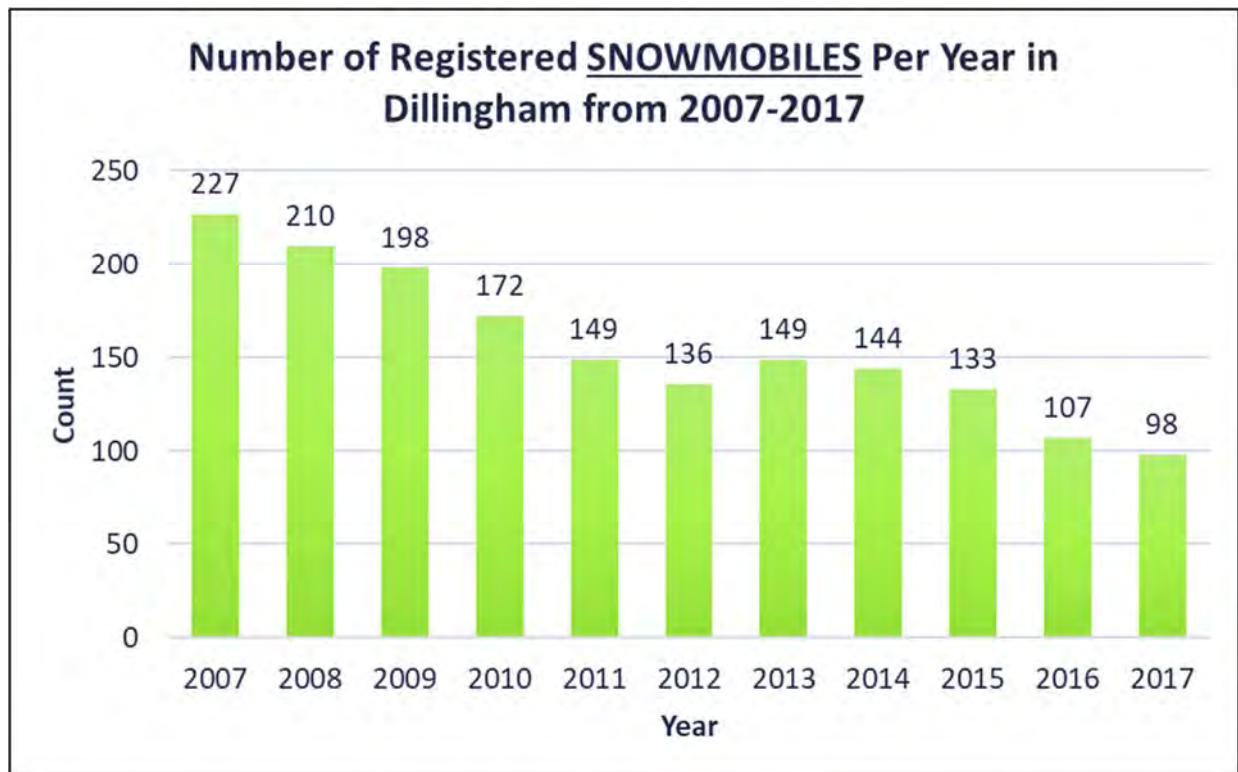
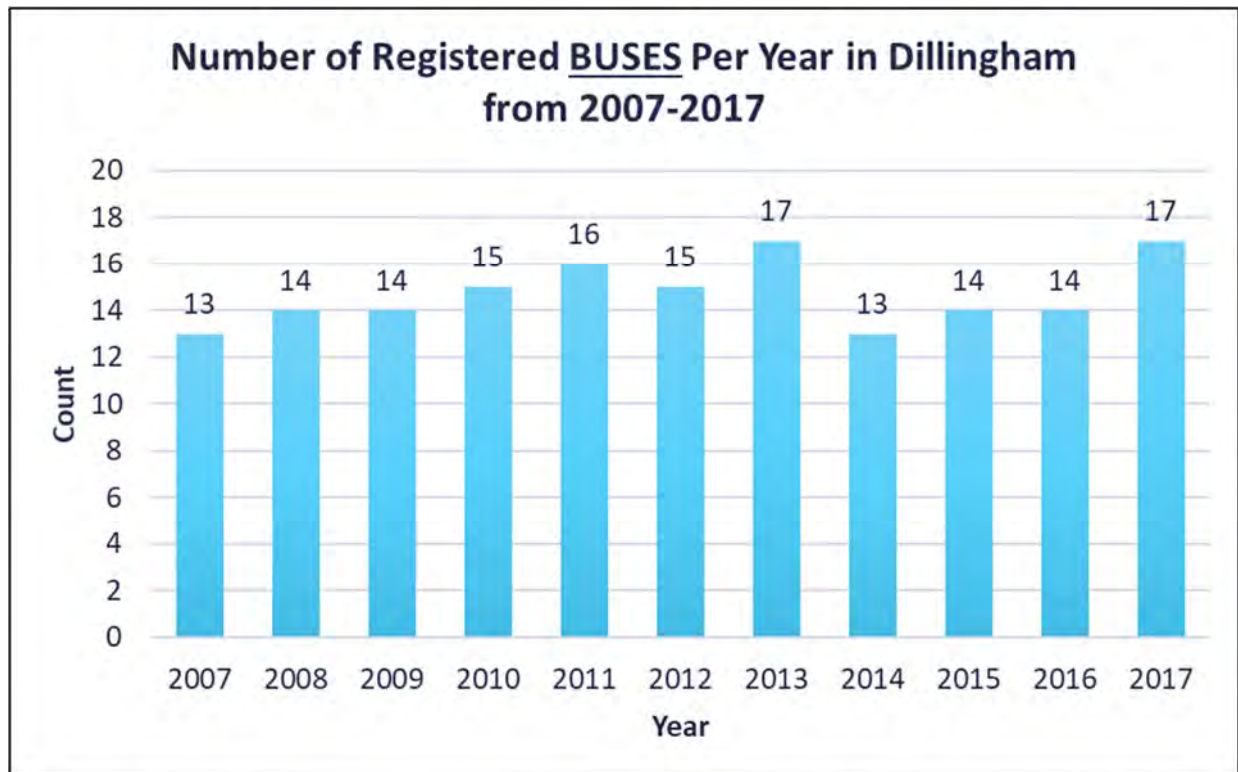
Registered Vehicles



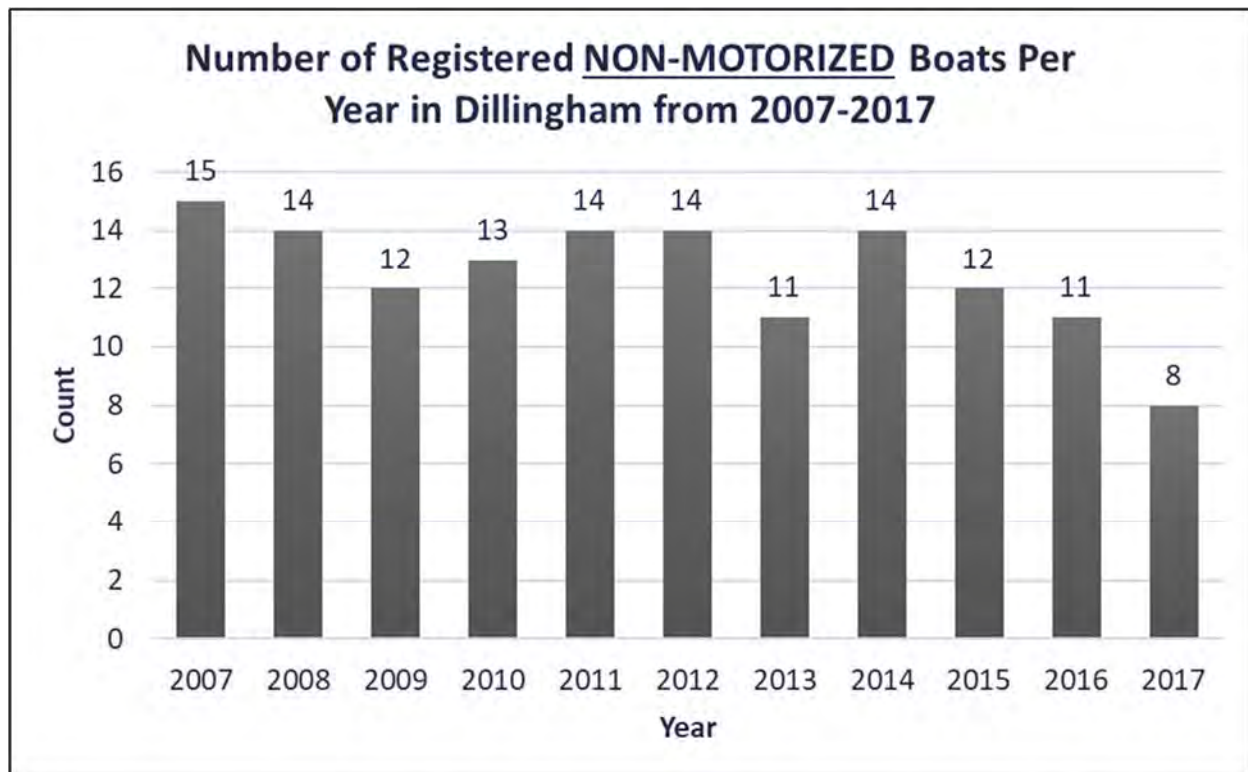
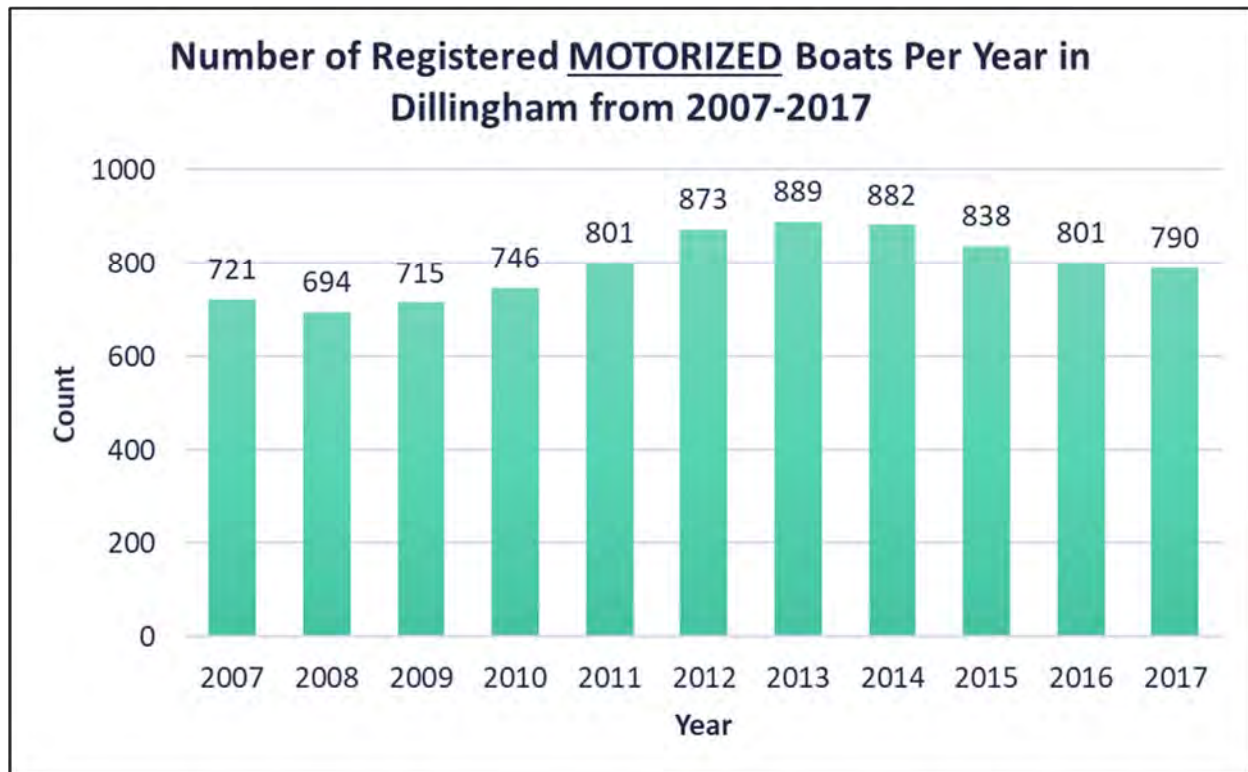
Registered Vehicles



Registered Vehicles



Registered Vehicles



IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
Road Conditions						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Renew lane striping, improve public education on work zone safety and work zone areas					
ENFORCEMENT						
ENGINEERING	Road rehabilitation (downtown areas, widen roads), City gravel road management plan					
EMERGENCY SERVICES	Immediate pothole maintenance					

IMPLEMENTATION PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
Snow Management						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Use KDLG to send warnings to the public when roads are too icy					
ENFORCEMENT	Determine a priority plan for school bus route and state routes					
ENGINEERING	Invest in snow plow					
EMERGENCY SERVICES	Create a snow management plan, investigate funding		State and City			

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
Intersection Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION						
ENFORCEMENT	Encourage property management to clear brush at driveways					
ENGINEERING	Work with City, State, and Private Road owners to clarify maintenance and create a road Catalog for the Tribe (or re-evaluate City's existing plan)					
EMERGENCY SERVICES						

IMPLEMENTATION PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
ATV transportation						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Education about City ordinances, restrictions on certain roads					
ENFORCEMENT	Improve enforcement					
ENGINEERING	Designate a trail to keep them off the main road					
EMERGENCY SERVICES						

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
Driver Behavior (Impaired / Distracted Driving / Restraints)						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Improve public awareness that people can call in anonymously about reporting drunk driving,					
ENFORCEMENT						
ENGINEERING						
EMERGENCY SERVICES						

Community Meeting

Curyung Tribal Transportation Safety Plan

Date / Location: November 8, 2018 at 4 PM / Bristol Inn Downstairs Conference Room

Sign In Sheet

Name	Organization Name	Name
Courtenay Carty	Curyung Tribal Council	
BRADEN TINKER	Dillingham Fire	
John Bennett Jr	Dillingham AK 99576	
Seval Andrew	BBCampus	
Sandra Long	BBC	
Thomas TILGEL	Curyung	
Hailey Carty	Courtenay's Daughter	

bag ★

gift card ★
gift card ★



CURYUNG TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY MEETING

Come learn about the Curyung Tribal Transportation Safety Plan. The Plan evaluates Dillingham crash data and identifies strategies to improve safety of local roads, pedestrian pathways, boating facilities, and more.

We want to hear from you!

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

Posting date 10/26/2018

**Thursday
November 8, 2018
4:00 PM**

**Bristol Inn
Downstairs
Conference Room**

Door Prizes!

**Snacks &
Refreshments**

**Discuss Safety
in Dillingham**

For more information or to
submit comments contact:

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

Bristol



ENGINEERING
SERVICES COMPANY, LLC



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Community Meeting Handout Curyung Tribal Transportation Safety Plan November 8, 2018

Dear Participant;

Thank you for attending the public meeting for the Curyung 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 Curyung Tribal 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



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Tribal Transportation Safety Plan
November 8, 2018

Curyung Tribal Council Tribal Transportation Safety Plan

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

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Safety Minute



Code Zero means zero incidents, zero injuries, and zero losses. Code Zero positively influences how we think and act. *Be Safe. Stay in the Bristol Way.*

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Presentation Overview

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



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November 8, 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

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



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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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November 8, 2018

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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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

- ▶ Traffic Count Data
- ▶ DMV Registered Vehicles
- ▶ DOT Crash Data
- ▶ Public Surveys



Photo credit: KDLG

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Traffic Counts

- ▶ Average Annual Daily Traffic (AADT)
- ▶ Roadway traffic volume



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Traffic Counts

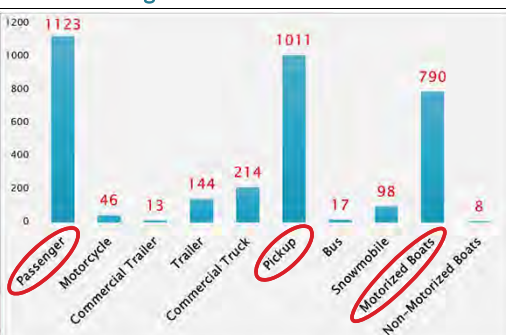
- ▶ Data for 16 Roads
- ▶ 2012-2017
- ▶ Highest Volume Roads
 - Kakanak Road (3,225)
 - D Street (1,566)
 - Main Street (1,945)
 - Section 1 of Aleknagik Lake Road (1,156)



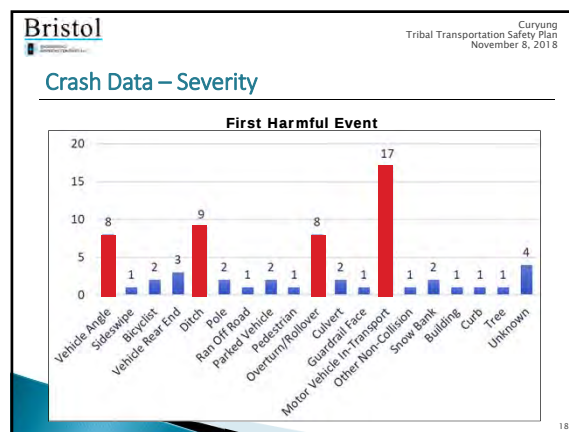
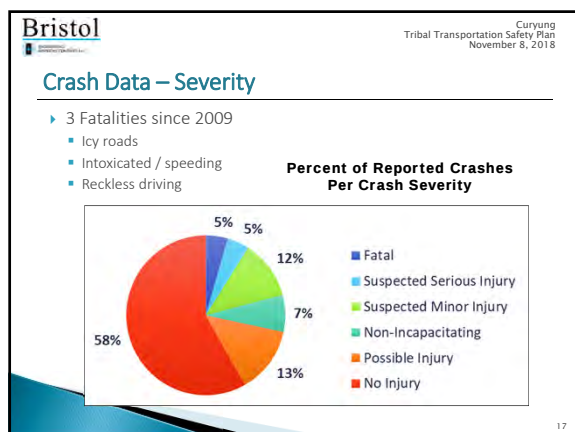
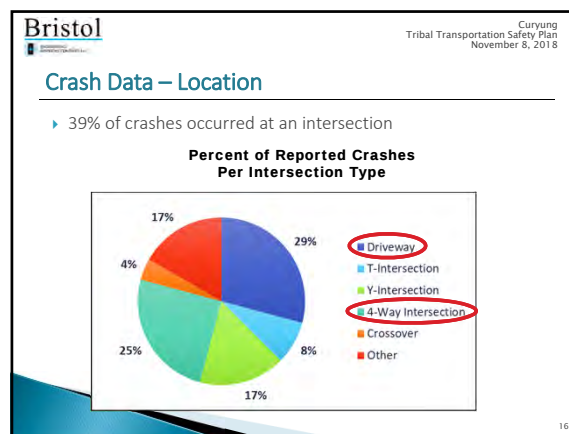
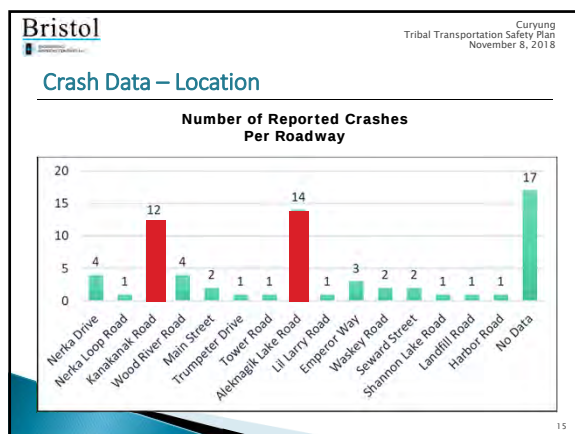
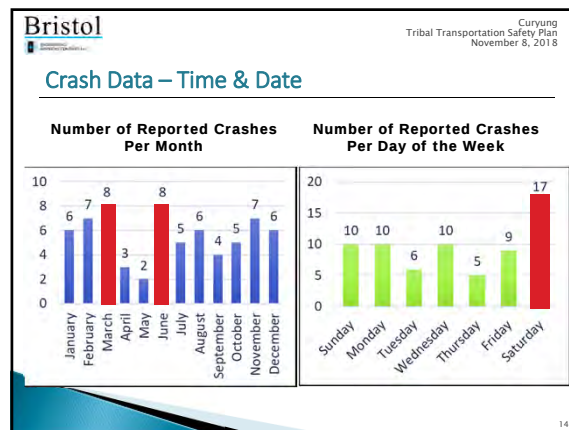
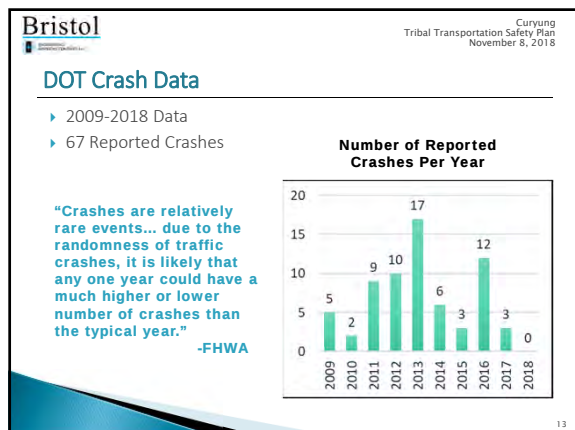
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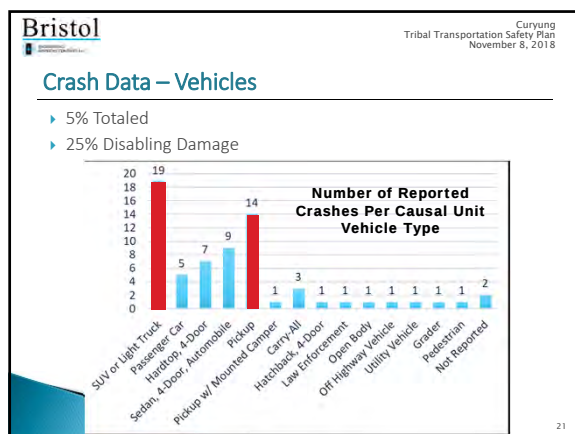
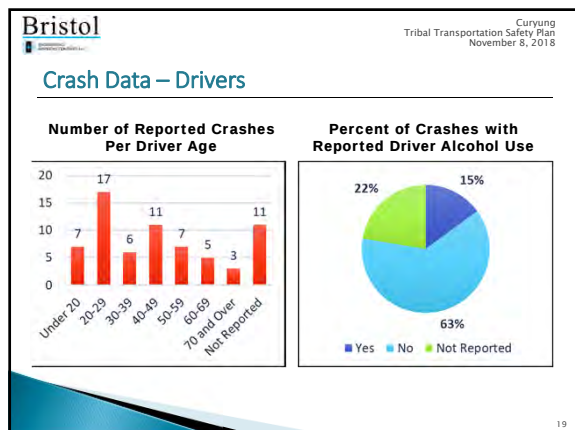
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DMV 2017 Registered Vehicles



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Public Surveys

- Need surveys!

COMMUNITY SURVEY

1. Please indicate your level of agreement with the following statements. (Please check one box for each statement.)

Statement	Strongly Agree	Agree	Disagree	Strongly Disagree
1. The quality of our roads is poor.				
2. The quality of our roads is good.				
3. The quality of our roads is excellent.				
4. The quality of our roads is very poor.				
5. The quality of our roads is very good.				
6. The quality of our roads is very excellent.				
7. The quality of our roads is very very poor.				
8. The quality of our roads is very very good.				
9. The quality of our roads is very very excellent.				
10. The quality of our roads is very very very poor.				
11. The quality of our roads is very very very good.				
12. The quality of our roads is very very very excellent.				
13. The quality of our roads is very very very very poor.				
14. The quality of our roads is very very very very good.				
15. The quality of our roads is very very very very excellent.				

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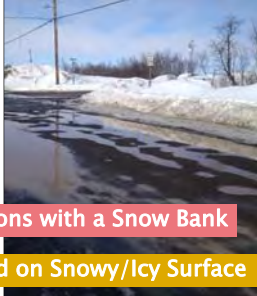
- Bristol**
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- ### Emphasis Areas
- 1) Road Conditions
 - Rehab & Maintenance
 - Work Zones
 - School Zone
 - 2) Snow Management
 - 3) Intersection Safety
 - 4) Speeding
 - 5) Driver Behavior
 - Impaired Driving
 - Distracted Driving
 - Restraints
 - 6) Pedestrian Safety
 - 7) Young Drivers
 - 8) Boating Safety
 - 9) Air Transportation
 - 10) Wildlife
 - 11) Trail Safety
 - 12) Vehicle Maintenance
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- ### 1. Road Conditions
- Rehabilitate priority streets
 - D Street
 - Seward Street
 - Snake Lake Road
 - Immediate pothole repair
 - Improve drainage
 - Renew lane striping
 - Widen roads
 - Gravel road management plan
 - Work zone safety awareness
 - School zone improvements
-
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2. Snow Management

- ▶ KDLG icy road condition warnings
- ▶ Snow bank management / disposal
- ▶ Operators and funding
- ▶ Invest in snow blowers
- ▶ Coordinate with City & State to prioritize bus routes



2 Collisions with a Snow Bank

46% of Crashes Occurred on Snowy/Icy Surface

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3. Intersection Safety

- ▶ Encourage brush clearing at driveway access
- ▶ Clarify maintenance responsibilities at intersections
- ▶ Reduce snow bank heights at intersections

39% of Crashes Occurred at an Intersection

29% at Driveway Access

25% at 4-Way



Photo credit: Brooks & Associates

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4. Speeding

- ▶ Better enforcement, especially before and after school
- ▶ Reduce speeds to 20 mph
- ▶ Education, especially for tourists / newcomers
- ▶ Dash cams for bus stop enforcement
- ▶ Fines for sign / solar panel vandalism

4 Crashes Involved Speeding



1 Was Fatal

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5. Driver Behavior

- ▶ Better enforcement & education for
 - Impaired Driving
 - Distracted Driving
 - Restraint Use (seatbelts & car seats)
- ▶ Better accident reporting
 - Belt use not reported for 40% of crashes



Photo credit: KDLG

15% of Crashes Involved Alcohol Use

12% of Drivers Were Not Wearing Seatbelts

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6. Pedestrian / Bicycle Safety

- ▶ Reflector tape
- ▶ Safety classes at school
- ▶ More sidewalks and bike lanes
- ▶ Snow plowing on sidewalks and bike lanes
- ▶ More crosswalks, signs, and flashing lights
- ▶ More streetlights
- ▶ Identify priority areas e.g. bus stops



Photo credit: Alaska Highway Safety Office

1 Crash Involved a Pedestrian

2 Crashes Involved a Bicyclist

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7. Young Drivers

- ▶ Annual drivers education course at school
- ▶ Focus on cell phone use
- ▶ Winter driving tests

25% of Crashes Involved Driver Below Age of 25



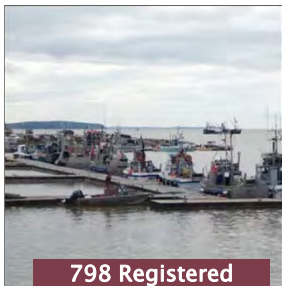
Photo credit: Alaska Driver's Education School

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8. Boating Safety

- ▶ Kids Don't Float loaner boards at Lake & Kakanak Beach
- ▶ Boating safety classes during Sea Week
- ▶ Safety facilities at future infrastructure development & boat launch areas
- ▶ Enforcement against intoxicated boating
- ▶ Life jacket encouragement



798 Registered Boats in Dillingham

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9. Air Transportation

- ▶ Work with Private Airports, FAA, & State to evaluate strategies to improve air travel safety
- ▶ FAA inspections



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10. Wildlife

- ▶ Better lighting
- ▶ Wildlife warning signs
- ▶ Discourage feeding foxes
- ▶ Enforce / education about trash regulations



1 Crash Involving Bear Summer 2018

Photo credit: Alaska Highway Safety Office

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11. Trail Safety / ATV Transportation

- ▶ Enforce ATV speeding & access
- ▶ Education about ATV laws in City limits
- ▶ Identify ATV routes within the community
- ▶ Works with land owners to designate ATV trails
 - Develop easements
 - Trail markers



Photo credit: KDUG

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12. Vehicle Maintenance

- ▶ Ticket burnt out headlights and trailer lights, cracked windshields
- ▶ Insurance coverage awareness
- ▶ Investigate strategies to reduce maintenance costs, improve access to maintenance, reduce vehicle damages



Photo credit: Your Mechanic

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Implementation Plan

EMPHASIS AREA #1				STRATEGIC MESSAGE	
KEY	ACTIONS	TARGET OUTCOME	RESPONSIBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES
PROBLEM	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.
PROBLEM	Work with the VPSD to increase enforcement of speed limits and increase visibility of police force.	Improve enforcement of speed limits and increase visibility of police force.	Transportation Coordinator, Tribal Administrator	Ongoing, especially during school months.	Reduced number of complaints from community members about speeding.
PROBLEM	Install (current speed limit) of about locations to reduce speeds, especially within the school zones or on streets with high pedestrian traffic.	Reduce speeding of community streets. Reduce the number of speeding-related car crashes.	Transportation Coordinator, Tribal Administrator	Summer 2021	Number of speed limit signs installed or replaced.
PROBLEM	Maintain a local VPSD. Increase people to join the volunteer emergency response team to respond to traffic accidents caused by speeding or other factors.	Have police patrol and medical services within the community to improve quality of care during a transportation incident.	Transportation Coordinator, Tribal Administrator	Ongoing	Number of days the VPSD is active. Number of volunteers on the emergency response team.

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Next Steps

- Public Surveys!!
- Draft Safety Plan
 - December-January
 - Collect public comment
- Final Draft Safety Plan
 - February-March 2019
 - Council/Stakeholder review
- Final Safety Plan
 - June 2019
 - Resolution
- Implementation



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Questions or Comments




Photo credit: Alaska DOT Central Region

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QUYANA!

TAILUTEN!

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APPENDIX B: CRASH DATA

Legend:
Fatality
Other Injury

Dillingham 2009-2018 Crash Data: Summary Table

Date	Time	Day of Week	Street	Intersecting Street	Junction	Crash Severity	Number of Serious Injuries	Number of Fatalities	Weather	Road Surface	Lighting	CU Number of Occupants	CU Driver Injury	CU Driver Restraint System 1	CU Driver Raw Age	CU Driver Gender	CU Driver Alcohol Suspected	CU Driver Contributing Circumstance 1	CU Action	CU Body Type	CU Extent of Damage
							Number of Injuries without Fataillites					Unit 1 Occupants	Unit 1 Person 1 Injury	Unit 1 Person 1 Restraint	Unit 1 Person 1 Raw Age	Unit 1 Person 1 Gender	Unit 1 Person 1 Alcohol or Drug Use Suspected	Unit 1 Person 1 Circumstance	Unit 1 Action	Unit 1 Non-CV Configuration	Unit 1 Damage
1/31/2009	1:52 PM	Saturday	No Data	Nerka Dr	Not a Junction	None	0	0	Unknown	Snow	Unknown	1	None	Unknown	64 years	Male	None	Unknown	Turning Left	SUV or Light Truck (only 4 tires)	Unknown
2/22/2009	2:46 PM	Sunday	Nerka Dr	Aleknagik Lake Rd	Not a Junction	None	0	0	Clear	Ice	Daylight	1	None	Lap and Shoulder	42 years	Female	None	Unsafe Speed	Straight Ahead	SUV or Light Truck (only 4 tires)	Unknown
3/6/2009	12:51 PM	Friday	No Data	Waskey Rd	Other	None	0	0	Cloudy	Snow	Daylight	2	None	Unknown	33 years	Male	None	Null value	Out of Control	Passenger Car	Functional
4/27/2009	12:00 AM	Monday	No Data	First East Avenue	T-Intersection	None	0	0	Rain	Wet	Daylight	3	None	Not Reported	57 years	Unknown	Not Reported	Null value	Entering Traffic Lane	SUV or Light Truck (only 4 tires)	Functional
9/19/2009	5:05 PM	Saturday	No Data	Main St	Y-Intersection	Possible	1	0	Clear	Dry	Daylight	4	Not Reported	Lap and Shoulder	51 years	Male	None	Driver Inattention	Turning Right	SUV or Light Truck (only 4 tires)	None/Minor
12/25/2010	2:00 PM	Saturday	1429 Nerka Loop	Sandhill Lane	Driveway	None	0	0	Clear	Ice	Daylight	3	None	Not Reported	44 years	Unknown	Not Reported	Null value	Stopped	SUV or Light Truck (only 4 tires)	Disabling
2/3/2010	8:10 AM	Wednesday	No Data	Wood River Road	Not a Junction	Possible	2	0	Clear	Ice	Twilight	2	Not Reported	Restraint Not Used	16 years	Male	None	Null value	Skidding	SUV or Light Truck (only 4 tires)	Unknown
1/31/2011	4:56 PM	Monday	No Data	Shannon Lake Road	Not a Junction	None	0	0	Clear	Ice	Daylight	1	None	Lap and Shoulder	55 years	Female	None	No Improper Driving	Avoiding Objects in Road	SUV or Light Truck (only 4 tires)	None/Minor
8/21/2011	12:30 AM	Sunday	No Data	Airport Road	Not a Junction	None	0	0	Cloudy	Dirt / Gravel / Oil / Mud / Sand	Dark-Roadway Not Lighted	1	None	Lap and Shoulder	42 years	Male	None	Emotional	Out of Control	SUV or Light Truck (only 4 tires)	Functional
7/29/2011	6:43 PM	Friday	No Data	Kanakanak Way	Y-Intersection	None	0	0	Clear	Dry	Daylight	1	None	Lap and Shoulder	18 years	Male	None	No Improper Driving	Out of Control	Passenger Car	Functional
7/31/2011	2:26 AM	Sunday	No Data	1St Avenue	Not a Junction	Non-Incapacitating	1	0	Cloudy	Dirt / Gravel / Oil / Mud / Sand	Dark-Roadway Lighted	2	Unknown	Unknown	46 years	Male	Alcohol	Unsafe Speed	Out of Control	SUV or Light Truck (only 4 tires)	Disabling
2/23/2011	3:37 PM	Wednesday	No Data	Wood River Road	Crossover	Possible	1	0	Clear	Ice	Daylight	3	Possible	Restraint Not Used	29 years	Female	None	No Improper Driving	Unknown	SUV or Light Truck (only 4 tires)	Disabling
5/13/2011	1:24 PM	Friday	No Data	Central Avenue/ Main Street	4-Way Intersection	None	0	0	Clear	Dry	Daylight	1	None	Lap and Shoulder	60 years	Female	None	No Improper Driving	Stopped	SUV or Light Truck (only 4 tires)	Unknown
4/7/2011	7:34 AM	Thursday	Kanakanak Road	No Data	Other	Fatal	0	1	Sleet / Hail (Freezing Rain)	Ice	Unknown	1	Fatal	Unknown	69 years	Female	Not Reported	Unknown	Out of Control	Passenger Car	Totaled

Date	Time	Day of Week	Street	Intersecting Street	Junction	Crash Severity	Number of Serious Injuries	Number of Fatalities	Weather	Road Surface	Lighting	CU Number of Occupants	CU Driver Injury	CU Driver Restraint System 1	CU Driver Raw Age	CU Driver Gender	CU Driver Alcohol Suspected	CU Driver Contributing Circumstance 1	CU Action	CU Body Type	CU Extent of Damage
							Number of Injuries without Fatalities					Unit 1 Occupants	Unit 1 Person 1 Injury	Unit 1 Person 1 Restraint	Unit 1 Person 1 Raw Age	Unit 1 Person 1 Gender	Unit 1 Person 1 Alcohol or Drug Use Suspected	Unit 1 Person 1 Circumstance	Unit 1 Action	Unit 1 Non-CV Configuration	Unit 1 Damage
8/16/2011	1:29 AM	Tuesday	Wood River Road	1 Mi N Of Kananak Road	Not a Junction	Fatal	0	1	Clear	Dry	Dark-Roadway Not Lighted	1	Fatal	Restraint Not Used	21 years	Male	Alcohol	Unsafe Speed	Out of Control	SUV or Light Truck (only 4 tires)	Totaled
12/31/2011	10:30 AM	Saturday	Nerka Road	Lake Road	Not a Junction	Non-Incapacitating	1	0	Clear	Ice	Daylight	2	None	Not Reported	69 years	Unknown	Not Reported	Null value	Straight Ahead	SUV or Light Truck (only 4 tires)	Functional
3/24/2012	12:00 AM	Saturday	No Data	Kananak Road	Other	Non-Incapacitating	1	0	Clear	Snow	Dark-Roadway Not Lighted	1	None	Restraint Not Used	Null value	Male	None	No Improper Driving	Parked	Passenger Car	Functional
9/23/2012	5:20 PM	Sunday	No Data	Diamond Willow Drive	Driveway	None	0	0	Clear	Dry	Daylight	1	None	Lap and Shoulder	17 years	Male	None	Driver Inexperience	Avoiding Objects in Road	SUV or Light Truck (only 4 tires)	Functional
3/14/2012	6:26 PM	Wednesday	No Data	1St Avenue	4-Way Intersection	Non-Incapacitating	1	0	Clear	Snow	Daylight	7	Not Reported	Lap and Shoulder	54 years	Male	None	Stop Sign Violation	Straight Ahead	SUV or Light Truck (only 4 tires)	Functional
3/14/2012	6:00 PM	Wednesday	No Data	Nerka Loop	Y-Intersection	None	0	0	Clear	Ice	Daylight	3	Unknown	Lap and Shoulder	19 years	Female	None	Unsafe Speed	Out of Control	SUV or Light Truck (only 4 tires)	Functional
2/4/2012	3:05 PM	Saturday	No Data	Mp 0.6	Not a Junction	Possible	1	0	Blowing Dirt / Sand / Soil / Snow	Ice	Daylight	1	Possible	Restraint Not Used	45 years	Male	None	Failure to Yield	Entering Traffic Lane	Off Highway Vehicle	None/Minor
1/14/2012	8:15 PM	Saturday	No Data	Aleknagik Lake Road	T-Intersection	Possible	2	0	Clear	Ice	Dark-Roadway Lighted	1	Possible	Lap and Shoulder	47 years	Male	None	Failure to Yield	Turning Left	SUV or Light Truck (only 4 tires)	Functional
10/29/2012	3:11 PM	Monday	Kananak Road	Chuthmuk Road	Not a Junction	Non-Incapacitating	1	0	Clear	Dry	Daylight	1	Non-Incapacitating	Lap and Shoulder	17 years	Female	None	No Improper Driving	Out of Control	SUV or Light Truck (only 4 tires)	Totaled
1/6/2012	10:24 AM	Friday	Main Street	2Nd Avenue	Y-Intersection	None	0	0	Clear	Ice	Daylight	1	None	Lap and Shoulder	29 years	Male	None	No Improper Driving	Turning Right	Passenger Car	None/Minor
1/7/2012	3:54 PM	Saturday	Trumpeter Drive	Emperor Way	Driveway	None	0	0	Clear	Ice	Daylight	1	None	Lap and Shoulder	47 years	Female	None	No Improper Driving	Backing	SUV or Light Truck (only 4 tires)	None/Minor
2/9/2012	1:30 AM	Thursday	Tower Road	East Street	Not a Junction	None	0	0	Cloudy	Ice	Unknown	1	None	Not Applicable	Null value	Male	Alcohol	Null value	Unknown	Pedestrian	Not Available
3/31/2017	9:10 AM	Friday	Aleknagik Lake Rd	Kananak Road	Non-Junction	Possible Injury	0	0	Snow	Snow	Daylight	1	Possible Injury	Shoulder and Lap Belt Used	20 years	Female	No	Swerved or Avoided Due to Wind/ Slippery Surface/ Motor Vehicle/ Object/ Non-Motorist in Roadway/ etc.	Going Straight	Hardtop, 4-Door	Functional Damage
5/6/2017	4:34 PM	Saturday	Kananak Road	Aleknagik Lake Road	Non-Junction	Possible Injury	0	0	Cloudy	Wet	Daylight	1	Possible Injury	Unknown if Used	22 years	Female	No	Ran Off Roadway	Going Straight	Sedan, 4-Door, Automobile	Functional Damage
9/2/2017	7:00 AM	Saturday	Aleknagik Lake Road	Mile 12 Aleknagik Lake Road	Non-Junction	Suspected Serious Injury	1	0	Cloudy	Wet	Dawn	2	Suspected Serious Injury	Unknown if Used	21 years	Female	Yes	Ran Off Roadway	Negotiating a Curve	Hardtop, 4-Door	Disabling Damage

Date	Time	Day of Week	Street	Intersecting Street	Junction	Crash Severity	Number of Serious Injuries	Number of Fatalities	Weather	Road Surface	Lighting	CU Number of Occupants	CU Driver Injury	CU Driver Restraint System 1	CU Driver Raw Age	CU Driver Gender	CU Driver Alcohol Suspected	CU Driver Contributing Circumstance 1	CU Action	CU Body Type	CU Extent of Damage
							Number of Injuries without Fatalities					Unit 1 Occupants	Unit 1 Person 1 Injury	Unit 1 Person 1 Restraint	Unit 1 Person 1 Raw Age	Unit 1 Person 1 Gender	Unit 1 Person 1 Alcohol or Drug Use Suspected	Unit 1 Person 1 Circumstance	Unit 1 Action	Unit 1 Non-CV Configuration	Unit 1 Damage
11/15/2013	10:22 PM	Friday	Kanakanak Road	Woodriver Road	Other Location Not Listed Above (Median/ Shoulder/ Roadside)	No Apparent Injury	0	0	Null value	Dry	Dark-Lighted	1	No Apparent Injury	Shoulder and Lap Belt Used	51 years	Male	Yes	Ran Off Roadway	Turning Right	Pickup	Disabling Damage
11/4/2013	12:00 AM	Monday	Aleknagik Lake Rd	Char Lane	Non-Junction	Suspected Minor Injury	0	0	Null value	Unknown	Dark-Not Lighted	1	Suspected Minor Injury	No Restraint System Used	29 years	Male	No	Ran Off Roadway	Going Straight	Pickup	Functional Damage
11/6/2013	5:08 PM	Wednesday	Aleknagik Rd	Black Spruce Drive	Non-Junction	Suspected Minor Injury	0	0	Cloudy	Ice/ Frost	Dark-Not Lighted	1	Suspected Minor Injury	No Restraint System Used	27 years	Male	Yes	Improper Turn	Changing Lanes	Pickup	Functional Damage
12/2/2013	6:40 PM	Monday	Lil Larry Road	Kokwok Circle	Non-Junction	No Apparent Injury	0	0	Clear	Wet	Dark-Unknown Lighting	0	Null value	Null value	Null value	Null value	Null value	Null value	No Driver Present	Pickup with Mounted Camper	Functional Damage
7/19/2013	3:30 AM	Friday	Kanakanak Road	Aleknagik Lake Road	Non-Junction	Null value	0	0	Null value	Mud/ Dirt/ Gravel	Dark-Not Lighted	1	Unknown	Null value	Null value	Male	Unknown	Ran Off Roadway	Going Straight	Sedan, 4-Door, Automobile	Disabling Damage
1/28/2013	8:18 AM	Monday	Kanakanak Road	Milepost 5	Non-Junction	No Apparent Injury	0	0	Null value	Snow	Dark-Not Lighted	1	Null value	Null value	Null value	Null value	Null value	Null value	Going Straight	Sedan, 4-Door, Automobile	Functional Damage
2/21/2013	6:00 PM	Thursday	Emperpr Way	Lupine Road	Driveway Access	No Apparent Injury	0	0	Null value	Ice/ Frost	Dusk	1	No Apparent Injury	Shoulder and Lap Belt Used	23 years	Female	No	Failed to Yield Right of Way	Turning Right	Carry-All	Minor Damage
6/3/2013	12:00 AM	Monday	Kanakanak Road	Airport Road: (0.4 Miles South)	Non-Junction	No Apparent Injury	0	0	Null value	Dry	Dusk	1	No Apparent Injury	Shoulder and Lap Belt Used	34 years	Male	Yes	Ran Off Roadway	Going Straight	Hatchback, 4-Door	Disabling Damage
3/23/2013	12:00 AM	Saturday	Waskey Road	Not Reported	Non-Junction	Null value	0	0	Null value	Snow	Dark-Not Lighted	0	Unknown	Null value	Null value	Unknown	Unknown	Null value	No Driver Present	Hardtop	Unknown
8/1/2013	7:00 PM	Thursday	Kanakanak Road	Aleknegik Lake Road	Non-Junction	No Apparent Injury	0	0	Null value	Dry	Daylight	2	No Apparent Injury	Shoulder and Lap Belt Used	23 years	Female	No	Improper Backing	Backing Up (Other than for Parking Position)	Sedan, 4-Door, Automobile	Minor Damage
3/8/2013	2:24 PM	Friday	Seward Street	E St	Intersection	No Apparent Injury	0	0	Null value	Snow	Daylight	1	No Apparent Injury	Shoulder Belt Only Used	21 years	Female	No	Wrong Side or Wrong Way	Turning Left	Hardtop, 4-Door	Functional Damage
6/8/2013	8:21 PM	Saturday	Kanakanak Road	Airport Rd	Non-Junction	Suspected Serious Injury	1	0	Null value	Dry	Daylight	1	Suspected Serious Injury	No Restraint System Used	17 years	Female	No	Operator Inexperience	Negotiating a Curve	Sedan, 4-Door, Automobile	Disabling Damage
6/8/2013	3:00 AM	Saturday	Wood River Rd	2.3 Mile Wood River Road	Non-Junction	No Apparent Injury	0	0	Null value	Unknown	Dark-Not Lighted	4	No Apparent Injury	Unknown if Used	31 years	Male	Yes	Ran Off Roadway	Negotiating a Curve	Pickup	Disabling Damage
3/26/2013	5:23 PM	Tuesday	Aleknagic Lake Road	Waskey Road	Non-Junction	Possible Injury	0	0	Null value	Ice/ Frost	Daylight	1	Possible Injury	Shoulder and Lap Belt Used	43 years	Male	No	Swerved or Avoided Due to Wind/ Slippery Surface/ Motor Vehicle/ Object/ Non-Motorist in Roadway/ etc.	Going Straight	Pickup	Disabling Damage

Date	Time	Day of Week	Street	Intersecting Street	Junction	Crash Severity	Number of Serious Injuries	Number of Fatalities	Weather	Road Surface	Lighting	CU Number of Occupants	CU Driver Injury	CU Driver Restraint System 1	CU Driver Raw Age	CU Driver Gender	CU Driver Alcohol Suspected	CU Driver Contributing Circumstance 1	CU Action	CU Body Type	CU Extent of Damage
							Number of Injuries without Fatalities					Unit 1 Occupants	Unit 1 Person 1 Injury	Unit 1 Person 1 Restraint	Unit 1 Person 1 Raw Age	Unit 1 Person 1 Gender	Unit 1 Person 1 Alcohol or Drug Use Suspected	Unit 1 Person 1 Circumstance	Unit 1 Action	Unit 1 Non-CV Configuration	Unit 1 Damage
2/16/2013	12:55 PM	Saturday	Nerka Drive	Aleknagik Lake Road	Driveway Access	No Apparent Injury	0	0	Null value	Snow	Daylight	1	No Apparent Injury	Shoulder and Lap Belt Used	52 years	Female	No	Failed to Yield Right of Way	Turning Right	Pickup	Minor Damage
8/27/2013	8:50 PM	Tuesday	Aleknagik Lake Road	Milepost 17	Non-Junction	Fatal Injury (Killed)	0	1	Unknown	Dry	Dusk	1	Fatal Injury (Killed)	Null value	29 years	Male	Unknown	Operated Motor Vehicle in a Reckless or Aggressive manner	Going Straight	Utility Vehicle	Disabling Damage
6/23/2013	8:30 PM	Sunday	Aleknagik Lake Road	7.5 Mile	Non-Junction	No Apparent Injury	0	0	Null value	Dry	Daylight	1	No Apparent Injury	Unknown if Used	45 years	Male	No	Improper Passing	Passing or Overtaking Another Vehicle	Pickup	No Damage
11/4/2014	1:07 PM	Tuesday	Emperor Way	Nerka	Non-Junction	No Apparent Injury	0	0	Clear	Ice/ Frost	Daylight	1	Null value	Null value	Null value	Null value	Null value	Null value	Other	Hardtop, 4-Door	Unknown
10/21/2014	11:00 AM	Tuesday	Aleknagik Lake Road	Unknown Hill	Non-Junction	No Apparent Injury	0	0	Clear	Snow	Daylight	1	No Apparent Injury	Null value	78 years	Male	Unknown	Null value	Other	Not Reported or Unknown	Unknown
9/5/2014	3:20 PM	Friday	Wood River Road	Kanakanak Rd	Unknown	No Apparent Injury	0	0	Clear	Dry	Daylight	2	No Apparent Injury	Shoulder and Lap Belt Used	78 years	Male	No	Failed to Yield Right of Way	Turning Left	Sedan, 4-Door, Automobile	Functional Damage
6/4/2014	9:20 PM	Wednesday	Nerka Drive	Widgeon Lane	Non-Junction	Suspected Minor Injury	0	0	Clear	Mud/ Dirt/ Gravel	Daylight	3	Suspected Minor Injury	Shoulder and Lap Belt Used	16 years	Female	No	Ran Off Roadway	Negotiating a Curve	Hardtop	Disabling Damage
6/7/2014	8:30 PM	Saturday	Kanakanak Road	D Street	Non-Junction	No Apparent Injury	0	0	Cloudy	Wet	Dusk	1	No Apparent Injury	Unknown if Used	31 years	Male	Yes	Failed to Keep in Proper Lane	Going Straight	Pickup	Functional Damage
11/10/2014	9:10 AM	Monday	Aleknagik Lake Road	Shannon Lake Road	Non-Junction	Possible Injury	0	0	Clear	Ice/ Frost	Daylight	1	Possible Injury	Shoulder Belt Only Used	67 years	Male	No	No Cortributing Action/ Circumstance	Negotiating a Curve	Hardtop, 4-Door	Functional Damage
7/1/2015	12:00 AM	Wednesday	Kanakanak Road	Unknown	Non-Junction	No Apparent Injury	0	0	Null value	Mud/ Dirt/ Gravel	Unknown	1	Null value	Null value	Null value	Null value	Null value	Null value	Backing Up (Other than for Parking Position)	Pickup	No Damage
12/6/2015	1:02 PM	Sunday	Shannon Lake Road	Unknown	Driveway Access	No Apparent Injury	0	0	Unknown	Unknown	Daylight	1	No Apparent Injury	No Helmet	34 years	Male	No	Improper Backing	Backing Up (Other than for Parking Position)	Pickup	Minor Damage
12/19/2015	1:20 PM	Saturday	Landfill Road	Waskey Rd	Driveway Access	No Apparent Injury	0	0	Snow	Snow	Daylight	1	No Apparent Injury	Unknown if Used	Null value	Male	No	Operated Motor Vehicle in an Inattentive/ Careless/ Erratic/ Negligent manner	Turning Left	Pickup	Functional Damage
6/27/2016	5:45 PM	Monday	Aleknagik Lake Road	Mp 13	Non-Junction	No Apparent Injury	0	0	Cloudy	Dry	Daylight	1	No Apparent Injury	Null value	44 years	Female	Unknown	Ran Off Roadway	Going Straight	Not Reported or Unknown	Disabling Damage

Date	Time	Day of Week	Street	Intersecting Street	Junction	Crash Severity	Number of Serious Injuries	Number of Fatalities	Weather	Road Surface	Lighting	CU Number of Occupants	CU Driver Injury	CU Driver Restraint System 1	CU Driver Raw Age	CU Driver Gender	CU Driver Alcohol Suspected	CU Driver Contributing Circumstance 1	CU Action	CU Body Type	CU Extent of Damage
							Number of Injuries without Fatailities					Unit 1 Occupants	Unit 1 Person 1 Injury	Unit 1 Person 1 Restraint	Unit 1 Person 1 Raw Age	Unit 1 Person 1 Gender	Unit 1 Person 1 Alcohol or Drug Use Suspected	Unit 1 Person 1 Circumstance	Unit 1 Action	Unit 1 Non-CV Configuration	Unit 1 Damage
8/14/2016	12:00 PM	Sunday	Aleknagik Lake Road	Unknown	Non-Junction	No Apparent Injury	0	0	Rain	Wet	Daylight	1	No Apparent Injury	Unknown if Used	20 years	Female	Unknown	Other Contributing Action/ Circumstance	Turning Right	Pickup	Functional Damage
4/24/2016	5:50 AM	Sunday	Wood River Road	Waskey Road	Non-Junction	No Apparent Injury	0	0	Clear	Dry	Dawn	1	No Apparent Injury	Null value	26 years	Male	No	Ran Off Roadway	Accelerating in Road	Carry-All	Functional Damage
7/20/2016	10:22 PM	Wednesday	Aleknagik Lake Road	Kanakanak Road	Intersection	No Apparent Injury	0	0	Clear	Dry	Dusk	1	No Apparent Injury	Shoulder and Lap Belt Used	23 years	Male	No	Police or Law Enforcement Officer	Turning Right	Law Enforcement	Minor Damage
10/9/2016	4:48 AM	Sunday	Aleknagik Lake Road	Mile Post 15	Non-Junction	Suspected Minor Injury	0	0	Unknown	Wet	Dark-Not Lighted	5	No Apparent Injury	Unknown if Used	21 years	Male	Yes	Ran Off Roadway	Going Straight	Sedan, 4-Door, Automobile	Disabling Damage
8/7/2016	2:41 PM	Sunday	Kanakanak Road	Airport Road	Non-Junction	Suspected Minor Injury	0	0	Cloudy	Wet	Daylight	1	Suspected Minor Injury	Shoulder and Lap Belt Used	Null value	Unknown	No	Null value	Going Straight	Sedan, 4-Door, Automobile	Disabling Damage
10/29/2016	3:33 PM	Saturday	Waskey Road	Emperor Road	Non-Junction	Suspected Minor Injury	0	0	Clear	Dry	Daylight	1	Suspected Minor Injury	Unknown if Used	88 years	Male	No	Operated Motor Vehicle in an Inattentive/ Careless/ Erratic/ Negligent manner	Going Straight	Pickup	Disabling Damage
10/5/2016	12:00 AM	Wednesday	Emperor Road	Waskey Road	Non-Junction	Suspected Minor Injury	0	0	Clear	Mud/ Dirt/ Gravel	Daylight	2	Possible Injury	Shoulder and Lap Belt Used	29 years	Male	No	Ran Off Roadway	Accelerating in Road	Sedan	Disabling Damage
6/20/2016	10:25 AM	Monday	Harbor Rd	Kanakanak Rd	Non-Junction	No Apparent Injury	0	0	Cloudy	Mud/ Dirt/ Gravel	Daylight	1	No Apparent Injury	Shoulder and Lap Belt Used	59 years	Male	No	Improper Backing	Backing Up (Other than for Parking Position)	Grader	Minor Damage
12/1/2016	11:30 PM	Thursday	Main Street	2Nd Ave West	Non-Junction	Suspected Minor Injury	0	0	Clear	Ice/ Frost	Dark-Lighted	1	Suspected Minor Injury	No Helmet	42 years	Male	No	Ran Off Roadway	Going Straight	Open Body	Minor Damage
11/16/2016	3:00 PM	Wednesday	Aleknagik Lake Road	Columbine Circle	Intersection	No Apparent Injury	0	0	Clear	Snow	Daylight	1	No Apparent Injury	Shoulder and Lap Belt Used	34 years	Male	No	Swerved or Avoided Due to Wind/ Slippery Surface/ Motor Vehicle/ Object/ Non-Motorist in Roadway/ etc.	Going Straight	Carry-All	Functional Damage
11/1/2016	12:00 AM	Tuesday	Seward Street	D Street	Intersection	Suspected Serious Injury	1	0	Clear	Mud/ Dirt/ Gravel	Dark-Not Lighted	1	Null value	Null value	Null value	Null value	Null value	Null value	Decelerating in Road	Pickup	No Damage

2008-2018 Dillingham Plane Crash Data

Event Date	Accident Number	Airport Name	Injury Severity	Aircraft Damage	Make	Model	Purpose of Flight	Air Carrier	Total Serious Injuries	Total Minor Injuries	Total Un-injured	Broad Phase of Flight	Defining Event
6/22/2018	ANC18LA047	N/A	Non-Fatal	Substantial	DEHAV-ILLAND	BEAVER DHC 2 MK.1	Personal	Private	1	-	3	Landing	Unknown
7/20/2015	ANC15LA056	Shannons Pond Seaplane	Non-Fatal	Substantial	PIPER	PA 18-150	Personal	Private	-	-	2	Takeoff	Loss of lift
7/28/2014	ANC14LA056	Dillingham Airport	Non-Fatal	Substantial	PIPER	PA-22	Personal	Private	-	-	3	Landing	Abrupt maneuver
6/19/2013	ANC13CA056	Dillingham Airport	Non-Fatal	Substantial	CUB CRAFTERS INC	CC11-100	Personal	Private	-	-	2	Cruise	Loss of engine power (total)
8/21/2011	ANC11LA084	Dillingham Airport	Non-Fatal	Substantial	GRUM-MAN	G-44	Unknown	Fresh Water Adventures Inc.	-	-	4	Landing	Loss of control on ground
9/15/2010	ANC10LA094B	Shannons Pond Seaplane	Non-Fatal	Substantial	PIPER	PA-18	Personal	Private	1	1	-	Takeoff	Midair collision
9/15/2010	ANC10LA094A	Shannons Pond Seaplane	Non-Fatal	Substantial	PIPER	PA-18	Personal	Private	1	1	-	Takeoff	Midair collision
8/22/2009	ANC09CA087	N/A	Non-Fatal	Substantial	PIPER	PA-12	Personal	Private	-	-	2	Landing	Nose over/nose down
3/26/2009	ANC09CA026	N/A	Non-Fatal	Substantial	CESSNA	170B	Personal	Private	-	2	-	Takeoff	Loss of control in flight
9/12/2008	ANC08CA123	N/A	Non-Fatal	Substantial	CESSNA	207	Unknown	Shannon's Air Taxi	-	-	7	Takeoff	Collision during takeoff/land
10/10/2001	DCA02MA003	Dillingham Airport	Fatal (10)	Destroyed	CESSNA	208	Business	Peninsula Airways Inc. (PenAir)	-	-	-	Climb	Loss of control due to upper surface ice contamination

Data source: National Transportation Safety Board, Aviation Accident Database & Synopses, 2018

APPENDIX C: COMMUNITY SURVEY RESULTS

Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #1 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Friday, November 09, 2018 11:10:36 AM

Last Modified:Friday, November 09, 2018 11:22:34 AM

Time Spent:00:11:58

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

55

Q2

How do you get around within the community? (check all that apply)

Get a ride (carpool)

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	MediumPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	LowPriority or Concern
Dusty roads	MediumPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	LowPriority or Concern
Other (please specify)	State or City covering driveway entrance with snow when plowing. If there is an emergency, how would an ambulance be able to drive in my driveway and drive out?

Q4

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

Do not cover driveway entry with snow when plowing on main roads. It can cost someone their life!

Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #2 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Friday, November 09, 2018 11:22:35 AM

Last Modified:Friday, November 09, 2018 11:29:12 AM

Time Spent:00:06:37

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

28

Q2

How do you get around within the community? (check all that apply)

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	HighPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern
Other (please specify)	Please place a police car on the intersection of Aleknagik Lake road and Kananak road in the AM. people constantly pull up onto the shoulder to turn towards the hospital and block the persons view with their car. It's illegal to do so but it seems every hospital employee does it.

Q4

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

Fix the potholes in the roads, fix waskey and emperor way and Squaw Creek road is a disaster. Putting dirt in the potholes just makes it worse in a day or two. please consider a law on texting/phone use while driving. As well as pulling over people who pass others on the double line. We've nearly been hit by others for all these reasons several times.

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #3 ▾

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COMPLETE

EditDeleteExport

Collector:

Web Link 1 (Web Link)

Started:

Friday, November 09, 2018 11:32:53 AM

Last Modified:

Friday, November 09, 2018 11:37:38 AM

Time Spent:

00:04:45

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

32

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Get a ride (carpool)

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

Drainage issues (road washouts, standing water)

MediumPriority or Concern

Speeding

MediumPriority or Concern

Talking on phone or texting while driving

MediumPriority or Concern



Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	LowPriority or Concern
School bus stop safety	LowPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern
Other (please specify)	Lack of Tribal Involvement in road maintenance.

Q4

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

If the Tribal Council invested in maintaining current roadways and pathways, instead of building up IRR funds over the course of many years to conduct a single road improvement project, which is their current practice.



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #4 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Friday, November 09, 2018 11:54:38 AM

Last Modified:Friday, November 09, 2018 11:58:53 AM

Time Spent:00:04:14

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

48

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Passenger Car

Get a ride (carpool)

4-Wheeler

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

Drainage issues (road washouts, standing water)

HighPriority or Concern

Speeding

HighPriority or Concern



Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	HighPriority or Concern
Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	HighPriority or Concern
Wildlife danger for drivers or pedestrians	HighPriority or Concern
Poor trail conditions / lack of trail maintenance	HighPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern
Other (please specify)	Lack of transporation for elders or disabled residents in the rural villages.

Q4

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

Educate, provide road maintenance, put up signs, work with the villages agencies to provide rides for elders or disabled residents to their appointments, community events, or day services.



Dillingham Community Survey



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Respondent #5 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Friday, November 09, 2018 2:30:53 PM

Last Modified:Friday, November 09, 2018 2:34:31 PM

Time Spent:00:03:37

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

31

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	MediumPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	HighPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	LowPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	HighPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

Have engineers collect and consider local options and use, instead of worrying about DOT regs more. we know what we need, they dont understand our rural needs.



Share survey feedback. Export and print results with upgraded plans. [See all plans »](#)

Dillingham Community Survey

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Respondent #6

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Collector:

Web Link 1 (Web Link)

Started:

Friday, November 09, 2018 2:18:39 PM

Last Modified:

Friday, November 09, 2018 2:45:04 PM

Time Spent:

00:26:25

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

40

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Passenger Car

Motorcycle

Bicycle

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

Drainage issues (road washouts, standing water)

HighPriority or Concern

+

Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	HighPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	HighPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern
Other (please specify)	wheelchair accesible into public areas and buildings

Q4

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

funding to have clear sidewalks and bike path; education and consequences for texting and driving or just being on your phone and driving; more street lights especially by ALL the bus stops



Dillingham Community Survey

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Collector:

Web Link 1 (Web Link)

Started:

Friday, November 09, 2018 3:35:36 PM

Last Modified:

Friday, November 09, 2018 3:38:32 PM

Time Spent:

00:02:55

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

50

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Commercial Vehicle

Walk

Snowmachine

Boat

Passenger Car

Bicycle

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

MediumPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

+

Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	LowPriority or Concern
Talking on phone or texting while driving	LowPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Get some people that know how to run equipment properly. So they can maintain the roads to which they were design.



Share survey feedback. Export and print results with upgraded plans. [See all plans »](#)

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

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COMPLETE

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Collector:Web Link 1 (Web Link)

Started:Friday, November 09, 2018 4:11:24 PM

Last Modified:Friday, November 09, 2018 4:17:31 PM

Time Spent:00:06:06

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Q1

How old are you? (use slider to select age)

54

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Boat

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

LowPriority or Concern

Drainage issues (road washouts, standing water)

MediumPriority or Concern

Speeding

MediumPriority or Concern

Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	LowPriority or Concern
School bus stop safety	LowPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Gravel lifts and grading



Dillingham Community Survey



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Collector:

Started:

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Web Link 1 (Web Link)

Saturday, November 10, 2018 9:51:24 AM

Saturday, November 10, 2018 9:58:25 AM

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Q1

How old are you? (use slider to select age)

63

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

MediumPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

MediumPriority or Concern

Drainage issues (road washouts, standing water)

MediumPriority or Concern

Speeding

MediumPriority or Concern

Talking on phone or texting while driving

LowPriority or Concern

Drug or alcohol impaired driving

MediumPriority or Concern

+

Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	LowPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	LowPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	LowPriority or Concern
Other (please specify)	Pedestrian cross walks need to be better marked by painted are on the pavement. Signs are not adequate.

Q4

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

More resources for road upgrade and maintenance. More paved roads. Road lines repainted at least twice a year. Better lighting at school bus stops Better lighting and painted pedestrian cross walks

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Collector:Web Link 1 (Web Link)

Started:Saturday, November 10, 2018 10:08:39 AM

Last Modified:Saturday, November 10, 2018 10:11:31 AM

Time Spent:00:02:52

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Q1

How old are you? (use slider to select age)

44

Q2

How do you get around within the community? (check all that apply)

Walk

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	LowPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern



Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

Respondent skipped this question



Dillingham Community Survey



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Collector:Web Link 1 (Web Link)

Started:Saturday, November 10, 2018 10:20:40 AM

Last Modified:Saturday, November 10, 2018 10:25:09 AM

Time Spent:00:04:29

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Q1

How old are you? (use slider to select age)

57

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	HighPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

Get educated workers and make sure they are planning to stay in Dillingham

ENGLISH



Dillingham Community Survey



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Collector:

Web Link 1 (Web Link)

Started:

Saturday, November 10, 2018 1:55:54 PM

Last Modified:

Saturday, November 10, 2018 1:58:50 PM

Time Spent:

00:02:55

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Q1

How old are you? (use slider to select age)

38

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Snowmachine

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

MediumPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

LowPriority or Concern

Drainage issues (road washouts, standing water)

LowPriority or Concern

Speeding

LowPriority or Concern

Talking on phone or texting while driving

LowPriority or Concern

Drug or alcohol impaired driving

MediumPriority or Concern

+

Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	LowPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Respondent skipped this question



Dillingham Community Survey

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Collector:Web Link 1 (Web Link)

Started:Saturday, November 10, 2018 5:21:16 PM

Last Modified:Saturday, November 10, 2018 5:26:19 PM

Time Spent:00:05:03

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

58

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	LowPriority or Concern
Speeding	HighPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	LowPriority or Concern



Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

Improve down town area and better traffic violation control.



Dillingham Community Survey



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EditDeleteExport

Collector:

Web Link 1 (Web Link)

Started:

Tuesday, November 13, 2018 11:05:05 AM

Last Modified:

Tuesday, November 13, 2018 11:08:36 AM

Time Spent:

00:03:31

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Q1

How old are you? (use slider to select age)

53

Q2

How do you get around within the community? (check all that apply)

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	MediumPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	LowPriority or Concern
Drainage issues (road washouts, standing water)	MediumPriority or Concern
Speeding	LowPriority or Concern
Talking on phone or texting while driving	LowPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	LowPriority or Concern

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Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	LowPriority or Concern
School bus stop safety	LowPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	LowPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

Better road maintenance

ENGLISH



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #15 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Tuesday, November 13, 2018 2:39:52 PM

Last Modified:Tuesday, November 13, 2018 2:43:00 PM

Time Spent:00:03:07

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

57

Q2

How do you get around within the community? (check all that apply)

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	HighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

Pave the subdivision roads.

ENGLISH



Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #16 ▾

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Collector:

Web Link 1 (Web Link)

Started:

Monday, November 26, 2018 8:41:17 AM

Last Modified:

Monday, November 26, 2018 8:45:17 AM

Time Spent:

00:04:00

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

56

Q2

How do you get around within the community? (check all that apply)

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	MediumPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	HighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

having appropriate sidewalks and pedestrian zones

ENGLISH



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

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QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #17 ▾

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EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Friday, December 14, 2018 3:50:41 PM

Last Modified:Friday, December 14, 2018 4:02:15 PM

Time Spent:00:11:33

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

38

Q2

How do you get around within the community? (check all that apply)

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	HighPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	HighPriority or Concern
Drainage issues (road washouts, standing water)	MediumPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	HighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Obtaining more funding to implement some of the upgrades we need to improve transportation safety!

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

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EXPORTS ? ▾

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RESPONDENTS: 33 of 33 **SAVE AS ▾**

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #18 ▾

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Collector:

Web Link 1 (Web Link)

Started:

Friday, December 14, 2018 4:04:18 PM

Last Modified:

Friday, December 14, 2018 4:08:43 PM

Time Spent:

00:04:24

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

34

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Boat

4-Wheeler

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

MediumPriority or Concern

Drainage issues (road washouts, standing water)

HighPriority or Concern

Speeding

MediumPriority or Concern



Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

Respondent skipped this question

Dillingham Community Survey



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CURRENT VIEW ? ▾

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SHARED DATA ? ▾

RESPONDENTS: 33 of 33 SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #19 ▾

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Collector:

Web Link 1 (Web Link)

Started:

Friday, December 14, 2018 4:13:06 PM

Last Modified:

Friday, December 14, 2018 4:24:34 PM

Time Spent:

00:11:28

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

65

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

Drainage issues (road washouts, standing water)

HighPriority or Concern

Speeding

HighPriority or Concern

Talking on phone or texting while driving

HighPriority or Concern

Drug or alcohol impaired driving

HighPriority or Concern

Dusty roads

HighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	MediumPriority or Concern
Other (please specify)	Drivers including police do not stop at stop signs.

Q4

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

Well first the color font is bad, next have police more visible around town and have them be good mentors of street laws. One street design is very bad, when you stop you have to almost look behind you to look for oncoming traffic. cross walks are hazardous, specially n summer with cannery workers, I have rolled up on several and hit the horn..Paint in cross walks.
In winter DO NOT pile snow on street corners, move the tree in front of the Bank.



Dillingham Community Survey



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INDIVIDUAL RESPONSES

Export

00:02:16

Talking on phone or texting while driving	MediumPriority or Concern
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Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	LowPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

More bike path set aside from the road (extend all the way along Lake Road to Waskey, and extend out Kanakanak to the Hospital); better roads in downtown.

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #21 ▾

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Collector:Web Link 1 (Web Link)

Started:Friday, December 14, 2018 6:14:40 PM

Last Modified:Friday, December 14, 2018 6:18:33 PM

Time Spent:00:03:53

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

61

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenanceHighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)LowPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)LowPriority or Concern

Drainage issues (road washouts, standing water)MediumPriority or Concern

SpeedingMediumPriority or Concern

Talking on phone or texting while drivingHighPriority or Concern

Drug or alcohol impaired drivingHighPriority or Concern



Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

Better road maintenance

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE ASS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #22 ▾

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Collector:

Web Link 1 (Web Link)

Started:

Friday, December 14, 2018 6:30:29 PM

Last Modified:

Friday, December 14, 2018 6:36:39 PM

Time Spent:

00:06:10

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

44

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Passenger Car

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

LowPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

MediumPriority or Concern

Drainage issues (road washouts, standing water)

LowPriority or Concern

Speeding

LowPriority or Concern

Talking on phone or texting while driving

LowPriority or Concern

Drug or alcohol impaired driving

MediumPriority or Concern

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Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Better maintain roads both city and state during winter.
Better maintain in town roads year round (horrendous potholes)

ENFORCEMENT of helmet law for children and teens.

Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

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RESPONDENTS: 33 of 33

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QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #23 ▾

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Collector:Web Link 1 (Web Link)

Started:Friday, December 14, 2018 10:23:29 PM

Last Modified:Friday, December 14, 2018 10:29:51 PM

Time Spent:00:06:22

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

54

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	LowPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	MediumPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	MediumPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

Drivers education.

Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE ASS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #24 ▾

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EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Saturday, December 15, 2018 12:25:49 PM

Last Modified:Saturday, December 15, 2018 12:29:27 PM

Time Spent:00:03:37

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

50

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	LowPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	HighPriority or Concern

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Icy roads / poor winter maintenance	LowPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Improvement of the city roads

ENGLISH



Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #25 ▾◀ ▶

COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Sunday, December 16, 2018 9:00:35 AM

Last Modified:Sunday, December 16, 2018 9:20:20 AM

Time Spent:00:19:44

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

68

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenanceHighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)MediumPriority or Concern

Drainage issues (road washouts, standing water)LowPriority or Concern

SpeedingHighPriority or Concern

Talking on phone or texting while drivingHighPriority or Concern

Drug or alcohol impaired drivingHighPriority or Concern

Dusty roadsHighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	HighPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	HighPriority or Concern
Limited emergency response (police, medical, fire)	HighPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	HighPriority or Concern

Q4

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

More police awareness of people driving without license. Same people get stopped repeatedly for driving w/o license and there back on road driving same day! Better maintenance on potholes, at least attempt to grade potholes!!!! Better maintenance during inclement weather!!

ENGLISH



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #26 ▾

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COMPLETE

EditDeleteExport

Collector:

Web Link 1 (Web Link)

Started:

Monday, December 17, 2018 8:04:49 AM

Last Modified:

Monday, December 17, 2018 8:10:03 AM

Time Spent:

00:05:14

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

60

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	HighPriority or Concern
Speeding	MediumPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	HighPriority or Concern

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Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	MediumPriority or Concern
Lack of bridges or poor bridge safety	MediumPriority or Concern
Lack of road or trail markers	MediumPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	MediumPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

1) better road maintence in subdivisions 2) pave roads & street lights in subdivisions 3) more than one road into business district 4) move the airport

ENGLISH



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33 SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #27 ▾

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COMPLETE

EditDeleteExport

Collector:

Web Link 1 (Web Link)

Started:

Monday, December 17, 2018 8:23:35 AM

Last Modified:

Monday, December 17, 2018 8:29:16 AM

Time Spent:

00:05:40

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

30

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	HighPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	LowPriority or Concern
Speeding	HighPriority or Concern
Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	LowPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	LowPriority or Concern
School bus stop safety	LowPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	LowPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Respondent skipped this question



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #28 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Monday, December 17, 2018 8:34:28 AM

Last Modified:Monday, December 17, 2018 8:38:57 AM

Time Spent:00:04:29

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

58

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Boat

Passenger Car

Bicycle

4-Wheeler

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

MediumPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

MediumPriority or Concern



Drainage issues (road washouts, standing water)	MediumPriority or Concern
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Speeding	MediumPriority or Concern
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Talking on phone or texting while driving	LowPriority or Concern
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Drug or alcohol impaired driving	HighPriority or Concern
----------------------------------	-------------------------

Dusty roads	LowPriority or Concern
-------------	------------------------

Icy roads / poor winter maintenance	HighPriority or Concern
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School zone safety	MediumPriority or Concern
--------------------	---------------------------

School bus stop safety	MediumPriority or Concern
------------------------	---------------------------

Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
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Lack of seat belt use	MediumPriority or Concern
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Lack of car seats / child restraint use	MediumPriority or Concern
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Lack of driver's education	HighPriority or Concern
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Lack of traffic law / enforcement	MediumPriority or Concern
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Lack of streetlights	HighPriority or Concern
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Lack of sidewalks or bike lanes	MediumPriority or Concern
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Lack of bridges or poor bridge safety	LowPriority or Concern
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Lack of road or trail markers	LowPriority or Concern
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Wildlife danger for drivers or pedestrians	LowPriority or Concern
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Poor trail conditions / lack of trail maintenance	LowPriority or Concern
---	------------------------

Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
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Boat launch, dock, or harbor safety issues	HighPriority or Concern
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Lack of life vest use for boaters	MediumPriority or Concern
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Boating hazards or navigation issues	MediumPriority or Concern
--------------------------------------	---------------------------

Limited emergency response (police, medical, fire)	MediumPriority or Concern
--	---------------------------

Lack of natural disaster preparedness	HighPriority or Concern
---------------------------------------	-------------------------

Lack of evacuation route / safety shelters	MediumPriority or Concern
--	---------------------------

Airport or flying safety issues	LowPriority or Concern
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Q4

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

MAINTENANCE, POTHoles, SNOW/ICE REMOVAL,



Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE ASS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #29 ▾

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COMPLETE

Edit

Delete

Export

Collector:

Started:

Last Modified:

Time Spent:

Web Link 1 (Web Link)

Monday, December 17, 2018 8:44:26 AM

Monday, December 17, 2018 8:49:03 AM

00:04:37

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

59

Q2

How do you get around within the community? (check all that apply)

Walk

Get a ride (carpool)

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

MediumPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

LowPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

LowPriority or Concern

Drainage issues (road washouts, standing water)

LowPriority or Concern

Speeding

LowPriority or Concern

Talking on phone or texting while driving

LowPriority or Concern

Drug or alcohol impaired driving

LowPriority or Concern



Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	HighPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

traffic personal at BBNA from 7:50:-8:00 or a traffic light



Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #30 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Monday, December 17, 2018 8:55:52 AM

Last Modified:Monday, December 17, 2018 9:01:28 AM

Time Spent:00:05:36

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

44

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance	MediumPriority or Concern
Poor road design (narrow roads, steep roads, sharp turns)	MediumPriority or Concern
Intersection safety (lack of signs, tall brush, blind spots)	MediumPriority or Concern
Drainage issues (road washouts, standing water)	LowPriority or Concern
Speeding	LowPriority or Concern
Talking on phone or texting while driving	HighPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	HighPriority or Concern



Icy roads / poor winter maintenance	HighPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	HighPriority or Concern
Lack of seat belt use	LowPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	LowPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	LowPriority or Concern
Lack of life vest use for boaters	LowPriority or Concern
Boating hazards or navigation issues	LowPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	LowPriority or Concern
Airport or flying safety issues	LowPriority or Concern

Q4

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

Try to keep roads graveled, esp. when icy, please also snow plowed when snows too much.

Share survey feedback. Export and print results with upgraded plans. [See all plans »](#)

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #31 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Monday, December 17, 2018 9:24:01 AM

Last Modified:Monday, December 17, 2018 9:29:33 AM

Time Spent:00:05:31

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

50

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Boat

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenanceHighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)LowPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)MediumPriority or Concern

Drainage issues (road washouts, standing water)LowPriority or Concern

SpeedingLowPriority or Concern

Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	MediumPriority or Concern
Dusty roads	MediumPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	LowPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	HighPriority or Concern
Lack of car seats / child restraint use	MediumPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	LowPriority or Concern
Lack of streetlights	HighPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	MediumPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	HighPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	MediumPriority or Concern
Lack of evacuation route / safety shelters	MediumPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

It would be nice to have crosswalks from the lake road bike path to the Kakanak bike path and between the 7th day school and BBNA.

Dillingham Community Survey

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SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS **NEW!**

CURRENT VIEW ? ▾

SAVED VIEWS (1) ? ▾

EXPORTS ? ▾

SHARED DATA ? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #32 ▾

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COMPLETE

EditDeleteExport

Collector:

Web Link 1 (Web Link)

Started:

Monday, December 17, 2018 11:38:26 AM

Last Modified:

Monday, December 17, 2018 11:43:04 AM

Time Spent:

00:04:37

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

37

Q2

How do you get around within the community? (check all that apply)

Commercial Vehicle

Walk

Snowmachine

Passenger Car

Get a ride (carpool)

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenance

HighPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)

MediumPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)

HighPriority or Concern

Drainage issues (road washouts, standing water)

MediumPriority or Concern

Speeding

MediumPriority or Concern

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Talking on phone or texting while driving	MediumPriority or Concern
Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	LowPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	HighPriority or Concern
School bus stop safety	HighPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	HighPriority or Concern
Lack of driver's education	MediumPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	LowPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	HighPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	MediumPriority or Concern
Lack of natural disaster preparedness	HighPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

add more driver education for the new drivers reminders who has the right of ways and speed zones

Dillingham Community Survey



SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → **ANALYZE RESULTS** → PRESENT RESULTS NEW!

CURRENT VIEW? ▾

SAVED VIEWS (1)? ▾

EXPORTS? ▾

SHARED DATA? ▾

RESPONDENTS: 33 of 33

SAVE AS ▾

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

Respondent #33 ▾

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COMPLETE

EditDeleteExport

Collector:Web Link 1 (Web Link)

Started:Wednesday, December 19, 2018 10:48:58 AM

Last Modified:Wednesday, December 19, 2018 10:55:30 AM

Time Spent:00:06:32

Page 1: Tribal Transportation Safety Plan

Q1

How old are you? (use slider to select age)

60

Q2

How do you get around within the community? (check all that apply)

Truck or SUV

Walk

Snowmachine

Q3

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

Poor road conditions / lack of maintenanceMediumPriority or Concern

Poor road design (narrow roads, steep roads, sharp turns)HighPriority or Concern

Intersection safety (lack of signs, tall brush, blind spots)LowPriority or Concern

Drainage issues (road washouts, standing water)HighPriority or Concern

SpeedingMediumPriority or Concern

Talking on phone or texting while drivingMediumPriority or Concern



Drug or alcohol impaired driving	HighPriority or Concern
Dusty roads	HighPriority or Concern
Icy roads / poor winter maintenance	MediumPriority or Concern
School zone safety	MediumPriority or Concern
School bus stop safety	MediumPriority or Concern
Lack of helmet use on ATVs, bicycles, and motorcycles	MediumPriority or Concern
Lack of seat belt use	MediumPriority or Concern
Lack of car seats / child restraint use	LowPriority or Concern
Lack of driver's education	HighPriority or Concern
Lack of traffic law / enforcement	MediumPriority or Concern
Lack of streetlights	LowPriority or Concern
Lack of sidewalks or bike lanes	HighPriority or Concern
Lack of bridges or poor bridge safety	LowPriority or Concern
Lack of road or trail markers	LowPriority or Concern
Wildlife danger for drivers or pedestrians	LowPriority or Concern
Poor trail conditions / lack of trail maintenance	LowPriority or Concern
Poor cell phone service out of town (unable to call for help if needed)	MediumPriority or Concern
Boat launch, dock, or harbor safety issues	MediumPriority or Concern
Lack of life vest use for boaters	MediumPriority or Concern
Boating hazards or navigation issues	MediumPriority or Concern
Limited emergency response (police, medical, fire)	LowPriority or Concern
Lack of natural disaster preparedness	LowPriority or Concern
Lack of evacuation route / safety shelters	HighPriority or Concern
Airport or flying safety issues	MediumPriority or Concern

Q4

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

Optional exit from town to Wood River Rd when flats are impassable. Nerka subdivision road drainage - need exit direct to lake road from Nerka loop (not to Emperor Way).

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, sharp turns)	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
School zone safety	H	M	L
School bus stop safety	H	M	L
Lack of helmet use on ATVs, bicycles, and motorcycles	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 streetlights	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 out of town (inability to call for help)	H	M	L
Boat launch, dock, 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 or flying safety issues	H	M	L
Other _____	H	M	L
Other _____	H	M	L

CURYUNG TRIBAL COUNCIL, DILLINGHAM, ALASKA
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):

Truck or SUV

Passenger Car

Van

Commercial Vehicle

Motorcycle

Walk

Bicycle

Get a Ride (carpool)

Bus or Transit

4-Wheeler

Snowmachine

Boat

Other Fire truck

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

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, sharp turns)	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
School zone safety	H	M	L
School bus stop safety	H	M	L
Lack of helmet use on ATVs, bicycles, and motorcycles	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 streetlights	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 out of town (inability to call for help)	H	M	L
Boat launch, dock, 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 or flying safety issues	H	M	L
Other <u>long term airport parking safety</u>	H	M	L
Other <u>expensive + inadequate vehicle maintenance options</u>	H	M	L

CURYUNG TRIBAL COUNCIL, DILLINGHAM, ALASKA
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 30-40

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

Truck or SUV

Passenger Car

Van

Commercial Vehicle

Motorcycle

Walk

Bicycle

Get a Ride (carpool)

Bus or Transit

4-Wheeler

Snowmachine

Boat

Other _____

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

Crosswalk + sidewalks by campus (Seward Street)

Speeder potholes on roads that cause ppl to take alternative routes like speeding through campus/library parking lot, instead of staying on main roads. (Seward St. +

-Better lighting, street lights

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, sharp turns)	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
School zone safety	H	M	L
School bus stop safety	H	M	L
Lack of helmet use on ATVs, bicycles, and motorcycles	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 streetlights	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 out of town (inability to call for help)	H	M	L
Boat launch, dock, 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 or flying safety issues	H	M	L
Other <u>BBNA intence is A Traffic in</u>	H	M	L
Other <u>and out with in and out</u>	H	M	L

CURYUNG TRIBAL COUNCIL, DILLINGHAM, ALASKA
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? _____

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

- | | | | |
|-----------------------|----------------------|--------------------|-----------------------------|
| Truck or SUV | Passenger Car | Van | Commercial Vehicle |
| Motorcycle | Walk | Bicycle | Get a Ride (carpool) |
| Bus or Transit | 4-Wheeler | Snowmachine | Boat |

Other _____

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

APPENDIX D: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
ROAD CONDITIONS			► 86% of survey participants marked "poor road conditions / lack of maintenance" as a high safety priority. Only 2 City operators to maintain 128 miles of road in Dillingham. ► 4 crashes occurred in a work zone in the last 10 years. ► 50% of survey participants voted “school bus stop safety” as a high priority, and 44% voted “school zone safety” as a high priority.			
OBJECTIVES						
Improve road conditions and maintenance, and enhance safety of work zones, the school zone, and bus stops.						
SUCCESS INDICATORS						
Reduction in potholes and areas of standing water. Reduced complaints of school zone/bus stop issues and road conditions.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Announce construction zone safety via signs, radio announcements, notices on the Trading Post Facebook page, etc.	Improve community awareness of current work zones and how to stay safe, especially after hours.	City, Tribe	Before and during any road construction project	Coordination with KDLG to provide daily radio announcements.	Develop outreach plans for each future project.
ENFORCEMENT	Renew lane striping more frequently.	Improve visibility of lanes to reduce confusion of traffic flow and rules of the road, especially for tourists.	City	Every 1-2 years, as needed	Development of a lane striping plan or schedule and budget.	Annual inspections of lane striping.
ENGINEERING	Road and school zone improvements. Obtain agreements from owners to allow City maintenance of private roads. Modernize maintenance equipment.	Mitigate potholes and drainage issues. Improve traffic flow and bus pickup / drop-off safety at the school. Improve efficiency of maintenance operations.	City, Tribe	5-10 years	Planning, funding, design, and construction activities for road projects.	Develop a schedule and budget for all projects to monitor progress.
EMERGENCY SERVICES	Immediate pothole repair. Develop and implement a Gravel Roads Management Plan.	Increase response times to potholes to ensure accessibility and rapid response for EMT vehicles on paved and gravel roads.	City	2020	Coordinate review of Gravel Road Mgmt. Plan with community stakeholders.	Annual inspections of road surface to identify priority pothole mitigation areas.

IMPLEMENTATION PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
SNOW MANAGEMENT			► “Icy roads / poor winter maintenance” was voted the 2nd highest community safety priority on the public survey (58% marked as a high priority). ► 46% of crashes occurred on snowy or icy road surfaces, one of which resulted in a fatality in April 2011. ► Two reported car accidents involved collisions with a snow bank.			
OBJECTIVES						
Improve safety during winter, reduce snowbanks on road shoulders, and improve snow plowing and sanding, including pedestrian/bike pathways.						
SUCCESS INDICATORS						
Reduced number of crashes during snow or ice conditions.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Icy road condition warnings on KDLG public radio.	Improve driver alertness when road conditions are snowy or icy to reduce risk of accidents.	City, Tribe, KDLG	On-going	Coordination with KDLG to get announcements on the radio.	Frequent inspections of road conditions. Evaluate other educational strategies.
ENFORCEMENT	Evaluate snow bank management and disposal methods.	Reduce height and width of snow banks to reduce hazards in the road corridor and improve visibility at intersections.	City, Tribe	2020	Determine economically feasible methods to haul and place snow. Allocate funding for crew.	Discuss other enforcement strategies at Council meetings.
ENGINEERING	Invest in snow blowers.	Improve efficiency of snow management.	City	2020	Purchase snow blowers.	Maintain equipment. Evaluate and address other equipment needs.
EMERGENCY SERVICES	Coordinate with City and State to prioritize snow/ice removal on bus routes. Seek funding for more operators and training.	Provide faster response to snow removal to improve access for buses and EMT vehicles on priority streets.	City, State	2020	Develop maps or lists for priority routes. Coordinate with school bus company.	Continue to seek funding opportunities and budget solutions for more winter maintenance.

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
INTERSECTIONS			► Approximately 39% of the reported crashes in Dillingham occurred at an intersection. Of those crashes, 29% occurred at a driveway access and 25% occurred at a 4-way intersection. ► Intersections that appear to have the highest cluster of crashes include the Kanakanak Road/Wood River Road intersection (3 crashes), the Kanakanak Road/Airport Road intersection (3 crashes), and the Aleknagik Lake Road/Black Spruce Drive intersection (2 crashes).			
OBJECTIVES						
Reduce the risk of crashes and improve visibility and awareness in intersections.						
SUCCESS INDICATORS						
Reduced number of crashes that occur at intersections.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Clarify maintenance responsibilities at intersections.	Reduce neglect of intersection maintenance.	City, State DOT&PF	2020	Meeting or correspondence between City and State. Develop system to show ownership limits.	Continue coordination between maintenance entities.
ENFORCEMENT	Encourage brush clearing at driveway access.	Improve visibility at driveways to reduce the number of accidents that occur at these types of intersections.	City, Tribe	On-going	Announcements, flyers, Facebook posts, etc.	Evaluate additional ways to enforce brush clearing.
ENGINEERING	Evaluate future engineering strategies to improve intersection safety.	Determine what engineering improvements can be made at intersections to improve safety.	City, State DOT&PF	On-going	Determine engineering strategies through safety audits, public involvement, etc.	Continue to monitor crash locations.
EMERGENCY SERVICES	Reduce snowbank heights at intersections.	Improve visibility at intersections for EMT vehicles and to reduce risk of accidents.	City	On-going during winter	Removal and haul of snow, following snow management plan.	Evaluate additional ways to improve emergency services related to intersections.

IMPLEMENTATION PLAN

EMPHASIS AREA #4			STRATEGIC LINKAGE			
SPEEDING			► 4 car accidents in Dillingham reportedly involved speeding of the causal unit, one of which resulted in a fatality.			
OBJECTIVES						
Reduce the risk of crashes and improve visibility and awareness in intersections.						
SUCCESS INDICATORS						
Reduced number of crashes related to excessive speeds.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Utilize street signs, KDLG radio, and other visible platforms to raise awareness about speed limit safety.	Focus speed limit education on tourists and newcomers.	City, Tribe	On-going	Installation of signs, posters, etc.	Evaluate additional educational strategies.
ENFORCEMENT	Improve visibility of police before and after school. Implement fines for vandalism of street signs and sign solar panels. Consider use of dash cameras at bus stops.	Focus speeding enforcement before and after school. Increase longevity of speed limit infrastructure.	Local law enforcement, City	2020	Coordination with law enforcement. Establishment of City/Tribal ordinances.	Evaluate additional enforcement strategies.
ENGINEERING	Change speed limit signs on community streets from 25 mph to 20 mph.	Reduce speeds throughout the community.	City	2021	Public outreach regarding speed limit change. Order and install signs.	Evaluate additional engineering strategies.
EMERGENCY SERVICES	See snow management strategies (Emphasis Area #2).	Improve snow and ice management to improve accessibility for EMT vehicles in winter, and reduce risk of speeding on icy roads.	City	On-going	Improved snow and ice removal system.	Continue to seek funding for winter maintenance.

IMPLEMENTATION PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
DRIVER BEHAVIOR			► At least 15% of crashes involved alcohol use, and alcohol use data was missing for 22% of the crashes. “Drug or alcohol impaired driving” was voted the 3rd highest safety priority in the community survey. ► “Driver Inattention” was listed as the driver circumstance for 3 crashes. ► Drivers were reportedly not wearing a seatbelt for 15% of crashes. However, restraint use data was not reported for 40% of the crashes.			
OBJECTIVES						
Reduce incidences of speeding and speeding-related accidents on community streets and improve enforcement of speed limits.						
SUCCESS INDICATORS						
Reduced number of DUIs and crashes caused by drug/alcohol use and driver inattention. Increased use of seatbelts.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Develop and implement awareness campaigns for impaired driving, distracted driving, and restraint use (seatbelts and car seats).	Improve education regarding driver behavior, the risks associated with drunk driving, phone use, lack of seat belts, etc.	City, Tribe, DPD, Dillingham State Troopers, school	On-going	Posters, flyers, radio announcements, etc.	Continue to fund and refresh awareness campaigns as needed.
ENFORCEMENT	Work with Dillingham Police and State Troopers to improve enforcement of impaired driving, texting/ talking on the phone while driving, and restraint use.	Reduce incidences of drunk driving and distracted driving, and increase use of seatbelts.	City, Tribe, DPD, Dillingham State Troopers	On-going	Meetings and coordination with law enforcement officials and safety partners.	Evaluate enforcement efforts at least once per year and upgrade as needed.
ENGINEERING	Evaluate future engineering strategies to improve driver behavior.	Determine engineering strategies to impact driver behavior.	City, Tribe	On-going	Develop a list of potential engineering strategies.	Discuss potential engineering strategies at Council meetings.
EMERGENCY SERVICES	Work with Dillingham Police and State Troopers to improve accident reporting and data collection.	Reduce data gaps in crash data to better monitor and evaluate historic crashes.	City, Tribe, DPD, Dillingham State Troopers	On-going	Determine ways to improve reporting such as training with local law enforcement.	Evaluate crash reports every 5 years when updating Safety Plan.

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
PEDESTRIANS			► Public survey results indicate that walking is the third most common mode of transportation in Dillingham. ► Crash data demonstrates that 1 crash involved a pedestrian and 2 crashes involved a bicyclist. ► 56% of survey respondents marked “lack of streetlights” as a high priority, and 39% marked “lack of sidewalks or bike lanes” as a high priority.			
OBJECTIVES						
Improve visibility of pedestrians, and provide more pedestrian amenities to separate pedestrian and motor vehicle traffic.						
SUCCESS INDICATORS						
Reduced number of pedestrian / bicycle related traffic accidents. Increased quantity and quality of streetlights and pedestrian amenities.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Coordinate safety classes at the school.	Increase pedestrian safety education within the community, targeting students.	City, Tribe, School	2020	Establish curriculum and schedule classes.	Schedule future classes and update educational material as needed.
ENFORCEMENT	Participate in Alaska’s Bike-n-Walk Safely program to provide reflector tape for students, pedestrians, and bicyclists.	Increase visibility of pedestrians and bicyclists during dark hours.	Tribe	2020	Contact program manager, order reflective tape, and distribute.	Order more tape every year, or as needed.
ENGINEERING	Install more pedestrian amenities such as sidewalks, bike lanes, painted crosswalks with signs and flashing lights. Install more streetlights.	Increase separation distance between vehicles and pedestrians. Increase visibility and awareness of pedestrians and bicyclists.	City, Tribe, State DOT&PF	5-10 years	Planning, funding, design, and construction activities for transportation projects.	Develop schedules and budgets to track progress of construction projects.
EMERGENCY SERVICES	Identify priority areas to install pedestrian amenities such as bus stops and popular walking routes.	Ensure pedestrians and bicyclists can access essential services safely.	City, Tribe	5-10 years	Public involvement to identify priority areas and features.	Evaluate community pedestrian needs in future Safety Plan updates.

IMPLEMENTATION PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
YOUNG DRIVERS			► Approximately 25% of crashes involved drivers below the age of 25. Two crashes were reportedly due to “driver inexperience.” ► At least 13 of the crashes (19%) involved some type of improper driving. Approximately 39% of survey respondents marked “lack of driver’s education” as a high priority.			
OBJECTIVES						
Focus driver’s education on young drivers below the age of 25 and reduce the number of accidents involving young drivers.						
SUCCESS INDICATORS						
Reduce number of crashes involving young drivers.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Provide an annual driver’s education course at the schools. Focus education on cell phone use.	Improve accessibility to local driver’s education.	Tribe, Bristol Bay Campus	2021, On-going	Determine funding, course instructors, curriculum, schedules, etc.	Refresh driver’s education curriculum as needed.
ENFORCEMENT	Focus on enforcement of cell phone use.	Reduce number of people using cell phones while driving.	DPD, Dillingham State Troopers	On-going	Coordination with local law enforcement.	Evaluate additional enforcement strategies to implement in future years.
ENGINEERING	Evaluate future engineering strategies to improve young driver safety.	Determine engineering strategies to impact driver behavior.	City, Tribe	On-going	Develop a list of potential engineering strategies.	Discuss potential engineering strategies at Council meetings.
EMERGENCY SERVICES	Have driving tests in the winter.	Ensure new drivers have experience driving in winter and on snowy/icy roads.	Tribe, Bristol Bay Campus	On-going	Public outreach announcing availability of winter driver’s education.	Evaluate crashes involving young drivers in future TTSP updates to track strategy impacts.

IMPLEMENTATION PLAN

EMPHASIS AREA #8			STRATEGIC LINKAGE			
BOATING			► In 2017, there were 790 DMV registered motorized boats in Dillingham. ► US Coast Guard boating data shows 5 boating accidents resulted in 4 total fatalities in the Dillingham area since 2013. Two of the accidents involved alcohol use. ► A KDLG news article described 4 swamped vessels due to bad weather between July 2 and 3, 2017.			
OBJECTIVES						
Increase use of life jackets, reduce impaired boating, and reduce the number of boating accidents in the Dillingham area.						
SUCCESS INDICATORS						
Reduced number of boating accidents and fatalities. Increased life jacket use.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Host boating safety classes during Sea Week. Encourage life jacket use.	Improve boating safety education within the community and reduced number of boating accidents and fatalities.	Tribe, Sea Week coordinators (Bristol Bay School District)	2021, Annually	Incorporate Kids Don't Float curriculum into Sea Week schedule.	Schedule future boating safety classes at Sea Week.
ENFORCEMENT	Improved enforcement and patrolling for intoxicated boating.	Reduce the number of boating DUIs.	State Troopers	2020	Meetings and coordination with State Troopers.	Evaluate additional enforcement strategies.
ENGINEERING	Plan to install safety facilities are provided at future boat launches and other boating infrastructure development areas.	Ensure safety and accessibility of future boat launch projects.	City, Tribe	On-going	Contact project stakeholders, public involvement.	Evaluate additional engineering strategies.
EMERGENCY SERVICES	Participate in Alaska's Kids Don't Float (KDF) program to have life vest loaner boards installed at both Aleknagik Lake and Kanakanak Beach.	Ensure rental life jackets are available for the public, if needed.	Tribe, Aleknagik Village	2021, Annually	Contact KDF program, coordinate with Aleknagik. Community outreach.	Inspect loaner boards every year and order more life jackets, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #9			STRATEGIC LINKAGE			
AIR TRANSPORTATION			► There have been 10 total plane crashes out of Dillingham in the last 10 years. ► One notable accident occurred in 2001 resulted in 10 fatalities.			
OBJECTIVES						
Determine strategies to improve safety of local air transportation.						
SUCCESS INDICATORS						
Reduce number of plane crashes in the Dillingham area.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Work with FAA, State DOT&PF, and private airlines to evaluate educational strategies to improve air travel safety.	Determine ways to improve training and education regarding air safety.	FAA, State DOT&PF, Tribe, City	N/A	N/A	Evaluate options at Council meetings and future Plan updates.
ENFORCEMENT	Work with FAA to enforce more frequent plane inspections for all local airlines.	Provide stricter controls and enforcement of airlines.	FAA, State DOT&PF, Tribe, City	N/A	N/A	Evaluate options at Council meetings and future Plan updates.
ENGINEERING	Work with FAA, State DOT&PF, and private airlines to evaluate engineering strategies to improve air travel safety.	Determine ways to improve safety through engineering strategies.	FAA, State DOT&PF, Tribe, City	N/A	N/A	Evaluate options at Council meetings and future Plan updates.
EMERGENCY SERVICES	Work with FAA, State DOT&PF, and private airlines to evaluate emergency services strategies to improve air travel safety.	Determine ways to improve emergency services regarding air transportation.	FAA, State DOT&PF, Tribe, City	N/A	N/A	Evaluate options at Council meetings and future Plan updates.

IMPLEMENTATION PLAN

EMPHASIS AREA #10			STRATEGIC LINKAGE			
WILDLIFE			► One vehicle collision with a bear in July 2018, killing the bear and causing minor damage to the vehicle.			
OBJECTIVES						
Improve visibility and awareness of high wildlife concentration areas, and improve enforcement of trash and feeding laws.						
SUCCESS INDICATORS						
Reduce number of wild animals within the community. Reduce number of vehicle-animal collisions and resident encounters with wildlife.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Install wildlife warning signs in high priority areas. Post information about trash regulations.	Improve awareness about wildlife areas, local trash laws, and wildlife hazards on the transportation system.	City, Tribe	2023	Determine locations for signs, order, and install. Post flyers.	Evaluate other educational strategies at Council meetings.
ENFORCEMENT	Discourage feeding of foxes. Improve enforcement of trash regulations.	Reduce attraction of foxes and other wild animals into Dillingham.	City, Tribe, DPD	On-going	KDLG radio announcements. Post City ordinances at store, post office, etc.	Evaluate other enforcement strategies at Council meetings.
ENGINEERING	Install more streetlights, especially on Aleknagik Lake Road.	Provide better illumination of road system to reduce risk of animal-vehicle collisions.	City, Tribe, State DOT&PF	2021	Coordinate with DOT&PF for improvements on state roads. Funding and installation.	Develop budget and schedule for streetlights.
EMERGENCY SERVICES	Evaluate strategies to improve emergency services for wildlife safety.	Determine emergency services strategies.	Tribe	On-going	Determine EMT strategies.	Discuss options at Council meetings.

IMPLEMENTATION PLAN

EMPHASIS AREA #11			STRATEGIC LINKAGE			
ATV TRANSPORTATION			► 8% of survey participants travel via 4-wheeler and 25% travel via snowmachine. ► Community complaints of ATVs speeding, violating ATV laws, and causing deterioration of road shoulders.			
OBJECTIVES						
Stricter enforcement of ATV laws to reduce ATV speeding and destruction of road shoulders.						
SUCCESS INDICATORS						
Reduce ATV traffic violations. Improve ATV laws and accessibility.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Implement educational strategies about ATV laws within City limits.	Improve education about ATV laws within City limits.	City, Tribe	2021	Flyers, radio announcements, etc.	Evaluate additional educational strategies at Council meetings.
ENFORCEMENT	Increase enforcement of local ATV laws and unauthorized access.	Improve enforcement of local ATV laws and unauthorized access.	City, Tribe, DPD	2021	Meetings and coordination with law enforcement.	Evaluate additional enforcement strategies at Council meetings.
ENGINEERING	Work with landowners to identify and designate ATV routes within the community, develop easements, and install trail markers.	Improve ATV accessibility around the community and reduce ATVs along roadways.	City, Tribe	5-10 years	Completed land use agreements, developed maps, community outreach.	Develop a project budget and schedule to track progress.
EMERGENCY SERVICES	Install and maintain trail markers.	Improve navigability of seasonal trails.	City, Tribe	5-10 years	Trail construction and marker installation.	Establish a trail maintenance crew & funding. Inspect/replace trail markers as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #12			STRATEGIC LINKAGE			
VEHICLE MAINTENANCE			► Community concerns about damaged vehicles on roadways (cracked windshields, malfunctioning brakes, lack of headlights, etc.), and high costs for vehicle repairs, maintenance, and parts.			
OBJECTIVES						
Improve cost and access to repair services, and reduce the number of damaged vehicles.						
SUCCESS INDICATORS						
Reduce number of damaged vehicles driving in Dillingham.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Improve awareness about insurance coverages and how utilize.	Increase number of registered and insured vehicles.	City, Tribe	On-going	Community outreach.	Evaluate additional strategies to implement in the future.
ENFORCEMENT	Improve enforcement and ticketing for burnt-out lights and cracked windshields.	Reduce number of damaged vehicles driving in Dillingham, and penalize violators.	DPD, State Troopers	On-going	Review/update existing city ordinances. Public outreach and coordination with police.	Evaluate additional strategies to implement in the future.
ENGINEERING	Investigate strategies to reduce costs of local vehicle maintenance services.	Enhance access to local vehicle maintenance services.	City, Tribe	On-going	Research and implement solutions.	Evaluate additional strategies to implement in the future.
EMERGENCY SERVICES	Investigate strategies to reduce the risk of vehicle damages.	Determine EMS strategies to implement in future Safety Plan updates.	City, Tribe	On-going	Discuss potential strategies to respond to emergency vehicle problems.	Evaluate additional strategies to implement in the future.

APPENDIX E: RESOLUTION

**CURYUNG TRIBAL COUNCIL
RESOLUTION 2020-03**

ADOPTING THE CURYUNG 2020-2025 TRIBAL TRANSPORTATION SAFETY PLAN

WHEREAS, the Curyung Tribal Council hereafter "Tribe" is the federally recognized tribe for the community of Dillingham, Alaska; and

WHEREAS, the Curyung Tribal 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 Dillingham and

WHEREAS, the Tribe has gained significant community input on identifying transportation safety concerns and priorities for Dillingham through a public survey administered in November and December 2018, and a public meeting held on November 8, 2018; and

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

NOW THEREFORE BE IT RESOLVED, that the Tribe hereby adopts the Curyung 2020-2025 Tribal Transportation Safety Plan.

CERTIFICATION:

This resolution was duly considered and adopted by the Curyung Tribal Council in Dillingham, Alaska on this 11th day of February 2020, by a quorum of Council members.

ATTEST:



Thomas Tilden, First Chief
Curyung Tribal Council

2/13/2020
Date

Attest:



Tribal Chief

2/13/2020
Date

APPENDIX F: ANNUAL REVIEW DOCUMENTATION

(To be Added Annually)