

LEVELOCK VILLAGE

2020-2025 FINAL-ADOPTED

TRIBAL TRANSPORTATION SAFETY PLAN

December 2019

Prepared for:

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ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
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
BBNA	Bristol Bay Native Association
BIA	Bureau of Indian Affairs
Bristol	Bristol Engineering Services Company, LLC
BUILD	Better Utilizing Investments to Leverage Development
CDC	Centers for Disease Control and Prevention
CDP	Census Designated Place
Community	Levelock
Council	Levelock Village Council
DCCED	Department of Commerce, Community, & Economic Development
DHSS	Department of Health and Social Services
DOT&PF	Department of Transportation & Public Facilities
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FLTP	Federal lands transportation program
GCI	General Communications Incorporated
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
IGAP	Indian General Assistance Program
IM	Interstate Maintenance
in	inches
ITS	Intelligent Transportation System

L RTP	Long-Range Transportation Plan
LTAP	Local Technical Assistance Program
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
NTTFI	National Tribal Transportation Facilities Inventory
RSA	Road Safety Audits
RTAP	Rural Transportation Assistance Program
SHSP	Strategic Highway Safety Plan
SMS	Safety Management Systems
STIP	Statewide Transportation Improvements Program
STP	Surface Transportation Program
THSIP	Tribal Highway Safety Improvement Program
TTAP	Tribal Technical Assistance Program
TTP	Tribal Transportation Program
TTPSF	Tribal transportation program safety funds
TTSP	Tribal Transportation Safety Plan
VPO	Village Police Officer
VPSO	Village Public Safety Officer
WRCC	Western Regional Climate Center

1.0 INTRODUCTION

On behalf of the Levelock Village 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 Levelock, 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 January 24, 2019. 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

Levelock is located on the west bank of the Kvichak River, 10 miles inland from Kvichak Bay. It lies 40 miles north of Naknek and 278 air miles southwest of Anchorage (Exhibit 1). It is located near the Alagnak Wild and Scenic River Corridor. Within the Kvichak Recording District and the Lake and Peninsula Borough, the Community is located at approximately 59.1125 degrees north latitude and -156.8575 degrees west longitude within Section 28, Township 012S, Range 045W of the Seward Meridian (Department of Commerce, Community, and Economic Development [DCCED], 2018).

Exhibit 1: Community Location Map

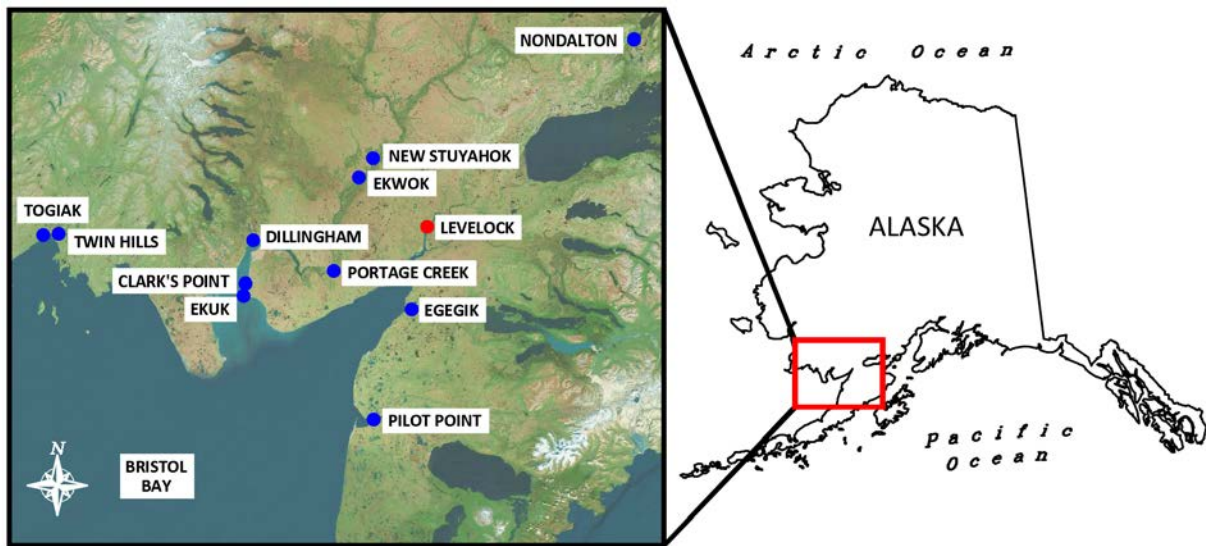


Image Source: Bing Geomap, AutoCAD Civil 3D, 2018

1.3.2 History & Culture

Early Russian explorers reported the presence of Levelock, which they called "Kvichak." The smallpox epidemic of 1837 killed more than half of the residents of the Bristol Bay region and left entire villages abandoned. Kvichak was mentioned during the 1890 census, although the population was not measured. A measles epidemic hit the region in 1900. A 1908 survey of Russian missions identified "Lovelock's Mission" at this site. The worldwide influenza epidemic in 1918-19 again devastated area villages. Koggiung Packers operated a cannery at Levelock in 1925-26. A large fire, attributed to a cannery worker's careless

cigarette, threatened the entire village in 1926, but residents dug fire lines that saved their homes. The fire depleted the scarce wood resources used to heat homes. A second cannery operated from 1928-29. In 1930, the first school was built, and a post office was established in 1939. By this time, families had converted their homes to oil heat. Moose first appeared in the area in the 1930s. During the early 1950s, another cannery was in operation (DCCED, 2018).

Today, the Community is a Census Designated Place (CDP) home to approximately 89 people. Levelock is a mixed Alutiiq and Yup'ik village. Commercial fishing and subsistence activities are the focus of the community. Sharing is a way of life in this village; no one goes hungry for lack of ability to hunt or fish (DCCED, 2018).

1.3.3 Transportation & Access

Levelock is accessible by air and water. In the winter, trails to surrounding villages are used. The state owns a lighted, gravel runway in Levelock. Scheduled and charter flights are available. Bulk goods are delivered by barge. A 110-foot dock and beach unloading area are available (DCCED, 2018).

1.3.4 Climate

Levelock falls within the transitional climate zone, characterized by tundra interspersed with boreal forests, and weather patterns of long, cold winters and shorter, warm summers. Fog and low clouds are common during the summer. The river is ice-free from June through mid-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)	22.0	25.3	30.4	40.9	52.4	59.8	63.2	62.0	55.1	40.9	29.9	23.3	42.1
Average Min. Temperature (°F)	7.0	9.1	13.3	24.3	34.1	41.6	46.7	46.4	39.6	25.8	15.2	7.8	25.9
Average Total Precipitation (in.)	1.01	0.77	0.87	1.01	1.31	1.63	2.31	3.02	3.01	2.09	1.47	1.25	19.76
Average Total Snowfall (in.)	8.2	6.7	7.3	4.5	1.0	0.0	0.0	0.0	0.0	2.9	6.4	8.9	46.0
Average Total Snow Depth (in.)	3	3	3	1	0	0	0	0	0	0	1	3	1

Source: Western Regional Climate Center (WRCC), 2018 Alaska Summaries for King Salmon AP, Alaska Station 504766 for Period of Record 6/14/1917 to 6/9/2016.

2.0 EXISTING RESOURCES

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

2.1 SAFETY TEAM

Within the Council, the Transportation Coordinator typically acts as the “Safety Champion” for the Tribe. Being one of two operators within the community, the Transportation Coordinator is primarily responsible for road maintenance. They also assist the Tribal Administrator with managing road and safety improvement projects, including updating this Safety Plan. Additionally, the Council has an Environmental Protection Agency/Indian General Assistance Program (EPA/IGAP) Coordinator. They manage safety projects and resources as needed, for example finding solutions to reduce dust emissions on local roadways.

2.2 SAFETY PARTNERS

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

- Levelock Village 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. The Tribe has a maintenance crew to keep the roads and transportation facilities safe for public use.
- City of Levelock
 - The City works with the Tribe and other local agencies to plan and organize safety improvement projects.
- Levelock Natives Limited
 - The local Native Corporation works with the Tribe and other local agencies to plan and organize safety improvement projects.
- Levelock Clinic
 - The local clinic provides emergency response and medical services for transportation accidents.

- State Troopers, King Salmon Post
 - There is no police presence stationed in the Community. However, locals know to call the King Salmon State Troopers in the event of an emergency. Their contact information is provided in Section 2.5
- Levelock Electric Cooperative, Incorporated
 - The local utility company owns and maintains existing power utilities within the Community. They are responsible for ensuring power poles are located a safe distance from the roadway and that overhead wires are installed at a safe height above vehicle traffic.
- Bristol Bay Area Health Corporation (BBAHC)
 - BBAHC provides tribal health care management and health services for the Bristol Bay region through the Kanakanak Hospital out of Dillingham.
- Bristol Bay Native Association
 - BBNA is the regional Native Non-Profit that helps fund and coordinate community development projects, including this Plan, and is a great resources for safety projects.
- Bristol Engineering Services Company, LLC
 - Bristol is the primary author of this Plan, and is a subsidiary company of Bristol Bay Native Corporation (Regional Corporation) and Choggiung Limited (Dillingham 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 local airstrip and state routes located within the Community.

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 Council has implemented several safety efforts in the past and manages on-going safety efforts. These efforts include road and trail maintenance, transportation improvement projects, and providing safety features for various local transportation facilities.

2.3.1 Road & Trail Maintenance

The Council maintains the roads and trails within Levelock using maintenance funds from their Tribal Shares allotted through the Federal Highway Administration (FHWA) – Tribal Transportation Program (TTP). The Council owns a grader, loader, two dozers, and currently employs two people on their maintenance crew. Only routes listed in the Tribe’s National Tribal Transportation Facilities Inventory (NTTFI) can receive maintenance using TTP funds.

The maintenance crew is responsible for filling potholes, cutting brush away from the roads, and plowing snow, as needed. At least once per year, the crew uses the firetruck to wash sand out of existing culverts. This helps improve drainage and mitigate standing water on the roads. The crew also performs trail maintenance. They cut brush away from the main trails as needed. Occasionally, they will use the dozer to smooth out the trail out to the hill. If needed, they will place warning markers on ice trails wherever river ice is thin, or whenever new people come to town who may not be familiar with the hazardous areas. These maintenance activities help improve safety, visibility, and access of the local road and trail system.

2.3.2 Transportation Improvements

The Council uses TTP funds to implement transportation improvement projects that are prioritized by the Community. One current project involves design and construction to rehabilitate of Salmon Street. This road consists of a sandy surface course, which is not ideal for vehicle traffic and can create muddy and slippery driving conditions, especially during rainy seasons. The road elevation is lower than the surrounding topography, and without drainage ditches, this causes storm water to accumulate on the road. The project is currently at the 35% design level, and is federally funded through the Bureau of Indian Affairs. The project will provide an improved surface course and reduce the risk of health hazards associated with standing water, improving the overall safety of Salmon Street.

2.3.3 Existing Safety Features

Within the Community, several existing safety features help improve transportation safety. For example, there some streetlights within the community to improve visibility of roads at night and in the winter. However, not all roads have lights, and the existing lights are getting old and slowly burning out, so the local utility company will be responsible for replacing them as needed. Additionally, each boat landing area on the river has a board containing life vests for boaters. There is also a local ordinance that requires youth to wear helmets while driving all-terrain vehicles (ATVs).

2.4 PLANNING DOCUMENTS

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

- 2018-2023 Levelock Village Long-Range Transportation Plan (LRTP)
- 2000 Levelock Strategic Plan
- Bristol Bay Comprehensive Economic Development Strategy: 2017-2022
- Alaska's Strategic Highway Safety Plan (SHSP)
- Alaska's Highway Safety Improvement Program (HSIP)
- Alaska Statewide Transportation Improvement Program (STIP)

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

2.5 EMERGENCY RESPONSE RESOURCES

Access to emergency response resources are essential for transportation safety. This section discusses existing local, regional, and state safety resources.

If a transportation accident or emergency occurs, locals call either the King Salmon Trooper Post or the local clinic. The Community does not currently have a VPSO. In the past, the Community has had a volunteer fire department, but the program is currently inactive. A fire truck is available within the community, and there is a small connex with fire suppression supplies, some of which may be expired. Additionally, there is no community ambulance to transport injured people, so private vehicles are used if needed.

The clinic, Troopers, and other transportation-related emergency contacts are listed in Table 2. This list may not contain all available emergency response resources for the Community, and should be updated often.

Table 2: Emergency Response Contacts

Local	Regional / State
Medical Response Levelock Clinic 907-287-3011	Car Crash / Emergencies State Troopers, King Salmon 907-246-3464
Fire Levelock Volunteer Fire Department (Inactive) 907-287-3030	Natural Disaster & Search and Rescue State Emergency Operations Center 1-800-478-2337 (toll free) 907-428-7100 (local Anchorage area)
Utility Damage Levelock Electric Cooperative, Incorporated 907-287-3058	Recovery-Needs Support American Red Cross of Alaska 1-888-345-4376

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

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

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3.0 DATA SUMMARY

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

Due to lack of police in Levelock, crash data is not readily available. In lieu of using crash data, this plan was based on traffic count data, results from a community survey, and anecdotal evidence from community members.

3.1 TRAFFIC COUNTS

Traffic counts were evaluated in the Community, 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 five roads in the Community: Main Street, Hangar Road, Airport Road, Seventh Street, and Community Hall Road. Main Street was divided into two sections, the first beginning at Seventh Street and ending at an Unnamed Road at approximately the mid-point of the road, the second beginning at Unnamed Road and ending at Hangar Road. Traffic counts for these roads are displayed in Exhibit 2 for years 2015 to 2017. Earlier traffic counts were not available. Additionally, no data was available for some of the AADT years, as noted.

Exhibit 2: Community AADT Counts, 2015-2017

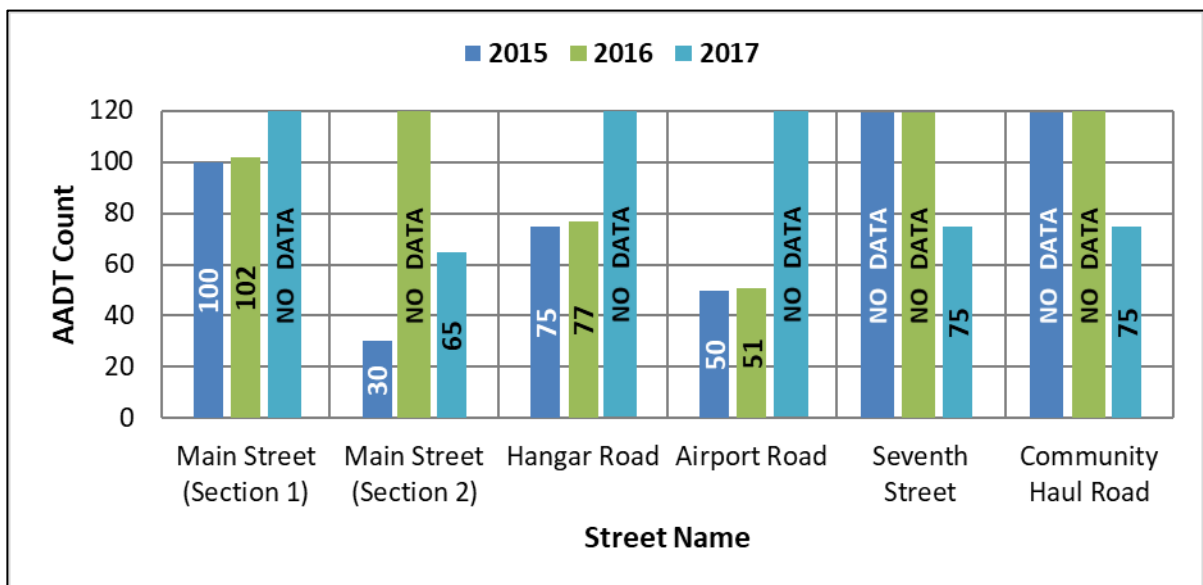


Exhibit 3 shows a map of the AADT routes in the Community, along with traffic counts for year 2017.

Exhibit 3: 2015-2017 Community AADT Count Map



According to the available AADT counts, Main Street (Section 1) experiences the highest traffic volume within the Community. This road provides access to homes, the store, the Village Council office, the post office, the recreational center, the school, the cemetery, and the power plant, among other essential services. As the Community's main road, it should be given a high priority for safety and maintenance activities. Additionally, Exhibit 2 shows a slight increasing trend in traffic volume of about 1-2 counts per year. As more people use the transportation system, more safety features may be needed to control traffic and mitigate hazards in the future.

3.2 COMMUNITY SURVEY

A public survey was conducted within the Community during a public meeting on January 24, 2019. Seven total responses were submitted to Bristol. A summary and analysis of the survey results is discussed below. Raw survey results are provided in Appendix B.

3.2.1 Question #1: Safety Concerns & Priorities

Question #1 helps portray what the community regards as high priorities in terms of transportation safety issues. The results are shown in Exhibit 4, which are sorted by priority from highest priority to lowest priority.

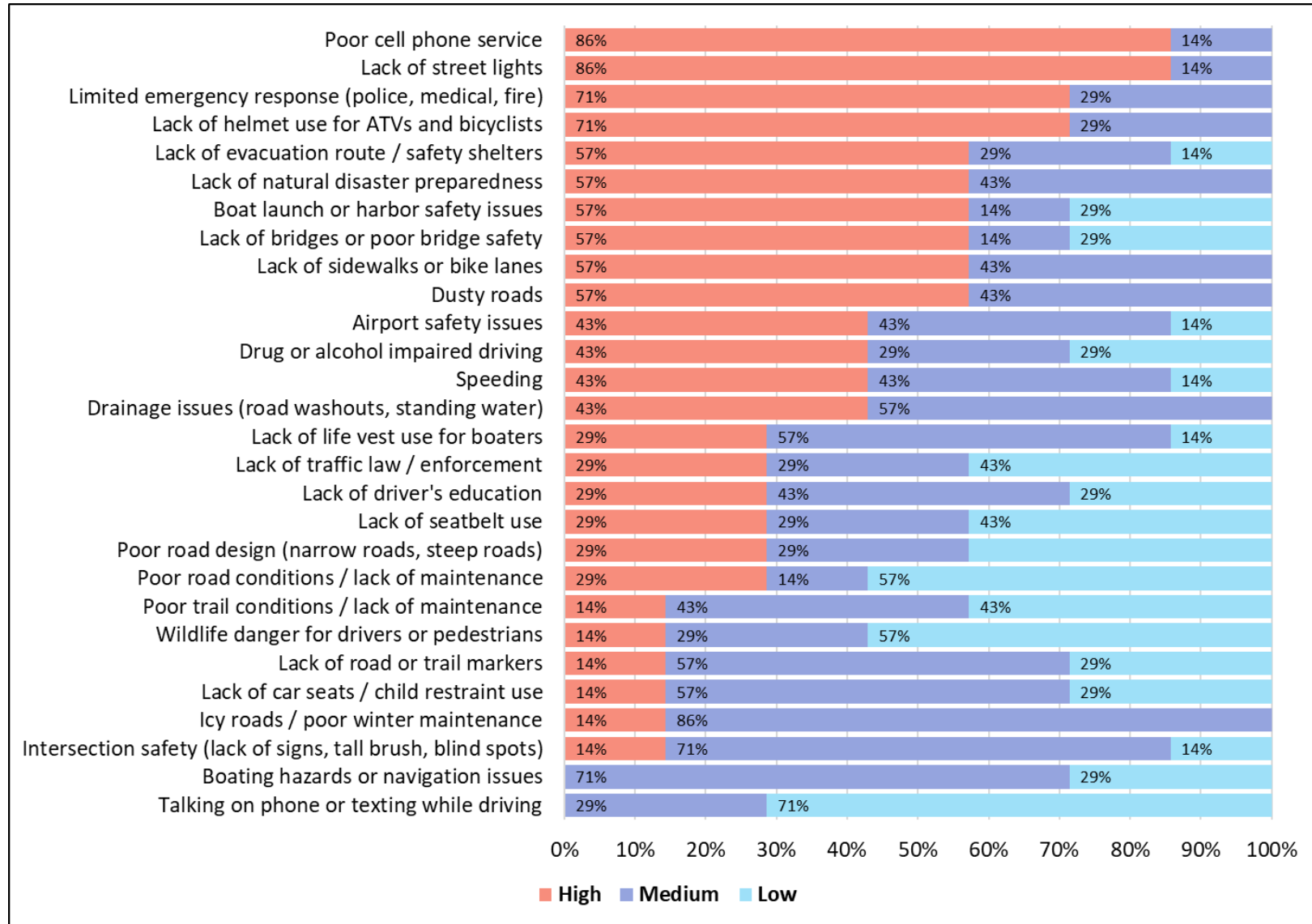
1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that "**safety issues**" are problems that cause death, injury or illness, and "**transportation system**" means all modes of travel including roads, trails, air transportation,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

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

According to Exhibit 4, 86% of people who completed the survey marked both "poor cell phone service" and "lack of streetlights" as a priority, indicating they are the community's top safety priorities. Other significant priorities determined from the survey include limited emergency response and lack of helmet use. These rankings were used to select and prioritize emphasis areas for this plan.

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Exhibit 4: Community Safety Priorities



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Question #1 provided several blank lines to include additional safety concerns that were not provided on the list. Other responses provided are listed below:

- “Need more life jackets”
- “Old worn out buildings / homes”
- “Old barges / boats along beach”
- “Ditch hard to see after snow”

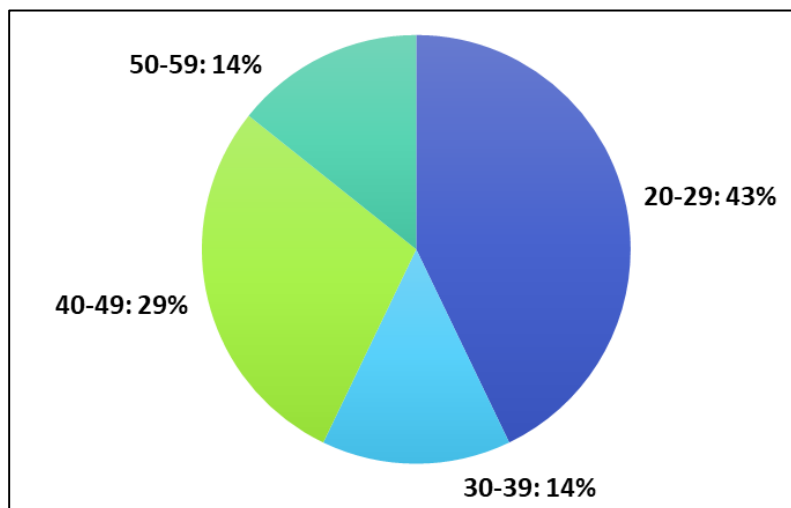
3.2.2 Question #2: Survey Respondent Age

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

2. How old are you? _____

The results of Question #2 are shown in Exhibit 5.

Exhibit 5: Survey Respondent Ages



A fair distribution of ages participated in the survey. Results show that almost half of the survey participants were between the ages of 20 and 29.

3.2.3 Question #3: Transportation Modes

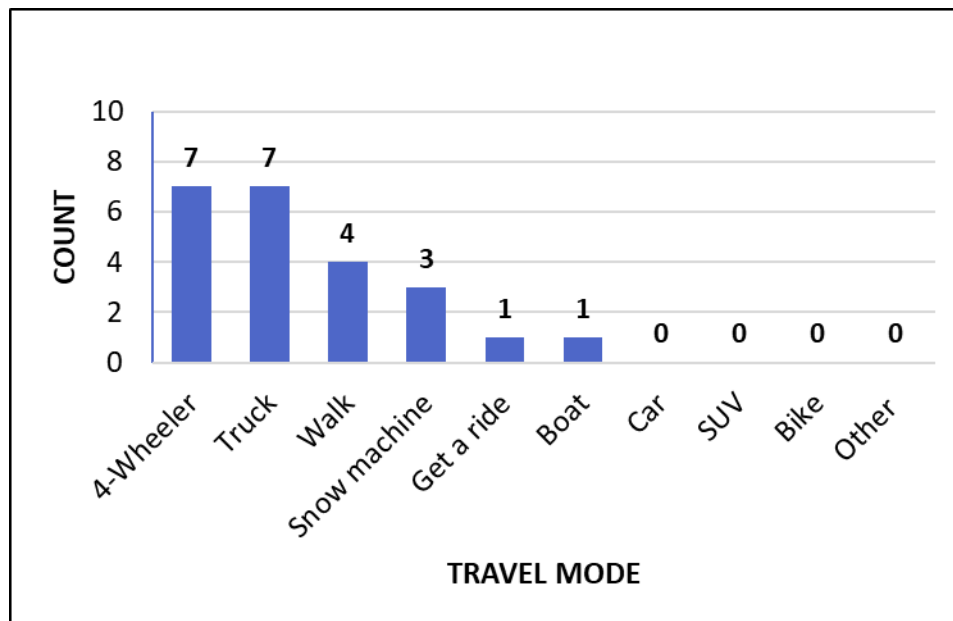
Question #3 demonstrates the most common transportation modes within the Community.

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

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

Exhibit 6 shows the results of Question #3. Since the option was given to select more than one answer, Exhibit 6 shows the number of respondents that circled each mode of travel at least once.

Exhibit 6: Most Common Modes of Transportation



Survey results show that 100% of survey participants said they use both a 4-wheeler and truck to get around within the community. This indicates that ATVs and trucks commonly share the road. Walking is the next most common mode of travel in Levelock. Although no survey participants said they bike, residents explained that bicycles are used on occasion, primarily on newly resurfaced roads.

3.2.4 Question #4: Anecdotal Crash Data

Question #4 of the survey helped gather data about recent transportation related accidents within the Community. Only one person provided a response to Question #4. Their response seems to be a general explanation of crashes that have occurred, not a description of one particular crash. Their response is summarized in Table 3.

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

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

Table 3: Anecdotal Crash Data

What happened	Cause	Ages	Vehicle Types	Pedestrian or Bike Involvement	Drug or Alcohol Use	Police on Scene	Ambulance on Scene
Drunk driving and crashing into ditches	Drinking	Late 20's, early 30's	Four-wheeler	Yes	Yes	Yes	No, Don't have one

Discussions with Council members indicate that severe crashes rarely occur within the community, and that one might occur about every ten years. There have been minor accidents involving impaired drivers running into power poles or driving off the road, but they do not typically result in injuries.

3.2.5 Question #5: Safety Measures

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

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

All but one survey participant provided a response to Question #5. Suggested safety strategies from community members are listed below:

- “Yearly tree cutting.”
- “Budgeting street signs with the project. Adding it to a Safety Plan would be great!”
- “Drivers ed. We have around 10 teenagers that could have used this in class about driving safety and learn about getting driving permit and/or license.”
- “VPSO program, VPO program. Educational and awareness program.”
- “Get some brush cut near turns / intersections to improve visibility.”
- “Taxi, ditch marking, dust control.”

4.0 EMPHASIS AREAS

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

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

1. Road Maintenance
2. Young Drivers
3. Speeding / Dust
4. Impaired Driving
5. Trail Safety
6. Boating Safety
7. Airport Safety

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

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

4.1 ROAD MAINTENANCE

4.1.1 Background

One of the Council’s highest priorities is to improve road maintenance efforts within the community. The primary concerns are potholes and grading, and cleaning of drainage facilities such as culverts and ditches. The surface course on most roads contains more sand than good quality material, causing soft spots on the roads. This, in combination with poor drainage, also causes persistent potholes. The Council does not currently have the required approvals to use material from the local gravel pit owned by Levelock Natives Limited for pothole mitigation. Lack of funding, equipment, and trained operators are other factors limiting road maintenance. In addition, existing drainage ditches do not adequately convey rainwater and snowmelt runoff conveyance, especially in the spring, causing standing water

in the roadway and along road shoulders. The Council is in the process of having Salmon Street redesigned to improved drainage throughout the community.

4.1.2 Objectives

Increase community maintenance resources, provide better response to pothole mitigation, and reduce drainage issues along roadways.

4.1.3 Strategies

Education

- Identify and train equipment operators.

Enforcement

- Research and develop a maintenance plan.
- Ensure maintenance crews clean culverts of debris at least three times per summer, or as required by the maintenance plan.

Engineering

- Ensure snow berms are removed from roadways to reduce drainage issues in the spring.
- Coordinate with Levelock Natives Limited for use of their local gravel pit. Develop appropriate permitting and Memorandums of Understanding, as required.
- Acquire new construction equipment.
- Enhance brush-cutting efforts along road shoulders, intersections, and corners to improve visibility.
- Construct a maintenance / storage building to protect maintenance equipment.
- Complete design and construction of Salmon Street Project and drainage improvements.

Emergency Services

- Enhanced grading and pothole mitigation to provide safe access for emergency vehicles.

4.2 YOUNG DRIVERS

4.2.1 Background

Young driver safety was identified as a high priority through public involvement and planning meetings, particularly regarding helmet use and driver's education. Among the

top four safety priorities determined from the survey is the lack of helmet use for ATVs and bicyclists. Although there is a City ordinance, it is rarely obeyed or enforced. Additionally, there is currently no type of driver's education within the village.

4.2.2 Objectives

Improve use of helmets on ATVs, and provide local driver's education.

4.2.3 Strategies

Education

- Identify 2-3 people in the community to learn how to teach driver's education, and then provide classes twice per year, once in the summer and once in winter.

Enforcement

- Identify a reward system to incentivize use of helmets, and then determine the best forms of community outreach regarding new enforcement strategies and ordinances.

Engineering

- Identify locations and install street signs such as "Slow, Kids at Play" signs.

Emergency Services

- Obtain properly sized helmets for all young drivers below the age of 16 in the community.

4.3 SPEEDING / DUST

4.3.1 Background

Survey results show that 57% of participants believe dusty roads are a significant safety concern, and 43% believe speeding is a high priority. Due to lack of local law enforcement, speed limits are not always followed. Road dust is often associated with speeding because excessive speeds can increase airborne dust on gravel roads. Besides being a nuisance, dust can settle on subsistence foods such as natural berry patches or salmon hanging out to dry. Inhaling airborne dust is also a health risk, particularly for children, elders, and people with respiratory issues. Dust contains particulate matter that can irritate a person's eyes and throat, aggravate existing heart and lung disease, and damage lung tissue. The community desires addressing the dust and speeding issues in a combined effort.

4.3.2 Objectives

Reduce speeding and airborne dust.

4.3.3 Strategies

Education

- Train operators to use water truck for dust control.
- Community education about how speeding contributes to the dust issue.

Enforcement

- Designate and enforce local speed limits.

Engineering

- Identify locations and install speed limit signs.
- Purchase a semi-truck or commercial vehicle and pump to haul existing water tank and apply water over roads to suppress dust in summers.

Emergency Services

- Investigate potential emergency services strategies related to speeding and dust to implement in the future.

4.4 IMPAIRED DRIVING

4.4.1 Background

Although no official crash reports were available for Levelock, residents expressed that crashes occasionally occur due to impaired driving, typically resulting in an ATV lane departure, or collision with a ditch or power pole. Sometimes drunk driving occurs to and from parties. Levelock is considered a “damp” community because there are no restrictions on alcohol, but there are currently no bars or liquor stores in the village.

Impaired driving is a statewide issue as well. Between 2008 and 2015, an average of 21 lives were lost annually on Alaska’s roadways due to alcohol impairment, totaling over 200 fatalities in eight years. Roughly 30 percent of traffic fatalities were related to impaired driving. Because of this, “impaired driving” is listed as an emphasis area in the State’s 2018 Highway Safety Plan (HSP) (Alaska HSP, 2018).

Safe driving requires the ability to concentrate, make good judgements, and react quickly to situations. However, drugs and alcohol affect these skills, putting the driver and others in danger. These substances impair driving skills by slowing reaction time, reducing coordination and concentration, decreasing vision, and inhibiting judgement (Alcohol Rehab Guide, 2018).

4.4.2 Objectives

Reduce incidences of impaired driving and improve visibility within roadways to reduce risks of accidents associated with impaired driving.

4.4.3 Strategies

Education

- Install drunk driving awareness posters around the community to improve visibility and education about the issue.

Enforcement

- Improve efforts to find a qualified VPO for the community.
- Consider hiring a Safety Coordinator Liaison for the Tribe to help manage safety projects and monitor issues such as impaired driving.

Engineering

- Replace reflectors on power poles and add yellow guy wire covers to improve visibility of utilities near the roads.
- Install more streetlights in high priority areas.
- Consider using roadside cameras to monitor and collect video evidence of impaired driving.

Emergency Services

- Continue to coordinate with Levelock Clinic health aides for emergency response.

4.5 TRAIL SAFETY

4.5.1 Background

ATV trails are an essential mode of transportation for the cultural and economy of Levelock because they provide access subsistence areas such as fishing spots, hunting grounds, and berry patches. Trails also provide seasonal access to nearby communities including Ekwok, New Stuyahok, Koliganek, and Dillingham. The majority of trails are unmarked, causing navigability issues in the winter. Another concern is lack of cell phone service beyond the village, because travelers have limited capability to call for help in the event of an emergency. Approximately 86% of survey participants marked “poor cell phone service” as a high priority.

4.5.2 Objectives

Improve navigation, search and rescue operations, and cell service on the trail system.

4.5.3 Strategies

Education

- Provide an annual training workshop for search and rescue volunteers to teach them response procedures and safety gear to take on missions.
- Use Facebook to announce hazards on the trail system.

Enforcement

- Develop a safety log and encourage residents to use it whenever they go out traveling, to help track where and when people are traveling.

Engineering

- Install trailhead markers on primary subsistence trails.

Emergency Services

- Coordinate with GCI to install a new cell phone tower and expand service beyond the village for emergency communication on trails.
- Procure needed search and rescue equipment such as hand-held GPS trackers and VHF radios.

4.6 BOATING SAFETY

4.6.1 Background

Residents rely on boating for fishing / subsistence activities and transportation to other communities. There is an existing bulkhead for barges, but it is damaged due to erosion and needs repair. There is no boat-launching infrastructure in the community; people must launch directly off the beach. This can be challenging during heavy wave action or muddy conditions. The community desires constructing a permanent all-tide dock and boat ramp for public use. Although life vests and safety gear is required for commercial vessels, they are not always used in personal boats. A focus on general boating safety is desired.

4.6.2 Objectives

Improve safety and efficiency of boat launch and barge loading activities, and increase use of life jackets and other boating safety gear.

4.6.3 Strategies

Education

- Provide handouts to residents about current emergency contacts.
- Post flyers showing a recommended list of safety gear to keep in personal boats.
- Increase community outreach to encourage use of life jackets.

Enforcement

- Ask for Coast Guard safety checks on commercial and private vehicles.

Engineering

- Install permanent concrete boat launch ramps to improve safety and accessibility for boat launching.
- Repair existing barge landing / bulkhead or construct a new one.
- Procure a stationary 75-ton crane for the bulkhead facility to lift boats in and out of the water and improve safety / efficiency of barge loading.

Emergency Services

- Continue to restock Kids Don't Float life jacket loaner board every year or as needed.

4.7 AIRPORT SAFETY

4.7.1 Background

Like most rural communities in Alaska, Levelock relies on air transportation to access hub communities and essential services such as medical care that are not available locally. Since the community is in the process of developing a fish processing plant, larger planes will be using the existing airport, which will require an extension of the runway. Additionally, the runway is often not accessible due to high winds, so the community also desires a cross strip runway and a weather station to monitor weather conditions. Other significant concern is the lack of a public building or phone at the airport. In 2004, an elder froze to death at the airport because they did not have a ride, means of calling for a ride, or shelter from the cold.

4.7.2 Objectives

Improve airport for community needs and provide a shelter at the airport to protect travelers from the weather.

4.7.3 Strategies

Education

- Continue to remind people to call ahead of time to ensure they have a ride to and from the airport.

Enforcement

- Improve communication with Alaska DOT&PF regarding airport maintenance.

Engineering

- Planning, design, and construction activities to extend the existing runway and construct a cross strip runway.
- Install a weather station at the airport to monitor local weather conditions.

Emergency Services

- Construct a heated building with a phone at the airport to provide shelter from the weather and emergency communication for travelers (also an engineering strategy).

5.0 IMPLEMENTATION PLAN

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

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

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

5.1 EVALUATION PROCESS

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

5.2 NEXT STEPS

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

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

5.3 FUNDING SOURCES

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

- Tribal Transportation Program Safety Funds
 - 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
- TTP 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
- Countermeasures that Work – A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, NHTSA. https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf

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APPENDIX A: PUBLIC INVOLVEMENT



TRIP REPORT & MEETING MINUTES

Project: **BBNA THMP & TTSP Project**

Bristol Project No: 32190013

Reference: Levelock Planning Team Meetings & Public Meetings

Date of Meeting: January 23-24, 2019

Location of Meeting: Rec Hall & Tribal Building

Participants:

Bristol: Danielle Dance, Jackie Wander

Planning Team: See attached sign in sheet

Public Meeting: See attached sign in sheet

Summary

Jackie and Danielle arrived in Levelock via Dena'ina Air Taxi around 2:30 PM on Wednesday January 23, 2019. They met with Council members in the Tribal Building to discuss the Tribal Transportation Safety Plan (TTSP) from 3:00 to 4:30 PM, discussing emphasis areas and potential safety strategies to include in the plan.

The public meeting was originally scheduled for 5:00 PM that evening, but there was a Corporation meeting at the same time, so few people attended the public meeting. The Council agreed to reschedule the public meeting for the next morning at 9:00 AM (Rec Hall) and make a Facebook post about the change. Both the TTSP and Tribal Hazard Mitigation Plan (THMP) were discussed to collect public comment. Surveys were distributed as well. The meeting concluded around 10:30 AM. Jackie and Danielle departed Levelock around 11:00 AM on Thursday, January 24.

Notes taken during the meetings are summarized below. Items marked with (*) need more research or assistance.

TTSP Planning Team Meeting Notes

- The Village is in need of new/updated equipment; BIA said they can spend maintenance money on equipment in a few years; they need a new grader, loader, and a bigger dump truck (their current dump truck is only 2-wheel drive)
- Levelock Natives Limited (LNL) has a gravel pit up the river about 15 miles; The village has been trying to develop an MOU and get permitting to access the gravel; would like to work with LNL in the future
- The Council has talked about getting a storage/maintenance building to house their equipment; they would like to get a new village council building and put the two buildings next to each other
- They also want storage for boat haul-out; there is a property down at the beach to put a building they are looking at (attached map shows available parcels for development)

- The village does culvert cleaning and pothole grading, as needed, approximately three times per summer
- Road erosion and drainage facilities need to be maintained
- Need more seasonal maintenance to prevent flooding during breakup; don't leave berms on the side; need assistance researching and developing a work plan*
- There is an existing village ordinance for helmets but people don't always obey
- There are more and more SUVs and trucks, not just ATVs in the village
- Drivers education is always needed; if the parents aren't talking about it, the kids aren't listening
- Like the idea of an incentive program for helmet use; could identify this first and then start to advertise, post on Facebook, distribute information on the computer, etc.
- Get one or two people in the community educated in ATV safety and then have them host a class once or twice a year, preferably summer and winter
- Advocate for more trooper programs
- Drive slow, dust control, speed limit signs for kids to respect
- Hydro-seed sides of roads for dust control
- The village has a gravity-fed water tank (apx.1500-2000 gallons) equipped for a semi-truck, but don't have equipment big enough to pull it, would need to get a trash pump too
- Volkswagen emission lawsuit? Could get money to purchase a large vehicle (available for 29 villages) research for help with this*
- Have more ETT trained personnel in the community
- A few incidences of people driving off the road from drunk driving and bumping into poles, but nothing they can specifically remember
- Last year a 17 year old girl was driving and the ATV front wheels locked up, causing her to wreck; the Honda's handle bars were bent up; sometimes people leave ATVs/SUVs at party houses; roads are slippery driving late at night
- Use Facebook to post about impaired driving, posters, etc.
- 25 household members and 30 kids in the community
- Fill a VPO or VPSO position to monitor and enforce drunk driving
- Reflectors fell off the power poles, need guy wire covers, etc.
- More streetlights
- Street cameras? For speeding and crashes
- Hire a safety coordinator to work with program manager, IGAP, IRR etc. to combine efforts and emphasis areas, to potentially include the elder transit and handicap facilities, and to consolidate resident needs for transportation services
- If you know the country then you'll know where you're at, but many of the trails are water based so markers are not feasible; there are tripods on the New Stuyahok trail
- Mark entry to the village or a trail head
- Cell tower on the hill for improved communications on the trails; want to put a beacon/tower on the Stuyahok trail; project in the works with a communications company
- Obtain search and rescue equipment (they have very outdated equipment), need handheld GPS and radios for searchers; village council has an ATV and IGAP has a snowmachine
- Search and rescue personnel need training and education on proper gear and what to bring in those situations

- Thin ice is an issue, but it's common knowledge
- Interested in some sort of log or sheet for people to communicate where they are going and when they will be back; use Facebook to remind people to tell their family members
- Have a couple boards with float coats that are put away during the winter; some residents hang on to them over the winter but usually put them back; they are labeled
- Beach access has a sand ramp that can get boats in and out without too much trouble, they built a gravel ramp/pad for boats; in other parts of the beach, calm water causes silt and mud build up; boats and ATVs can get stuck
- Want to get a 75 ton crane to lift boats out
- Bristol engineers did a bulkhead back in 2003, but it is experiencing erosion and needs to be redone; need more information on funding and options for this*
- Could put up signs and information near the Kids Don't Float board
- Village is pushing for an extended runway (for new cannery in progress); would like a cross strip runway too
- Need an emergency building at the airport; had an elder that froze to death trying to stay warm in a loader bucket in 2004 at the airport; the building could have a phone, communication/weather station for airlines; consider including this building with the new council/maintenance buildings; Building could store sand for the tarmac to reduce ice, but the state is responsible for the maintenance
- Lights were recently replaced on the runway
- Need an excavator to pull the alders up from the side of the road; brush cutting at corners
- Want to develop roads in the future because kids growing up will need their own properties (see attached map)

TTSP Public Meeting Notes

- The community members questioned where the AADT numbers came from because the State does not own or maintain roads; they are City owned and maintained by the Tribe
- More visual signs around the community for elders that cannot see well or hear. Some of these elders are pedestrians
- Elder passed away at the airport because of the cold; The community liked the idea of having a shelter of some kind at the airport
- Shuttle to and from airport
- Getting an agent per airline in the community, someone to shuttle to and from airport for that airline (example – an agent for Dena'ina Air)
- Helmet program; Bristol will be providing the information to the Community about the program; The community is looking for funding for helmets; School consists of 25 kids

THMP Public Meeting Notes

- Desire to include weatherization as a strategy for wind and cold
- Have had big tidal effects where it pulled some structures off the beach, due to wind and storms; the road on the upper end of town gets flooded; had to add gravel to build up the road which seemed to help; occurs every year
- There was a 5.0 earthquake in King Salmon recently; nobody felt it in Levelock but one guy saw his calendar swaying on the wall
- A neighbor's house flooded last week due to a busted pipe; nobody was home

- Do not have a registered boiler pan; the housing authority used to send one to the communities to check the boilers; need to revive that program; now there is a mixture of stoves, boilers, etc.
- Community gatherings like this meeting are the best way to spread information
- Posters work too (at post office, community hall, council, school, store, etc.), because it is hard to get people to come to meetings sometimes

Attachments:

1. Planning Team Meeting Sign-in Sheet
2. Safety Plan Candidate Emphasis Areas
3. Safety Implementation Plan Tables
4. Public Meeting Sign-in Sheet
5. Public Meeting Flyer
6. Public Meeting Handouts
7. Public Meeting Presentation Slides
8. Land Ownership / Community Development Map

End Meeting Minutes

CC: File

Planning Team Meeting

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

Date / Location: January 23 , 2019

Sign In Sheet

[illegible]

Levelock Tribal Transportation Safety Plan
Candidate Emphasis Areas

Emphasis Area	Strategic Linkage	Potential Strategies
Road Maintenance	• Standing water / drainage issues • Lack of local gravel • Lack of funding	• Find a gravel source • Seek funding • Construct storage / maintenance building
ATV Helmet Use	• Parental concerns	• Helmet program • Helmet ordinance / enforcement
Dust	• Community dust concerns • Sandy road surface	• Water roads • Slower speeds
Drunk Driving	• 3 ATV accidents involving intoxicated driving, bumping into power poles or guy wires	• Education • Power pole adjustments
Trail Safety	• Many unmarked subsistence trails provide access to nearby communities	• Install trail markers • Search and rescue ATVs • New GCI tower
Elder Transit	• Community desire	• Provide transit service to store, post office, etc.
Boating Safety	• Lack of boat launch facilities • Lack of search and rescue services	• All tide dock & boat ramp • Purchase village search and rescue boat • Continue Kids Don't Float
Airport Safety	• Limited plane service in windy weather • Existing lights are out	• Cross strip runway • Replace burnt out lights

Legend:

Village Council Wish List

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
Road Maintenance						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Identify and train equipment operators.					
ENFORCEMENT	Pothole filling, grading roads, culvert cleanings, more seasonal maintenance (proper maintenance with no berms), research and develop a work plan					
ENGINEERING	MOU and permitting with Levelock Native Corporation to use material source, Acquire new construction equipment, Salmon Street Project, brush cutting around all corners and intersections, and along right of way		Native Corporation			
EMERGENCY SERVICES	Maintenance Storage/Village council building [same location possible long range] (in planning phases and location identification)		Village			

IMPLEMENTATION PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
Young Drivers						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	drivers education (identify a few people in community to be educated then host a drivers education day twice a year (summer and winter))					
ENFORCEMENT	Identify a reward program to help enforce helmet ordinance, Identify ways to post information about the ordinance and reward system					
ENGINEERING	Signs (eg Drive slow kids at play)					
EMERGENCY SERVICES	Participate/Apply/Pursue helmet					

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
Dust Control / Speeding						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Training for road maintenance personnel					
ENFORCEMENT	signs (slow kids at play, speed limit)					
ENGINEERING	need a semi truck to pull water tank for dust control, Trash pump					
EMERGENCY SERVICES	Ensure there is a health aid (ETT training - health aid, council member, community member)					

IMPLEMENTATION PLAN

LEVELOCK VILLAGE
TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #4			STRATEGIC LINKAGE			
Impaired Driving						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	posters,					
ENFORCEMENT	Fill the VPO position / Safety Coordinator Liason (paid position)					
ENGINEERING	replace reflecters on poles, add yellow guy wire covers, more street lights, road side cameras,					
EMERGENCY SERVICES	Ensure presence of heath aid					

IMPLEMENTATION PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
Trail Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Workshop training for volunteers (training for new equipment and what gear to take), facebook post on unsafe areas					
ENFORCEMENT	Safety log for community members to fill out about where they are going and when they will be back,					
ENGINEERING	trail head markers,					
EMERGENCY SERVICES	New GCI Tower, search and rescue equipment (handheld gps)					

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
Boating Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Handouts on updated information, post list of safety gear to have in boat					
ENFORCEMENT	Continue word of mouth about wearing lifevests					
ENGINEERING	More permanent boat ramp (cement ramps), stationary crane to lift boats out, bulk head repairs and/or construct a bulk head facility					
EMERGENCY SERVICES	Continue kids don't float program					

IMPLEMENTATION PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
Airport Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Remind people to have rides in place, call ahead of time.					
ENFORCEMENT	Better communication with DOT maintenance.					
ENGINEERING	extended runway, cross stripo runway , Weather station,					
EMERGENCY SERVICES	emergency building at airport for heat and phone,					

Community Meeting

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

Date / Location: January 23, 2019 at 5 PM / Rec Hall

Sign In Sheet

Name	Name	Name
Chadalin Washington		
* Shirley Andrew		
Greg Andrew Jr		
Toshya Andrew		
Ryan Andrew		
Sam Wassell		
* Rhonda Talkalek		
Rhea Andrew		
John Gregory		
Gustie Talkalek		
Alexandra Zeller		
Doreen Williams		



LEVELOCK TRANSPORTATION SAFETY PLAN & HAZARD MITIGATION PLAN

COMMUNITY MEETING

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

We want to hear from you!

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

Posting date 1/9/2019

Wednesday
January 23, 2019
5:00 PM

Rec Hall

Door Prizes!

Snacks &
Refreshments

Discuss the
future of Levelock!

For more information or to
submit comments contact:

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

Bristol



ENGINEERING
SERVICES COMPANY, LLC

Bristol



ENGINEERING
SERVICES COMPANY, LLC

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

Community Meeting Handout Levelock Tribal Transportation Safety Plan January 23, 2019

Dear Participant;

Thank you for attending the public meeting for the Levelock 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.

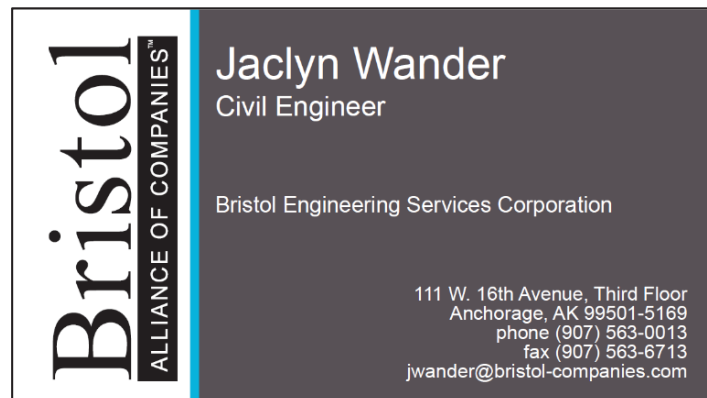
Bristol Engineering has been contracted by Bristol Bay Native Association (BBNA) on behalf of the Levelock Village Council to develop a Tribal Transportation Safety Plan (TTSP) for your community. A TTSP is a collaborative and comprehensive document that identifies transportation safety issues and strategies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

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

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

Sincerely,

Jaclyn (Jackie) Wander
Civil Engineer II





Community Meeting Handout Levelock Tribal Hazard Mitigation Plan October 25, 2018

Dear Participant;

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

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

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

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

Sincerely,

Danielle Dance
Civil Engineer I

Attachments:

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





Bristol Bay Native Association Transportation and Infrastructure Development

August 2018 Newsletter 1

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

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

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

What is Hazard Mitigation?

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

Why Do We Need A Hazard Mitigation Plan?

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

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

The Planning Process

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

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

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

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

We Need Your Help

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

Establishing a Planning Team is a very important step.

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

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

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

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

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

BBNA Tribal Hazard Planning Team

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

Public Participation

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

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

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

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

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

Volcano Information

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

Weather Information

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

WEBSITES

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



TAKE ACTION AND PREPARE



FEMA
FEMA V-1021
Catalog No. 1872-3

April 2018

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



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[Fema.gov/mobile-app](https://fema.gov/mobile-app)



Ready.gov/prepare



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[Facebook.com/readygov](https://facebook.com/readygov)



[Fema.gov/mobile-app](https://fema.gov/mobile-app)



Ready.gov/prepare



12 WAYS TO PREPARE



Sign up
for Alerts
and Warnings



Make a Plan



Save for a
Rainy Day



Practice
Emergency
Drills



Test Family
Communication
Plan



Safeguard
Documents



Plan with
Neighbors



Make Your
Home
Safer



Know
Evacuation
Routes



Assemble or
Update
Supplies



Get Involved in
Your Community



Document and
Insure Property



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Your Community



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Insure Property

Bristol
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Levelock
Tribal Transportation Safety Plan
January 23, 2019

Levelock Village Tribal Transportation Safety Plan

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

Bristol
Engineering Services Company, LLC

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Tribal Transportation Safety Plan
January 23, 2019

Safety Minute



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

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Engineering Services Company, LLC

Levelock
Tribal Transportation Safety Plan
January 23, 2019

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 & Surveys
- Emphasis Areas
- Implementation Plan
- Next Steps
- Questions / Comments
- Hazard Mitigation Plan Presentation**
- Door Prizes!



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Tribal Transportation Safety Plan
January 23, 2019

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."

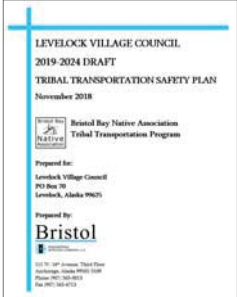
~ U.S. Department of Transportation Federal Highway Administration
Developing a Transportation Safety Plan

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Tribal Transportation Safety Plan

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



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Importance of Safety Plans

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

"Planning with safety in mind saves lives"

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Tribal Transportation Safety Plan
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Four E's of Safety

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



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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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Safety Partners

- ▶ Levelock Village
- ▶ City of Levelock
- ▶ Levelock Natives Limited
- ▶ Levelock Clinic
- ▶ Alaska State Troopers
 - King Salmon Post
- ▶ Levelock Electric Cooperative, Inc.
- ▶ BBAHC
- ▶ BBNA
- ▶ Bristol Engineering / BBNC
- ▶ Alaska DOT&PF
- ▶ FHWA
- ▶ BIA TTP
- ▶ DNR / Coast Guard



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Existing Safety Efforts

- ▶ Road & Trail Maintenance
 - Filling potholes
 - Brush cutting
 - Snow plowing
 - Culvert cleaning
 - Markers on ice trails
- ▶ Road Improvements
 - Salmon Street Rehabilitation
- ▶ City youth ATV helmet ordinance
- ▶ Streetlights
- ▶ Kids Don't Float! loaner board



Photo Source: Alaska Department of Natural Resources

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Data Collection

- ▶ Anecdotal Crash Data
- ▶ Traffic Counts
- ▶ Public Surveys



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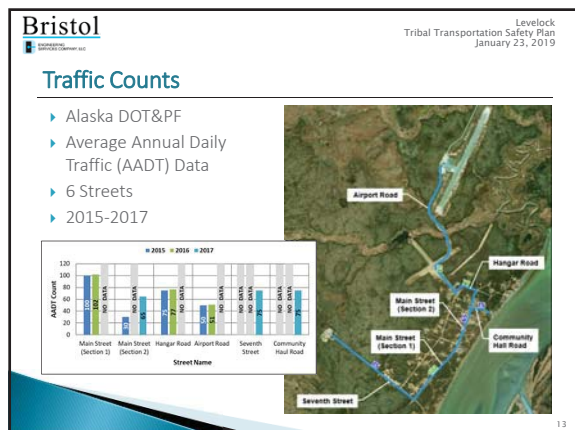
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Anecdotal Crash Data

- ▶ 3 minor accidents in ~40 years
 - Driving off road
 - Intoxicated driving
 - Bumping into power poles



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Public Surveys

- Need surveys

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January 23, 2019

Public Surveys

- Question 1 – Rank safety priorities
- Question 2 – How old are you?
- Question 3 – How do you get around within the community?
- Question 4 – Crash data
- Question 5 – What do you think could be done to improve transportation safety within the community?

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Tribal Transportation Safety Plan
January 23, 2019

Candidate Emphasis Areas

- Road maintenance
 - Gravel source
 - Funding
 - Storage building
- ATV helmet use
- Dust
- Drunk driving
- Trail safety
 - Trail markers
 - New GCI tower out of town
- Elder transit service
- Boating safety
 - All tide dock & boat ramp
 - Search & rescue vehicles
 - Kids Don't Float
- Airport safety
 - Cross strip runway
 - Light replacement
- Others? Comments?

Bristol
Tribal Transportation Safety Plan
January 23, 2019

Tribal Transportation Safety Plan
January 23, 2019

Implementation Plan

	EMPHASIS AREA #1		STRATEGIC LINKAGE			
	SPEEDING OBJECTIVES Reduce the risk and severity of speeding-related car crashes. SUCCESS INDICATORS Slower driving speeds around the community.		60% of survey respondents marked "Speeding" as a high priority, making it the 4th highest community safety priority. Installing speed bumps was the second most common suggestion in the community surveys regarding actions to improve transportation safety. At least 2 out of 6 reported car crashes involved excessive rate of speed.			
SEX	ACTIONS	TARGET OUTPUT	RESPONSIBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Install more speed limit signs around the community, as needed.	Improve awareness of speed limits.	Transportation Coordinator, Tribal Administrator	Summer 2020	Number of speed limit signs installed or replaced.	Inspect road signs once per year and repair or replace as needed.
ENFORCEMENT	Work with the VPSO to generate citations, as appropriate. Increase VPSO presence in the school zone before and after school.	Improve enforcement of speed limits and increase visibility of police force.	Transportation Coordinator, Tribal Administrator	Ongoing, especially during school months.	Reduced number of complaints from community members about speeders.	Keep record of speeding-related accidents before and after installation of speed bumps.
ENGINEERING	Install painted speed humps at ideal locations to reduce speeds, especially within the school zones or on streets with high pedestrian traffic.	Reduce speeding on community streets. Reduce the number of speeding-related car crashes.	Transportation Coordinator, Tribal Administrator	Summer 2023	Number of speed humps installed around the community. Reduced number of speeding-related accidents.	Keep record of speeding-related accidents before and after installation of speed humps.
EMERGENCY RESPONSE	Maintain a local VPSO. Encourage people to join the volunteer emergency response team to respond to traffic accidents caused by speeding or other factors.	Have reliable police and medical services within the community to improve quality of care during a transportation incident.	Transportation Coordinator, Tribal Administrator	Ongoing	Number of days the VPSO patrolled the school zone. Increased number of volunteers on the emergency response team.	Schedule seasonal meetings with the VPSO & response team to monitor performance.

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Tribal Transportation Safety Plan
January 23, 2019

Next Steps

- Public Surveys!!
- Draft Safety Plan
 - March 2019
 - Collect public comment
- Final Draft Safety Plan
 - April 2019
 - Council review
- Final Safety Plan
 - May 2019
 - Resolution
- Implementation

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Questions or Comments



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January 23, 2019

Levelock FEMA Tribal Hazard Mitigation Plan

Bristol Engineering Services Company, LLC
Danielle Dance

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Tribal Transportation Safety Plan
January 23, 2019

Presentation Overview

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



U.S. Army Corps of Engineers Alaska District
Alaska Baseline Erosion Assessment
Erosion Information Paper - Levelock, Alaska
November 10, 2007

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Levelock
Tribal Transportation Safety Plan
January 23, 2019

Project Background

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



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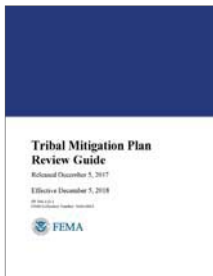
22

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January 23, 2019

FEMA Tribal Hazard Mitigation Plan (THMP)

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



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Tribal Transportation Safety Plan
January 23, 2019

Funding

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



U.S. Army Corps of Engineers Alaska District
Alaska Baseline Erosion Assessment
Erosion Information Paper - Levelock, Alaska
November 10, 2007

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Identified Hazards

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

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January 23, 2019

Community Assets

- ▶ Asset
 - People
 - Economy
 - Built Environment
 - Natural Environment
- ▶ Major Community Assets
 - Village Council Office
 - Rainbow Hall Rec. Center
 - Churches
 - Cemetery
 - Utilities
 - Clinic
 - School
 - Roads / Trails
 - Barge Landing / Airport
 - Community Greenhouse
 - Others



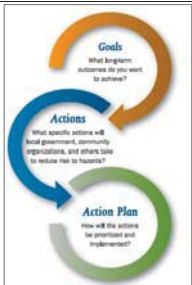
Levelock Watershed Community Planning Project Final
Summary Report - Project of the Levelock Village
Council w/ assistance from Agnew Beck Consulting
September 30, 2005

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Levelock
Tribal Transportation Safety Plan
January 23, 2019

Mitigation Goals

- ▶ Goals Based on Vulnerability Statements
 - Severe storms with storm surges flood the low lying areas which impact homes and roads.
 - The bulk head is being damaged, property owners are losing land, and homes have been moved due to the effects of erosion.



FEMA Local Mitigation Planning Handbook
March 2013

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Levelock
Tribal Transportation Safety Plan
January 23, 2019

Mitigation Goals

- ▶ Community Goals
 - Reduce possibility of damages due to the profiled hazards.
 - Build the capacity of the Tribe to prepare, respond to, and recover from disasters.
 - Prevent damage to structures and infrastructure.
 - Promote cross-referencing of mitigation goals and actions with other Tribal planning mechanisms and projects.

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Tribal Transportation Safety Plan
January 23, 2019

Mitigation Actions

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



FEMA Local Mitigation Planning Handbook
March 2013

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Tribal Transportation Safety Plan
January 23, 2019

Mitigation Actions (Continued)

- ▶ Mitigation Actions
 - Identify an evacuation point for emergencies.
 - Fix bulkhead from erosion effects.
 - Protect against further erosion (sea wall or other option around public structures).
 - Communication device for traveling in cold weather and for other emergencies.
 - Upgrade power system.
 - Airport improvements
 - Dust control
- ▶ Trail marker improvements between communities.
- ▶ Updated firetruck
- ▶ Fire extinguishers for community and homes.
- ▶ Complete community emergency plan.
- ▶ Work with neighboring communities on shared improvements.
- ▶ What other suggestions do you have?

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Levelock
Tribal Transportation Safety Plan
January 23, 2019

Continued Public Involvement

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



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

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Tribal Transportation Safety Plan
January 23, 2019

Questions or Comments

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Tribal Transportation Safety Plan
January 23, 2019

QUYANA!

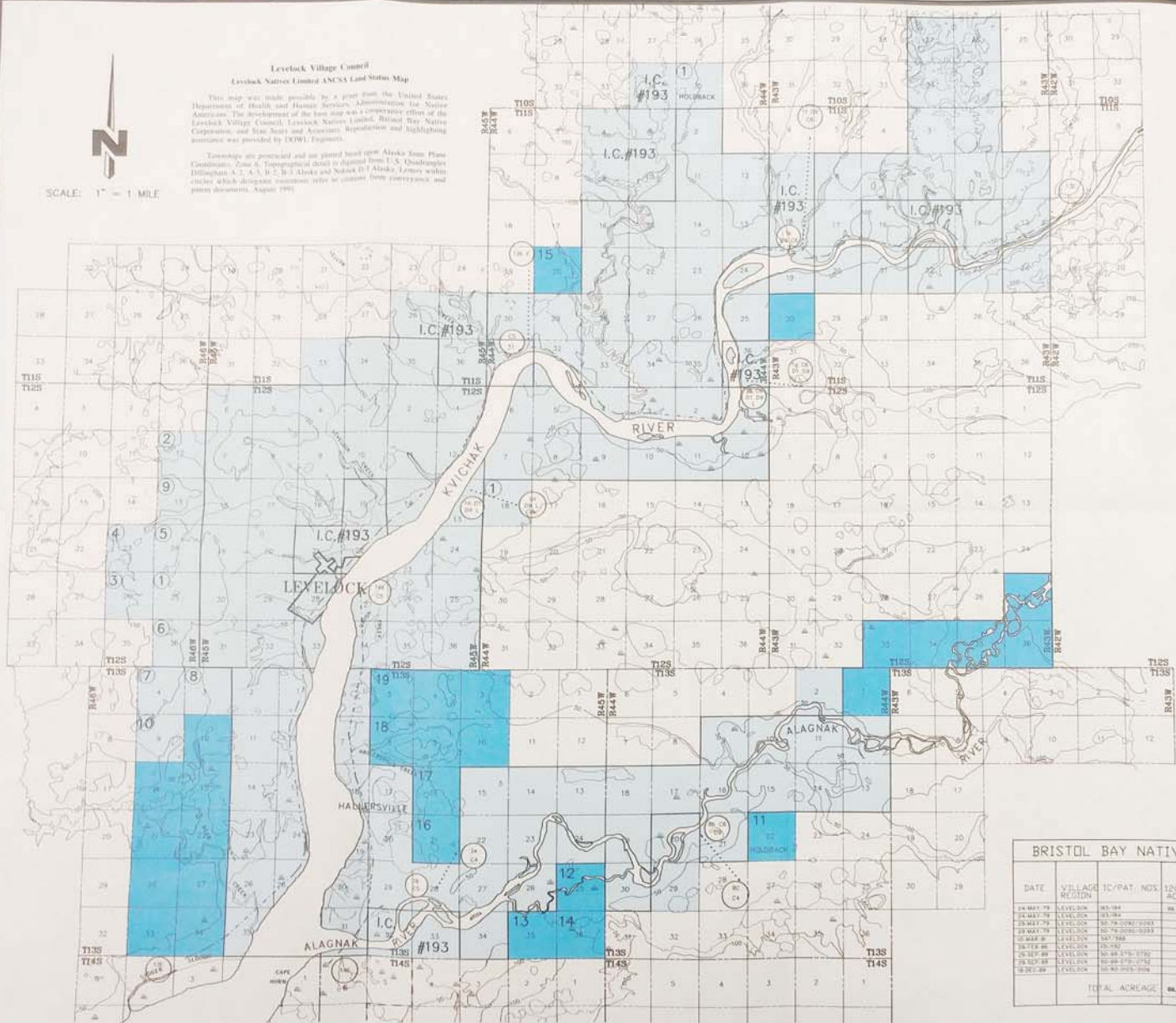


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This map was made possible by a grant from the United States Department of Health and Human Services, Administration for Native Americans. The development of the base map was a cooperative effort of the Lovelock Village Council, Lovelock Native (Juned, Blount, May Native Corporation, and State Seals and Associates. Reproduction and highlighting assistance was provided by KOWI, Inc.

Townships are projected and are plotted based upon Alaska Zone Plane Coordinates. Zone 6. Topographical detail is derived from U.S. Quadrangles Dillingham A-2, A-3, B-2, B-3 Alaska and Nulato D-7 Alaska. Letters within circles which designate townships refer to citations from correspondence and permit documents, August 1991.

SCALE: 1" = 1 MILE



LEGEND

SELECTION TYPE

① 10 12(A) PROHIBITED

11 TO 19

_____ SELECTED LANDS BOUNDARY
 - - - - - EXISTING TRAIL EASEMENT
 PROPOSED TRAIL EASEMENT
 () CAMPSITE - TRAIL DESIGNATION

[illegible]

Exterbeck Village Council
Status Land Status Map

This map was made possible by a grant from the United States Department of Health and Human Services, Administration for Native Americans. The development of the map was a cooperative effort of the Exterbeck Village Council (DNR) Engineers and Surveyors. This map is for planning purposes only and boundaries should not be construed as having legal status. August 1991

LEGEND

-  Village Council Usage and Title
-  Village Council to be deeded to private title
-  Private Title
-  Village Council Title - Open to entry by Tribal members



APPENDIX B: COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY

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

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

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 57

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

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

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

Month / Year of incident _____

What happened? N/A

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

Yearly Tree cutting

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.

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 41

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

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

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

Month / Year of incident N/A?

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

Budgeting street signs with the project.
Adding it to a safety plan would be great!!

COMMUNITY SURVEY

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

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

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

need more
life jackets

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 29 years old

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

<u>4-wheeler</u>	Snow machine	<u>Truck</u>	Car	SUV
Walk	Bike	Get a ride	Boat	

Other _____

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

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

drivers Ed. We have around 10 teenagers that
could have use in this class about driving
safety and learn about getting driving permit
and/or license.

COMMUNITY SURVEY

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

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

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 41

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

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

Other _____

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

Month / Year of incident none

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

VPSO program, VPO program.
Educational & awareness program.

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.

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 17

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

4-wheeler

Snow machine

Truck

Car

SUV

Walk

Bike

Get a ride

Boat

Other _____

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

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

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.

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 21

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

<u>4-wheeler</u>	Snow machine	<u>Truck</u>	Car	SUV
Walk	Bike	Get a ride	Boat	

Other _____

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

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

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

Get some brush cut near turns/intersections to improve
visibility.

COMMUNITY SURVEY

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

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

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

LEVELOCK
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 33

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

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

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

Month / Year of incident _____

What happened? Drunk Driving and Crashing into Ditches

What caused the accident? Drinking

Where did the accident occur? _____

How old were the people involved? Late 20's Early 30's

What were the injuries or property damage? _____

What types of vehicles were involved? 4 wheeler

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

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

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

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

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

Taxi, Ditch marking, Dust control

APPENDIX C: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
ROAD MAINTENANCE			► Drainage issues causing standing water, flooding, potholes, and deteriorating roads.			
OBJECTIVES						
Increase community maintenance resources, provide better response to pothole mitigation, and reduce drainage issues along roadways.						
SUCCESS INDICATORS						
Completion of road rehabilitation projects. Reduced number of problem areas with potholes and standing water.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Identify and train equipment operators.	Increase number of local operators educated on the fundamentals of road and drainage maintenance to reduce drainage issues.	Tribe	2021	Job postings. Research and purchase of equipment.	Include snow management in maintenance work plan.
ENFORCEMENT	Research and develop a maintenance plan. Enforce culvert cleaning and snowbank removal per the maintenance plan.	Ensure drainage facilities are always clear to convey water away from infrastructure. Reduce risk of accident due to standing water.	Tribe	2020	Development of a work plan for road maintenance.	Discuss work plan tasks at monthly Council meetings.
ENGINEERING	Develop local gravel pit. Acquire new construction equipment. Enhance brush-cutting efforts. Construct a maintenance building. Complete Salmon St Project.	Provide economic gravel to maintain roads. Improve visibility and protect maintenance equipment. Reduce risk of accident due to poor road conditions.	Tribe	On-going (brush cutting), 5-10 years (construction projects)	Completion of funding, planning, design, and construction activities.	Develop project scope, budget, and schedule to monitor progress.
EMERGENCY SERVICES	Enhance grading and pothole mitigation.	Provide safe and rapid access for emergency vehicles.	Tribe	Annually	Development of a work plan for road maintenance.	Inspections of roadway conditions per season.

IMPLEMENTATION PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
YOUNG DRIVERS			► 71% of survey participants marked "lack of helmet use for ATVs and bicyclists" as a high priority, making it one of the community's top 4 safety concerns.			
OBJECTIVES						
Improve use of helmets on ATVs, and provide local driver's education.						
SUCCESS INDICATORS						
Increased number of kids wearing helmets.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Identify 2-3 people in the community to learn how to teach driver's education, and then provide classes twice per year, once in the summer and once in winter.	Increase opportunities for local driver's education.	Tribe, City	2020, Twice per year	Completed training for teachers. Scheduled driver's ed. classes.	Develop a schedule for future driver's ed. classes.
ENFORCEMENT	Identify a reward system to incentivize use of helmets, and then determine the best forms of community outreach regarding new enforcement strategies and ordinances.	Increase number of kids wearing helmets through incentive programs.	Tribe, City	2021	Host a meeting to develop steps for incentive system, person to keep track, and prizes.	Evaluate and update City ordinances and enforcement strategies.
ENGINEERING	Identify locations and install street signs such as “Slow, Kids at Play” signs.	Reduce speeds in high priority areas such as near playgrounds.	Tribe, City	2025	Purchase and installation of signs.	Inspect and replace signs, as needed.
EMERGENCY SERVICES	Obtain properly sized helmets for all young drivers below the age of 16 in the community.	Increase availability of helmets in the community.	Tribe	2021	Call Alaska Helmet Program contact. Order and distribution of helmets.	Develop a schedule to order new helmets, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
SPEEDING / DUST			► 57% of survey participants marked "dusty roads" as a high priority, and 43% marked "speeding" as a high priority. ► 71% of survey participants marked "limited emergency response (police, medical, fire)" as a high priority, making one of the community's top 4 safety concerns.			
OBJECTIVES						
Reduce speeding and airborne dust.						
SUCCESS INDICATORS						
Reduced number of people speeding. Improved community air quality.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Train operators to use water truck for dust control. Community education about the relationship between speeding and dust.	Increase number of trained personnel that can perform road water. Encourage residents to slow down.	Tribe	After purchase of water truck	Completed operator training. Creation of dust education newsletters or posters.	Develop schedule to refresh training, as needed.
ENFORCEMENT	Identify and enforce local speed limits via signage.	Improve awareness about speed limits and reduce number of speeding incidences.	City, Tribe	2025	Ordered and installed signs.	Inspect and repair signs, as needed.
ENGINEERING	Purchase a semi-truck or commercial vehicle and pump to haul existing water tank and apply water over roads to suppress dust in summers.	Reduce airborne dust to protect resident health.	Tribe	2025	Purchase of truck.	Develop a road watering plan.
EMERGENCY SERVICES	Continue to coordinate with health aides for emergency response. Investigate other potential EMS strategies.	Determine appropriate EMS strategies to implement in future TTSP updates.	Tribe, Clinic	On-going	Include strategies in TTSP update.	Invite health aides to participate in Council meetings and safety efforts.

IMPLEMENTATION PLAN

EMPHASIS AREA #4			STRATEGIC LINKAGE			
IMPAIRED DRIVING			► 86% of survey participants marked "lack of streetlights" as a high priority, making it one of the community's top 2 transportation safety concerns.			
OBJECTIVES						
Reduce incidences of impaired driving and improve visibility within roadways to reduce risks of accidents associated with impaired driving.						
SUCCESS INDICATORS						
Reduced number of people drinking and driving.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Install drunk driving awareness posters around the community to improve visibility and education about the issue.	Increase public knowledge of dangers, and discourage drinking and driving.	Tribe	2020	Develop posters and hang around town.	Refresh educational efforts as needed.
ENFORCEMENT	Improve efforts to find a qualified VPO for the community. Consider hiring a Safety Coordinator Liaison for the Tribe.	Hire a VPO. Improve management of safety projects and monitor issues such as impaired driving.	Tribe	On-going, hire VPO as soon as possible	Develop and refresh job postings.	Discuss other enforcement strategies at Council meetings.
ENGINEERING	Replace reflectors on power poles and add yellow guy wire covers. Install more streetlights in high priority areas.	Improve visibility of utilities near the roads to reduce risks of collisions. Improve visibility in the dark.	Tribe, City	2021 (utility markings), 5-10 years (streetlights)	Field investigation to determine needed utility markings and streetlights.	Consider other strategies such as roadside cameras to monitor impaired driving.
EMERGENCY SERVICES	Continue to coordinate with Levelock Clinic health aides for emergency response. Provide more opportunities for first responder training.	Improve number of trained first responders in the community to improve quality and time of response.	Tribe, Clinic	On-going	Active coordination with EMS personnel. Completed first responder trainings.	Develop schedule to refresh training, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
TRAIL SAFETY			► 86% of survey participants marked "poor cell phone service" as a high priority, making it one of the community's top 2 transportation safety concerns.			
OBJECTIVES						
Improve navigation, search and rescue operations, and cell service on the trail system.						
SUCCESS INDICATORS						
Completed trail upgrades.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Provide an annual training workshop for search and rescue volunteers. Use Facebook to announce hazards on the trail system.	Teach volunteers response procedures and safety gear to take on missions.	Tribe, City, Volunteers	Annually (training), Announcements as needed	Research safety topics to discuss at search and rescue trainings, schedule class.	Schedule future training workshops.
ENFORCEMENT	Develop a safety log and encourage residents to use it whenever they go out traveling.	Monitor where and when people are traveling to improve response times of search and rescue, if needed.	Tribe	2020	Develop safety log. Designate a person to update log. Encourage use of log.	Discuss other enforcement strategies at Council meetings.
ENGINEERING	Install trailhead markers on primary subsistence trails.	Provide more navigational aides for trail transportation.	Tribe	2023	Identify locations for trailhead markers. Ordered and installed.	Discuss other engineering strategies at Council meetings.
EMERGENCY SERVICES	Install a new cell phone tower and expand service beyond the village. Procure needed search and rescue equipment such as GPS trackers and VHF radios.	Improve emergency communication and search and rescue response on trails.	Tribe, City, Volunteers	2021 (search and rescue gear), 5-10 years (cell tower)	Contact GCI and fund cell tower improvements. Purchase equipment.	Train volunteers to use equipment. Keep a list and update gear as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
BOATING SAFETY			► 57% of survey participants marked "boat launch or harbor safety issues" as a high priority.			
OBJECTIVES						
Improve safety and efficiency of boat launch and barge loading activities, and increase use of life jackets and other boating safety gear.						
SUCCESS INDICATORS						
Increased use of life jackets and boating safety gear.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Provide handouts about emergency contacts. Post flyers showing list of safety gear to keep in boats. Community outreach to encourage use of life jackets.	Improve community education and access to boating safety resources. Increase number of people wearing life jackets.	Tribe	2020, On-going	Develop list of emergency contacts and safety gear, print, and distribute.	Review list every year and update as needed.
ENFORCEMENT	Ask for Coast Guard safety checks on commercial and private vessels.	Reduce number of vessels not in compliance with safety regulations.	Tribe	On-going	First contact with the Coast Guard.	Public meetings to discuss boating safety issues.
ENGINEERING	Install permanent concrete boat launch ramps. Repair existing barge landing / bulkhead or construct a new one. Procure a crane for the bulkhead facility.	Improve safety and accessibility for boat launching safety / efficiency of barge loading.	City, Tribe	5-10 years	Funding, planning, design, and construction activities.	Develop project scope, budget, and schedule to monitor progress.
EMERGENCY SERVICES	Continue to restock Kids Don't Float life jacket loaner board every year or as needed.	Ensure all residents have access to personal flotation devices.	Tribe	Annually	Apply to Kids Don't Float every year to order new life vests.	Inspect inventory of life jackets at the beginning and end of summer season.

IMPLEMENTATION PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
AIRPORT SAFETY			► One fatality involving an elder stranded at the airport during cold weather with no ride or communication.			
OBJECTIVES						
Improve airport for community needs and provide a shelter at the airport to protect travelers from the weather.						
SUCCESS INDICATORS						
Zero incidences of people being stranded at airport. Completed public airport building.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Continue to remind people to call ahead of time to ensure they have a ride to and from the airport.	Zero incidences of people being stranded at the airport.	Tribe	On-going	Radio announcements and other forms of community outreach.	Discuss other educational strategies at Council meetings.
ENFORCEMENT	Improve communication with Alaska DOT&PF regarding airport maintenance.	Improve runway conditions to reduce landing and takeoff hazards.	Tribe, DOT&PF	On-going	Inspections of runway, as needed.	Discuss other enforcement strategies at Council meetings.
ENGINEERING	Planning, design, and construction to extend runway and construct cross strip runway. Install a weather station at airport.	Monitor local weather conditions and reduce the number of cancelled flights due to weather (and lack of cross strip runway).	Tribe, DOT&PF, City	5-10 years	Funding, planning, design, and construction activities. Public involvement.	Develop project scope, budget, and schedule to monitor progress.
EMERGENCY SERVICES	Construct a heated building with a phone at the airport.	Provide shelter from the weather and emergency communication for travelers.	Tribe, DOT&PF, City	5-10 years	Funding, planning, design, and construction activities. Public involvement.	Develop project scope, budget, and schedule to monitor progress.

APPENDIX D: RESOLUTION

The Levelock Village Council

Resolution No. 12-17-19B

A Resolution adopting the
Levelock 2020-2025 Tribal Transportation Safety Plan

WHEREAS, the Levelock Village hereafter "Tribe" is a federally recognized tribe; and

WHEREAS, the Levelock Village Council is the governing body of the Tribe; and

WHEREAS, the Tribe recognizes the importance of improving transportation safety for its tribal members and all residents of Levelock; and

WHEREAS, the Tribe has gained significant community input on identifying transportation safety concerns and priorities for Levelock through a public survey administered in January of 2019 and a public meeting held on January 24, 2019; and

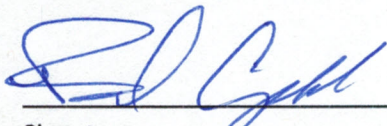
WHEREAS, the Tribe has identified and prioritized strategies to improve transportation safety throughout the community, and upon approval and adoption of the Levelock 2020-2025 Tribal Transportation Safety Plan, the Tribe also approves implementing the priorities identified in the plan.

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

CERTIFICATION

The Levelock Village Council has adopted this resolution during a meeting held on Dec. 17th, 2019, in Levelock, Alaska, with a quorum present.

For 34 Against _____ Abstain _____ Present _____ Absent 21

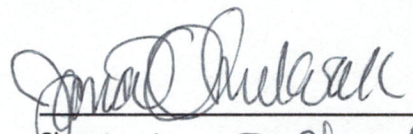


Signature
Raymond Apokedak

Print Name
President

Title
12-17-2019

Date



Signature
Janice O'Chulawak

Print Name
Secretary

Title
12/17/2019

Date

APPENDIX E: ANNUAL REVIEW DOCUMENTATION

(To Be Added Annually)