

NATIVE VILLAGE OF PILOT POINT

2020-2025 FINAL-ADOPTED

TRIBAL TRANSPORTATION SAFETY PLAN

February 2020

Prepared for:

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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
%	Percent
AADT	Average annual daily traffic
AHSO	Alaska Highway Safety Office
ATAP	Alaska Transportation Alternatives Program
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
Community	Pilot Point, Alaska
Council	Native Village of Pilot Point
DCCED	Department of Commerce, Community, and Economic Development
DHSS	Alaska Department of Health and Social Services
DOT&PF	Department of Transportation and Public Facilities
DUI	Driving under the influence
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
FAA	Federal Aviation Administration
FARS	Fatality Analysis Reporting
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FLTP	Federal Lands Transportation Program
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HES	Hazard Elimination Program
HPR	Highway Planning and Research
HSIP	Highway Safety Improvement Program
HSO	Highway Safety Office
HSP	Highway Safety Plan
in.	Inches

ITS	Intelligent Transportation System
LTAP	Local Technical Assistance Program
mph	Miles per hour
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
RSA	Road Safety Audit
SHSP	Strategic Highway Safety Plan
SMS	Safety Management Systems
STIP	Statewide Transportation Improvement 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
VPSO	Village Public Safety Officer
WRCC	Western Regional Climate Center

1.0 INTRODUCTION

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

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

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

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

1.1 MISSION

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

1.2 PROCESS

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

1. Collect community background information from available resources such as existing community planning documents
2. Conduct an initial meeting with the Council and/or interview Council members to collect preliminary information about safety issues and local safety resources
3. Research available transportation safety data such as traffic counts, crash data, and hospital records
4. Develop and distribute a community survey to collect additional data regarding transportation safety issues and community priorities
5. Use data and survey results to identify safety emphasis areas for the TTSP
6. Develop a Draft TTSP and an implementation plan for the Council to review
7. Hold a public meeting to present the Draft TTSP and emphasis areas to the Community and collect public comment
 - a. A public meeting was held in the community on October 23, 2018. Public involvement documentation is provided in Appendix A.
8. Develop a Final Draft TTSP for the Council to review, incorporating Council and Community comments from the public meeting
9. Develop and adopt a Final TTSP

1.3 BACKGROUND

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

1.3.1 Location

Pilot Point is located on the northern coast of the Alaska Peninsula, on the east shore of Ugashik Bay. The community lies 84 air miles south of King Salmon and 368 air miles southwest of Anchorage (Exhibit 1). Within the Kvichak Recording District and the Lake and Peninsula Borough, the Community is located at approximately 57.5641 degrees north latitude and -157.5735 degrees west longitude within Section 29, Township 030S, Range 051W of the Seward Meridian. The Community consists of 25.4 square miles of land and 115.1 square miles of water (Department of Commerce, Community, and Economic Development [DCCED], 2018).

Exhibit 1: Community Location Map

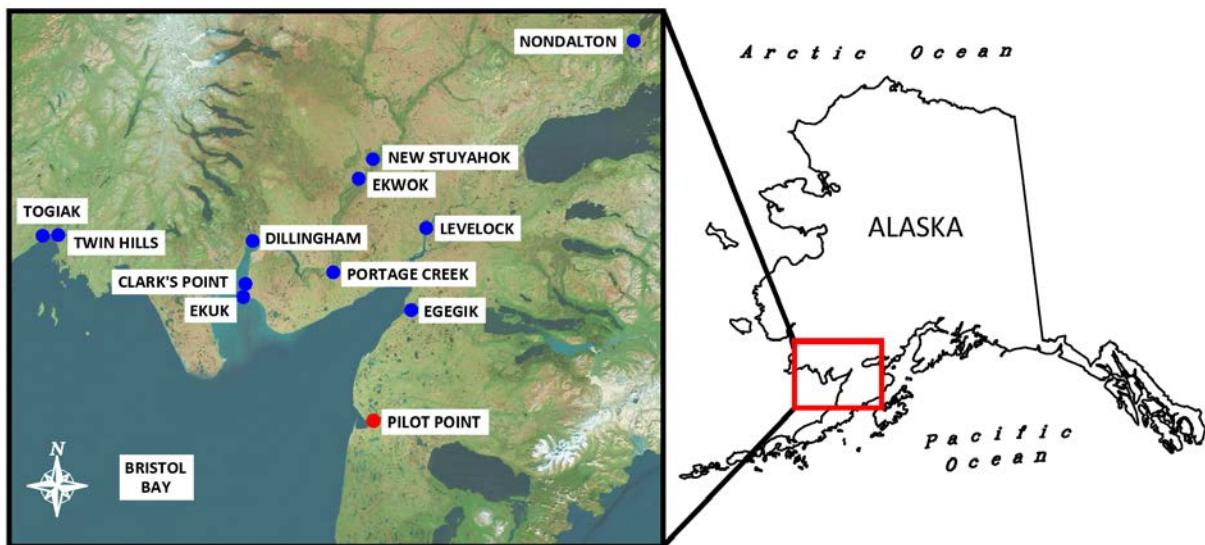


Image source: Bing Geomap, AutoCAD Civil 3D, 2018

1.3.2 History & Culture

Pilot Point is a mixed Aleut and Eskimo community developed around a fish salting plant established by C.A. Johnson in 1889. At that time, it was called "Pilot Station," after the river pilots stationed there to guide boats upriver to a large cannery at Ugashik. In 1892, Charles Nelson opened a saltery, which was sold to the Alaska Packer's Association in 1895. The saltery continued to expand, and by 1918, it had developed into a three-line cannery. Many immigrants came to work in the canneries including Italians, Chinese, and northern Europeans. Reindeer-herding experiments at Ugashik helped to repopulate the area after

the devastating 1918 flu epidemic, although the herding eventually failed. A Russian Orthodox church and a Seventh Day Adventist church were built in the village. A post office was established in 1933, and the name was changed to Pilot Point at that time. The deterioration of the harbor forced the cannery to close in 1958. Pilot Point incorporated as a city in 1992 (DCCED, 2018). Today, the Community a Second Class City home to approximately 76 people. There is a history of ethnic diversity in Pilot Point. The community is primarily of Alutiiq and Yup'ik ancestry. Inhabitants practice a fishing and subsistence lifestyle (DCCED, 2018).

1.3.3 Transportation & Access

Pilot Point is accessible by air and water. A state-owned gravel airstrip is available. Air taxis provide regular flights six days a week out of King Salmon as part of the mail service. There is a second gravel airstrip, owned by the U.S. Bureau of Land Management, located 10 miles southeast at Ugashik. Barge service is provided from Seattle in the spring and fall and is chartered from Naknek. Dago Creek serves as a natural harbor; a dock is available. Modes of local transport include all-terrain vehicles (ATVs), snow machines, skiffs, and trucks (DCCED, 2018).

1.3.4 Climate

Pilot Point falls within the southwest maritime climate zone, characterized by persistently overcast skies, high winds, and frequent cyclonic storms. Low cloud cover and fog frequently limit travel (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)	22.5	25.2	31.0	40.8	52.3	59.9	63.5	62.0	54.9	40.6	30.2	23.3	42.2
Average Min. Temperature (°F)	7.7	9.3	14.2	24.4	34.2	41.7	46.8	46.6	39.5	25.4	15.7	7.7	26.1
Average Total Precipitation (in.)	1.01	0.78	0.89	1.00	1.32	1.55	2.25	3.02	2.98	2.03	1.52	1.25	19.59
Average Total Snowfall (in.)	8.3	6.4	7.1	4.3	1.0	0.0	0.0	0.0	0.1	2.9	6.4	8.6	45.1
Average Total Snow Depth (in.)	3	3	2	1	0	0	0	0	0	0	1	2	1

Source: Western Regional Climate Center (WRCC), 2018 Alaska Summaries for King Salmon WSO AP, Alaska Station 504766 for Period of Record 07/01/1955 to 12/31/2005.

2.0 EXISTING RESOURCES

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

2.1 SAFETY TEAM

Within the Council, the Tribal Administrator typically acts as the “Safety Champion” for the Tribe, directing safety projects and managing resources. If there is a safety concern in the community, the Tribal Administrator will bring the issue to the Council members, who will work together to decide the best course of action. The Council may hire a Transportation Coordinator in the future, who would oversee transportation and road safety projects within the community.

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:

- Native Village of Pilot Point
 - The local Tribal Government is responsible for developing and updating this Plan, as well as coordinating with the other Safety Partners to manage safety and transportation improvement projects within the community. The Tribe works with the City to maintain the roads and transportation facilities, keeping them safe for public use.
- City of Pilot Point
 - The City works with the Tribe and other local agencies to plan and organize safety improvement projects, as needed.
- Pilot Point Native Corporation
 - The local Native Corporation works with the City and Tribe for safety and community development projects. They also own the local gravel pit and rock-screening plant, providing material to maintain the roads.
- Village Public Safety Officer (VPSO)
 - There is a seasoned VPSO stationed in Pilot Point, who responds to car crashes, emergencies, and search and rescue needs.

- Pilot Point Clinic
 - The local clinic provides emergency response and medical services for transportation accidents. They have an ambulance and a 4-wheeler for emergency medical transportation.
- Alaska State Troopers, King Salmon Post
 - If needed, the King Salmon State Troopers can provide emergency assistance.
- Lake and Peninsula Borough School District
 - The Council has an agreement with the School District to allow use of the school gym for emergency shelter if needed. The school has their own generator to provide power in the event of a power outage or other natural disaster.
- Bristol Bay Area Health Corporation (BBAHC)
 - BBAHC provides tribal health care management and health services for the Bristol Bay region through the Kanakanak Hospital out of Dillingham.
- Bristol Bay Native Association (BBNA)
 - BBNA is the regional Native Non-Profit that helps fund and coordinate community development projects, including this Plan, and is a great resources for safety projects.
- Bristol Engineering Services Company, LLC
 - Bristol is the primary author of this Plan, and is a subsidiary company of Bristol Bay Native Corporation (Regional Corporation) and Choggiung Limited (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.

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 several on-going safety efforts, as described below.

2.3.1 Maintenance

Both the City and Council are responsible for maintenance of local transportation facilities. The Council provides the maintenance crew while the City provides the majority of the equipment. The City has a small excavator, front-end loader, grader, compactor, three dump trucks, snowplows to hook on City trucks, and a link-belt excavator for the gravel pit. The Council has a dozer and loader. The City has a maintenance building to store their equipment.

Road maintenance occurs on an as-needed basis, and greatly improves the condition and safety of the roadways. This includes road grading, pothole mitigation, brush cutting (particularly along Landfill Road), snow removal, replacing burnt out streetlights, and sanding icy roads in the winter. Sometimes after a severe winter storm, the City will plow winter trails. The City also maintains the airport, dock, and boat launch by placing new gravel and grading, as needed. There are also beacon lights at both the dock and the airport to help guide boats and planes, which need to be replaced periodically.

2.3.2 Transportation Infrastructure Projects

There are numerous transportation projects in the works in Pilot Point, which will help address community economic and safety needs. The Council's highest priority safety project is constructing a new road along an existing trail known as River Road. The trail traverses east out of the village, then south along the Ugashik River. It is used primarily for moose and caribou hunting and to access the Native Village of Ugashik. Currently, the trail is very rugged and in some places close to the water edge, posing a safety hazard for ATV users. The Council hopes to transform the trail into a permanent road to improve safety.

In addition, the Council is in the process of constructing their own maintenance building. The building will help shelter maintenance equipment, ensuring the community has working equipment to maintain the roads. As of the summer of 2018, they have begun constructing the gravel access road and gravel pad for the building.

The Council also works to secure funding for planning, design, and construction of road rehabilitation projects, as needed, to maintain travel safety. For example, two long sections of road were repaired in the spring of 2018. The project raised the roads, improved drainage, and placed new surface course to mitigate potholes and erosion issues. Additionally, in the past, one road along the Ugashik Bay was experiencing erosion and washouts from wave-action. This road was relocated in 2010. Other beach roads may need to be relocated in the future.

2.3.3 Community Safety Standards

The Council representatives continuously communicate good safety practices to the community, reminding people to wear life vests while boating, slow down on the roads, and encourage kids to wear helmets on bikes and ATVs. The City implemented a helmet law, and the VPSO helps enforce these regulations. In the past, the Council has given talks at the school about safe ATV driving behavior. The Council also helps ensure the health aide always has life jackets in stock for people to borrow. Residents and commercial fishermen are also required to have the proper safety gear in their boats. Both the US Coast Guard and the Alaska Department of Fish and Game regulate this by performing inspections throughout the summer, writing tickets to violators.

2.4 PLANNING DOCUMENTS

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

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

These plans were referenced to ensure this TTSP is consistent with 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 clinic or the VPSO. The City Volunteer Fire Department is currently inactive, but the City is working to get a new fire truck.

The clinic, VPSO, and other 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
Car Crash / Emergencies / Search and Rescue Officer Byron Wise, VPSO 907-797-2275 (Office) 907-797-4016 (Cell)	Car Crash / Emergencies Alaska State Troopers, King Salmon Post 907-246-3464
Medical Response Pilot Point Clinic 907-797-4046 (On-Call) 907-797-2212 (Office)	Regional Hospital Kanakanak Hospital (Dillingham) 907-842-5201
Transportation Assistance Native Village of Pilot Point 907-797-2208	Natural Disaster & Search and Rescue State Emergency Operations Center 1-800-478-2337 (toll free) 907-428-7100 (local Anchorage area)
Fire / Utility Damage City Volunteer Fire Department (Inactive) 907-797-2200	Wildland Fire Southwest Area Forestry Office 907-524-3010 Or Alaska Interagency Coordination Center 1-800-237-3633
Utility Damage City of Pilot Point 907-797-2200	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.

Safety emphasis areas are chosen based on evaluation of crash data. Since Pilot Point is a small community in rural Alaska, data is limited. Data evaluated for this plan includes crash data and citation history from the local VPSO, traffic counts obtained from the Alaska DOT&PF, and results from a public survey.

3.1 LOCAL VPSO CRASH DATA

There were no reported accidents for Pilot Point in the Alaska DOT&PF crash report database. However, Bristol was able to interview the local VPSO, Officer Byron Wise, on October 17, 2018. Officer Wise has been a VPSO in Pilot Point since approximately 2005. He explained multiple ATV and boating accidents that have occurred during his time there, which are summarized below based on memory. Official reports were not obtained for this plan.

3.1.1 ATV Accidents

Officer Wise remembers multiple ATV-related accidents that have occurred in the last 13 years, as described below:

1. Approximately 3 years ago, a young man was driving his ATV at night after a school game. When he parked his vehicle and dismounted, the ground was so icy that he slipped, fell, and broke his hip. He was taken to the clinic and then medevacked.
2. About 5 years ago, a man in his mid-50s was driving while intoxicated, drove off the road, and sustained a neck injury. This occurred between 12:00 AM and 1:00 AM on the hill between HUD housing and the post office. This road has steep shoulders and blind corners (see Figure 1).
3. About 10 or 12 years ago, a man in his mid-30s drove off the road and crashed sometime in the evening. The accident caused paralysis, and because he was in a ditch, he was not found for a while until a passerby heard moaning. He had to be medevacked out of the community. Although he was never tested for alcohol use, it was highly suspected.

4. One incident involved a woman driving an ATV going home from the clinic. She had the sun in her eyes and tall alder bushes blocked her view of kids biking nearby. She collided with one of the kids, who broke his leg in the crash.
5. Another incident involved a man in his mid-40s who flipped a four-wheeler while out hunting. He had to be hauled in from the “back road” (subsistence trail). He sustained a shoulder injury and wrecked his vehicle.
6. There have been 2 or 3 incidences involving 12-15 year old kids in ATV rollovers on the beach, sustaining leg or arm injuries, including a broken leg.

Officer Wise explained that one of the biggest safety concerns in the community is young kids speeding and driving recklessly in the summer. Reportedly, kids come into town during fishing season and bring their own ATVs. They often meet up with some of the Pilot Point kids and race around town on their Hondas. The speeding problem is challenging to enforce on the youth.

3.1.2 Boating Accidents

The population of Pilot Point swells in the summers for commercial fishing. Officer Wise estimates 15 tenders and between 200 and 300 boats are out in Ugashik Bay throughout the season. He recounted at least four boating accidents that have occurred locally in the past, and explained that there seems to be one drowning as often as every year or every other year. Reportedly, none of the victims were wearing life jackets. These incidences are summarized below:

1. A man fell overboard in the summer of 2018, and his body was found a month later.
2. A man fell overboard in the summer of 2017 and was never found.
3. A man was walking on a boat, slipped, and fell overboard (year not specified).
4. About eight years ago, a captain explained that one of the crewmembers went out to relieve himself and disappeared, suspected to have fallen overboard.

Whenever a boating accident or drowning occurs, boat protocol is to report immediately to the U.S. Coast Guard on the radio, who then contact the nearest trooper post, and eventually the VPSO.

3.1.3 Citations

Officer Wise estimated that he gives out one or two driving under the influence (DUI) citations per year in Pilot Point.

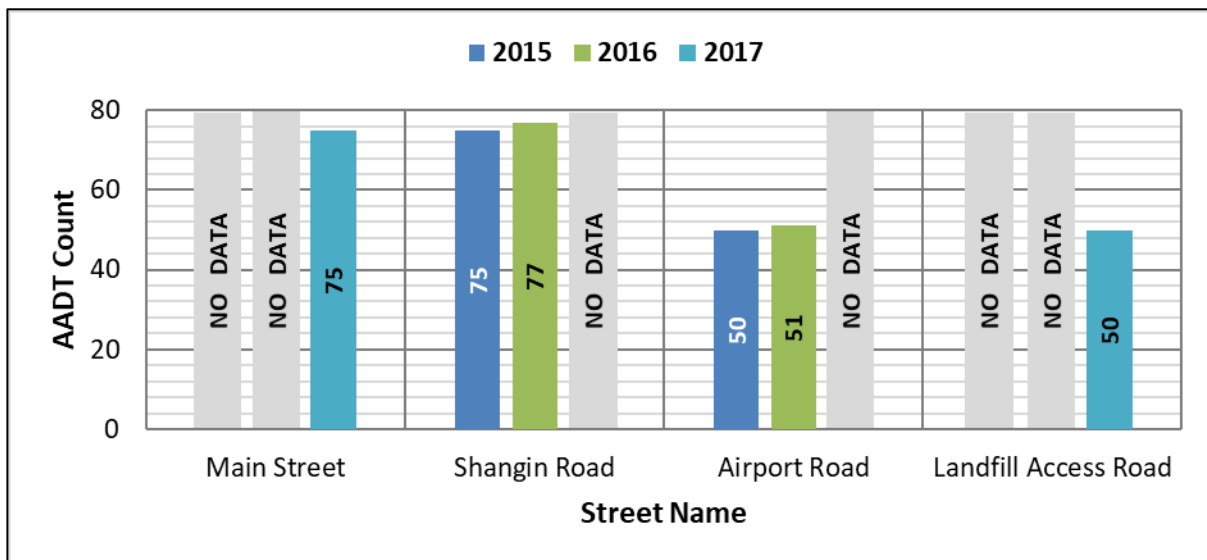
3.1.4 Airplane Crashes

Officer Wise was also asked about local plane crashes. He explained one crash around year 2010 involving a pilot with Island Air out of Kodiak who had been dropping off fishermen. The pilot landed on a roadway, and when he departed, the wing tip hit the shoulder of the road, causing the plane to crash into the tundra. There were no reported injuries. At the time, troopers notified the Federal Aviation Administration (FAA) about the incident.

3.2 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 four roads in the Community: Main Street, Shangin Road, Airport Road, and Landfill Access Road. Traffic counts for these roads are displayed in Exhibit 2 for years 2015 to 2017. Earlier traffic count data was not available, and some AADT years were not recorded, as shown. Exhibit 3 shows a map of the AADT routes in the Community (DOT&PF, 2018).

Exhibit 2: Community AADT Counts, 2015-2017



According to the available AADT counts, Main Street and Shangin Road experience the highest traffic volume within the Community (DOT&PF, 2018). Main Street provides access to homes and essential services within the Community such as the Store, VPSO housing, Clinic/Traditional Council Office building, City Hall, City Building, City Power Plant, and the School. Shangin Road also provides access to homes and Post Office, and it connects the community to Airport Road. Due to the higher traffic volume on these roads, they 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 for at least two of the roads. As more people use the transportation system, more safety features may be needed to control traffic and mitigate hazards in the future.

Exhibit 3: Community AADT Count Map



3.3 COMMUNITY SURVEY

A public survey was conducted during the public meeting in October 2018. A total of 6 surveys were submitted. Raw survey results are provided in Appendix C. A summary and analysis of the results is discussed below.

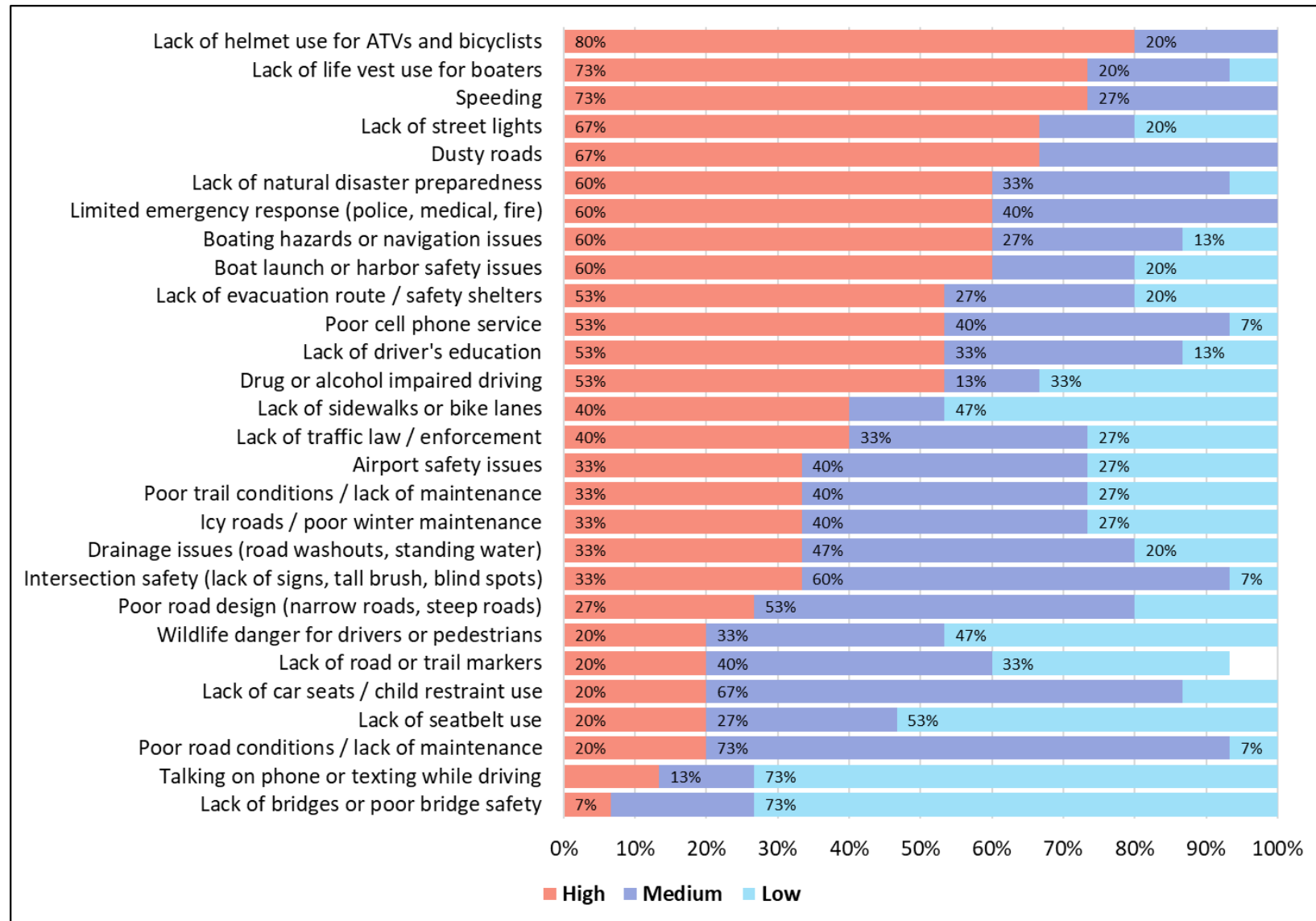
3.3.1 Question #1: Safety Concerns & Priorities

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”

Exhibit 4: Community Safety Priorities



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According to Exhibit 4, “lack of helmet use for ATVs and bicyclists” was marked a high priority by 80% of people that completed the survey, making it the community’s top safety concern. The next four safety priorities were voted a high priority by 67-73% of responses, including lack of life vest use for boaters, speeding, lack of streetlights, and dusty roads. This graph shows which safety areas the community desires a higher emphasis and which ones are less of a concern.

Question #1 provides the option to specify an “other” safety topic not listed. One survey respondent wrote “wolves and bears” as a high priority. This response is not shown on Exhibit 4. Several people provided hand-written notes on Question #1, which are shown in the Appendix.

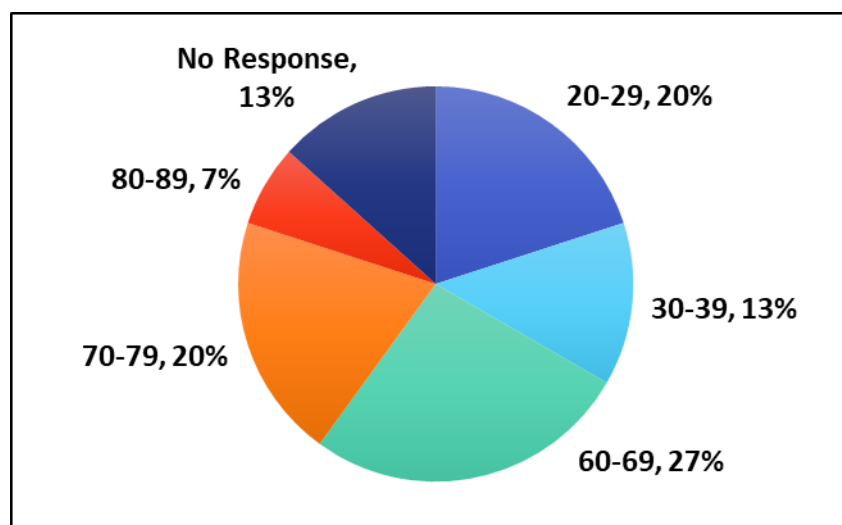
3.3.2 Question #2: Survey Respondent Age

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



Two people did not respond to Question #2. The results show a fair distribution of age ranges participated in the survey. Over half of survey participants were over the age of 60.

3.3.3 Question #3: Transportation Modes

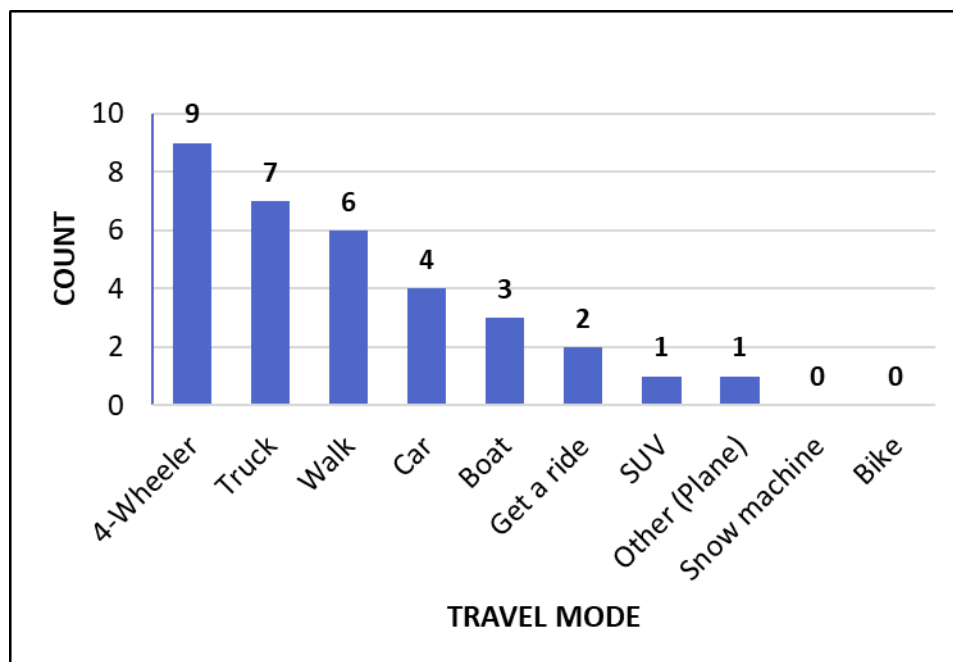
Question #3 demonstrates the most common transportation modes within the Community.

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 times each mode was circled.

Exhibit 6: Modes of Transportation



The results from Question #3 show that most people drive four-wheelers, drive trucks, and walk to get around the community. In addition, 67% of people circled more than one mode of travel, and two people circled five modes of travel. This indicates that locals use various means to get around the community.

3.3.4 Question #4: Anecdotal Crash Data

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

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

Month / Year of incident _____

What happened? _____

What caused the accident? _____

Where did the accident occur? _____

How old were the people involved? _____

What were the injuries or property damage? _____

What types of vehicles were involved? _____

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

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

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

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

Several people gave an answer to Question #4, which seem to describe three separate incidences. Their response is summarized in Table 3.

Table 3: Anecdotal Crash Data Summary

Year	Month	What Happened?	Cause	Location	Age	Injury / Property Damage	Types of Vehicles	Drug or Alcohol Use
2016	-	Driving while intoxicated	DWI	Main City Road	40+	None	Four wheeler	Yes
2015	July	Rolled vehicle	Drinking and driving	Dago Creek Road	25	Totaled vehicle	Truck	Yes
2014	August	Wrecked a stolen SUV	Speeding	Airport Road	30s	Totaled vehicle	SUV	Yes

Based on the crash summaries, all three accidents involved alcohol use, two of which resulted in totaled vehicles. One of the wrecks involved speeding and a stolen vehicle. It is important to note that this data is based on memory, not fact.

3.3.5 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?

Eight survey participants provided an answer to Question #5, as listed below:

1. "Safe roads at signs (potholes in roads). Reduce 4-wheeler speed (speed signs) and give tickets so they learn. Streetlights."
2. "Education on what could happen to others and people involved. Awareness to kids and teenagers for proper safety. Awareness is a bigger priority in my opinion."
3. "Cut bushes down where there are turns."
4. "Figure out a safety plan with the community."
5. Speed bumps downtown, a permanent speed bump / culvert at Victor's, one before the curve at City.
6. "Yield sign on HUD 'Y,' yield sign on top of hill for Dago Road, yield sign coming out of school (or stop)."
7. "Law enforcement on young drivers."
8. "Yield sign on road Y's, stop sign on school driveway."

The most common safety suggestion was installing street signs at priority locations.

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 eight emphasis areas for this Plan:

1. Young Drivers
2. Impaired Driving
3. Boating Safety
4. Road Maintenance
5. Road Rehabilitation
6. Trail Safety
7. Pedestrian Safety
8. 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 YOUNG DRIVERS

4.1.1 Background

At a public meeting held in Pilot Point in October 2018, residents expressed their concern about young drivers in the community. They explained that kids (typically age 12-16) ride ATVs recklessly, doing tricks, speeding, tearing up the road shoulders, and driving off designated roads and trails. In the past, they have even torn up the airport runway. Younger children riding improperly on the back cannot hold on very well. Reportedly, two or three rollover accidents have occurred on the beach, one of them resulting in a broken leg. Some people are also upset about the kids trespassing on their land, creating new trails and crushing natural vegetation. The local VPSO, Officer Wise, reiterated this problem during a separate interview earlier in October. He explained that many of these kids are from out

of town and move to Pilot Point during fishing season. Additionally, it is difficult to enforce good driving behavior because the kids ignore his warnings and disobey the law. A VPSO has limited authority to penalize traffic law violations. There is only one speed limit sign posted within the community.

On top of the reckless driving, the young drivers do not wear helmets. At least 67% of survey participants believe lack of helmet use to be a high safety priority. The community has an existing helmet ordinance requiring drivers below the age of 17 to wear a helmet while driving an ATV. However, this ordinance has not been enforced, and the repercussions for violating the ordinance are unclear. The Pilot Point Safety Planning Team expressed interest in establishing a ticketing system with the ordinance. The Village Council is also interested in hiring a part-time Safety Director to coordinate safety projects.

4.1.2 Objectives

Improve safety of young drivers and reduce speeding and reckless driving.

4.1.3 Strategies

Education

- Provide ATV safety classes at the school, including some taught by the VPSO
- Post helmet and speeding ordinances and fine amounts in newsletters to let people know when fines will start
- Have a raffle or incentive program for kids that wear helmets

Enforcement

- Evaluate potential modifications to the existing ordinance such as requiring the violator to take an ATV class, altering the fine amounts, or taking the vehicle away
- Clarify helmet ordinance, post final ordinance in public newsletters or flyers, and improve enforcement of the ordinance

Engineering

- Install more speed limit signs in high priority locations
- Consider more deliberate features such as flashing speed radar signs or cameras

Emergency Services

- Hire a part-time Safety Director for the Tribe
- Train more Emergency Medical Technicians (EMTs) in the community to improve response for ATV accidents and other emergencies

4.2 IMPAIRED DRIVING

4.2.1 Background

Pilot Point is considered a “damp” community because there are no restrictions on alcohol, but there are currently no local bars or liquor stores. The community recognizes intoxicated driving as one of its primary transportation safety concerns. At least 50% of survey participants marked “drug or alcohol impaired driving” as a high priority. According to the VPSO, he gives at least one or two DUIs per year in Pilot Point, and he has arrested people for drunk driving in the past. Whenever a citation is given or an arrest occurs, it seems to curb the problem for a while because it heightens community awareness as word spreads. Officer Wise also recounted at least two ATV accidents involving alcohol use that resulted in serious life-threatening injuries within the last 10 years. Locals know to call the VPSO if they see someone driving while intoxicated.

4.2.2 Objectives

Reduce incidences of drunk driving in the community.

4.2.3 Strategies

Education

- Use State of Alaska drunk driving posters, videos, and other campaign materials to improve community awareness about the risks
- Teach the laws and risks of impaired driving in school

Enforcement

- Continue VPSO enforcement, giving DUIs, arresting drunk drivers, and taking keys away during a big party

Engineering

- Consider implementing devices such as breathalyzers and ignition interlocks for extreme cases

Emergency Services

- Encourage use of Tribal Building as a place for people to stay overnight and sober up

4.3 BOATING SAFETY

4.3.1 Background

Hundreds of people travel to Pilot Point every summer for commercial fishing. An estimated 15 tenders and between 200 and 300 boats are out in Ugashik Bay throughout the season. Boating is a common mode of transportation for fishing, subsistence, and travel to nearby communities. Unfortunately, boating accidents occur in or around the community almost on a yearly basis. Recent accidents have been back-to-back, one in 2017 and one in 2018. Locals say the drownings often involve alcohol use and transient personnel. None of the victims were reportedly wearing life jackets. Public survey results indicate that lack of life vest use is one of the community's top five safety priorities; 83% of participants marked it as a high priority.

Boating safety resources within the community could use improvement. Although there is an existing Kids Don't Float loaner board located at the Tribal Building, the life vests have not been replenished recently. Another concern is the lack of communication with local personnel when an accident occurs. It is boat protocol to contact the U.S. Coast Guard right away, but the Guard does not always realize there is a local VPSO with which to coordinate. It could take weeks or months before the VPSO is notified.

4.3.2 Objectives

Reduce the number of deaths related to boating and increase the use of life vests within the community.

4.3.3 Strategies

Education

- Utilize Kids Don't Float curriculum to host boating safety classes at the beginning of every summer for locals and transient fishermen
- Post flyers and instructional signs around town or at the beach about good safety practices, and also statistics of local drownings

Enforcement

- Work with regional safety partners including the U.S. Coast Guard and the Alaska Department of Fish and Game to enforce boating laws such as life vest use
- Post state boating laws at or near the beach in a publically visible place
- Consider local ordinances to improve local authority and enforcement

Engineering

- Maintain existing boating facilities and amenities including lights at the boat harbor
- Install channel buoys to help direct boating traffic in and out of Dago Creek

Emergency Services

- Continue to replenish stock of life vests at the Kids Don't Float loaner board, annually or as needed
- Improve communication between the U.S. Coast Guard and emergency response personnel in Pilot Point

4.4 ROAD MAINTENANCE

4.4.1 Background

Road maintenance in Pilot Point is a combined effort between the Tribe and City. The current system seems to be effective, but sometimes lack of funding, personnel, or equipment can be an issue. Based on crash data and public comment, three maintenance activities are the focus of this emphasis area: dust control, brush cutting, and snow/ice removal.

Everyone who completed a survey marked “dusty roads” as a high priority, making it the community’s #1 safety concern. In the summers, periods of little rain can dry out the 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 village does not currently utilize any dust suppression methods or have the equipment to do so.

Alder bushes grow rampant in Pilot Point, causing reduced visibility on the narrow roads especially at turns, hills, and intersections. At least three of the reported ATV crashes in recent years occurred on roads fitting this description. The Tribe cuts brush around the community occasionally, but more efficient brush cutting equipment is desired.

Finally, the community expressed concern about icy roads. Reportedly, one person slipped on ice and broke a hip. A couple of roads are particularly steep and hazardous in the winter. These roads are highlighted on Figure 1. The City plows snow and spreads gravel over the ice as needed. Other winter safety strategies are desired.

4.4.2 Objectives

Improve seasonal maintenance activities to reduce dust emissions, reduce blind corners caused by wild brush, and reduce the risk of accidents caused by icy roads / pedestrian paths.

4.4.3 Strategies

Education

- Provide training for grading operators

Enforcement

- Develop and implement a maintenance plan between the City and Tribe to enforce regularly maintenance activities

Engineering

- Procure industrial brush cutting equipment, cut brush more often, and prioritize clearing by the school, on Dump Road, and on other low visibility streets
- Consider alternatives for dust control such as application of a chemical suppressant (calcium chloride), or purchase a water truck to wet the roads as needed

Emergency Services

- Continue to provide snow plowing and sanding services

4.5 ROAD REHABILITATION

4.5.1 Background

According to the Council, some areas of the road system are in poor condition. The roads from town to Dago Creek where boats park is the worst, constantly plagued with potholes and erosion issues. Poor drainage causes standing water to accumulate on or near the roads, compromising the roadbed. Many roadways are experiencing shoulder deterioration due to improper ATV driving (see Section 4.1 about young drivers). All of these areas need to be rehabilitated. The local native corporation owns a gravel pit and rock screening plant in Pilot Point. The village is interested in obtaining a rock crusher to be able to produce road aggregate materials locally.

In addition, at least two reported ATV accidents have occurred on the section of road between Loon Lake and Airplane Lake where the road grade is steep. The community would like to see this portion of the road rebuilt to reduce the grade. Finally, many of the roads are located adjacent to lakes with steep embankments. There have been accidents in the

past involving flipped ATVs on road side-slopes. The community desires to install guardrails in these areas to improve safety. Road condition problem areas are identified on Figure 1.

4.5.2 Objectives

Improve road conditions around the community, mitigate potholes and erosion, improve accessibility of steep roads, and reduce the risk of crashes on roads bordering lakes.

4.5.3 Strategies

Education

- Inform public about potential road construction hazards, as needed

Enforcement

- Install new road signs to control traffic such as a truck crossing sign at the Airport Road intersection and yield signs at strategic locations (see Figure 1)

Engineering

- Secure funding for design and construction of Dago Creek Road rehabilitation
- Obtain a rock crusher to create road resurfacing material
- Install guardrails along roads near lakes or with steep embankments

Emergency Services

- Safe traffic control during road construction activities
- Continue road maintenance efforts to ensure year-round accessibility for emergency response vehicles

4.6 TRAIL SAFETY

4.6.1 Background

Pilot Point is a subsistence lifestyle community. Residents fish and pick berries in the summer and hunt in the fall and winter. Subsistence areas are accessed via rugged ATV trails and winter ice roads. There is an existing rough-cut trail to Ugashik River used for moose and caribou hunting. People also travel back and forth from Ugashik to Pilot Point to haul fuel and other goods that are unavailable or too expensive in Ugashik. This trail is faster than traveling 14 river miles up the Ugashik River, but the bumpy ride can be hazardous and cumbersome. In areas near the river, the trail is sometimes submerged in water. The Council is in the process of funding a project to transform the existing trail into

a new road called River Road to improve travel safety. There is another winter trail that leads all the way to Egegik, but is in poor condition as well according to locals. It is not uncommon for there to be areas of thin ice along the trails that cross ponds, lakes, and creeks. The trails are too long to keep up with maintenance such as brush clearing. Most of the trail system out of Pilot Point is unmarked as well. This is primarily a safety concern for people traveling in the winter during whiteout conditions with reduced visibility. Another safety concern is lack of cell phone service while away from the village. In the event of an emergency, travelers must rely on handheld VHF radios for communication, if owned.

4.6.2 Objectives

Improve seasonal trail safety / accessibility to subsistence areas and nearby communities.

4.6.3 Strategies

Education

- Host a hunter safety course for the community

Enforcement

- Encourage residents to use GPS tracking phone applications while traveling on trails

Engineering

- River Road project
- Install trail markers on primary routes

Emergency Services

- Provide GPS loaners for people to take with them while hunting
- Work with GCI to improve cell phone service within and around the community for better emergency response and communication

4.7 PEDESTRIAN SAFETY

4.7.1 Background

Results of survey Question #3 indicate that walking may be just as common as ATVs to get around the community. Walking is most prevalent on the main road to the school. Alaskan communities experience extended hours of darkness in the winter, reducing visibility of pedestrians on the roads. However, there are few pedestrian amenities in Pilot Point. There are some existing streetlights in the community, but many are burnt out and need to be replaced. Approximately 83% of survey participants marked both “lack of sidewalks or bike

lanes” and “lack of streetlights” as a high priority. Community members also expressed their concern for people speeding in the dark while pedestrians are sharing the road.

Another significant concern for pedestrians is wildlife. Encounters with wolves and bears are not unusual. When the issue was brought up at the Safety Planning Team meeting in October, story after story of bear encounters unfolded, including bears looking into windows, climbing on vehicles, breaking into homes, and roaming the coast. Although no bear attacks have been reported recently, some residents cautioned that people should not be walking outside alone. Particularly common places to see bears are along Airport Road and Dago Creek Road.

4.7.2 Objectives

Improve safety of pedestrians by increasing visibility during the dark and reducing the risk of wildlife encounters.

4.7.3 Strategies

Education

- Teach pedestrian safety to children such as which side of the road to walk on and how to avoid bears
- Install a bear warning sign on Dago Creek Road
- Install new signs in the school zone such as “kids at play”

Enforcement

- See Section 4.1 enforcement strategies to reduce speeding/reckless driving on school access road

Engineering

- Install new streetlights on every utility pole, replace burnt out streetlights as needed

Emergency Services

- Partner with the State of Alaska Division of Public Health to participate in the Bike-n-Walk Safety Alaska program, providing reflectors to school children

4.8 AIRPORT SAFETY

4.8.1 Background

Air traffic in and out of Pilot Point is incessant during fishing season. The Pilot Point VPSO explained one plane crash that occurred in 2010 (Section 3.1.4). The Council expressed several concerns regarding airport safety including unauthorized access and dust emissions. There have been reports of youth driving recklessly on the airport. Similar to the gravel roads, large dust clouds occur whenever a plane lands or departs during dry conditions. Additionally, the community explained that the traffic pathways are unclear and parking areas are unmarked at the airport, sometimes creating problems for pilots.

4.8.2 Objectives

Improve airport safety at the airport by improving traffic flow, reducing dust emissions, and restricting unauthorized access to the runway.

4.8.3 Strategies

Education

- Education about airport safety and proper use of the facility through signs and word of mouth (do not drive on runway, keep clear of where planes land and park)

Enforcement

- Work with VPSO and other federal airport safety partners to investigate ways to enforce unauthorized driving on the runway

Engineering

- Use signs to clearly identify parking area for pickup / drop off
- Investigate solutions to suppress dust at the airport such as a water truck

Emergency Services

- Train more EMTs in the community to improve response to plane crashes and other emergencies

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
- IRR Program jointly administered by the Bureau of Indian Affairs (BIA) DOT and the Federal Lands Highway Office and funded by FHWA:
 - 2% Planning Funds

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

5.4 ADDITIONAL SAFETY RESOURCES

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

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

contact information can be found at: http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/Reflector_Old/Default.aspx

- Center for Safe Alaskans – This program works to prevent injuries, promote wellbeing and improve safety for all Alaskans. They provide several services including FREE reflective tape, car seat assistance, and more. Find more information at: <https://safealaskans.org/>
- Bristol Bay Area Health Corporation – BBAHC provides health care services, as well as the Community Health Aide Program, Emergency Medical Services (EMS)/first responder training, and other health educational programs for communities within Bristol Bay. Find more information at: <https://www.bbahc.org/>
- Centers for Disease Control and Prevention (CDC) – The CDC has a multitude of motor vehicle safety resources including “Get the Facts” sheets, State Fact Sheets, and “What Works” strategy sheets for various safety topics including child passenger safety, seat belts, teen drivers, older adult drivers, impaired driving, distracted driving, pedestrian safety, Tribal road safety, bicycle safety, and more. Find more information at: <https://www.cdc.gov/motorvehiclesafety/>
- NHTSA – Fatality Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. The site offers a customizable fatality data query system. This site also provides road safety resources and tips for various safety topics.
FARS: <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>
Road Safety Tips: <https://www.nhtsa.gov/road-safety>
- National Safety Council – This organization provides resources on developing a Safety Management System (SMS), which is a continuous improvement process that reduces hazards and prevents incidents. Find more information at: <https://www.nsc.org/work-safety/tools-resources/safety-for-business/ask-us>
- Road Safety Audits (RSAs) – The FHWA provides resources for conducting RSAs, which are an effective tool for proactively improving the future safety performance of a road project during the planning and design stages, and for identifying safety issues in existing transportation facilities. Find more information at: <https://safety.fhwa.dot.gov/rsa/>

- FHWA Tribal Transportation – This website provides an overview of tribal transportation safety topics, programs, policies, crash data, and more. https://www.fhwa.dot.gov/tribal/topics/safety/saf_ack/saf_guide.htm
- 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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Department of Transportation and Public Facilities (DOT&PF), 2018. 2017 Annual

Average Daily Traffic (AADT) GIS Map: Pilot Point. Website:

http://www.dot.alaska.gov/stwdplng/transdata/traffic_AADT_map.shtml

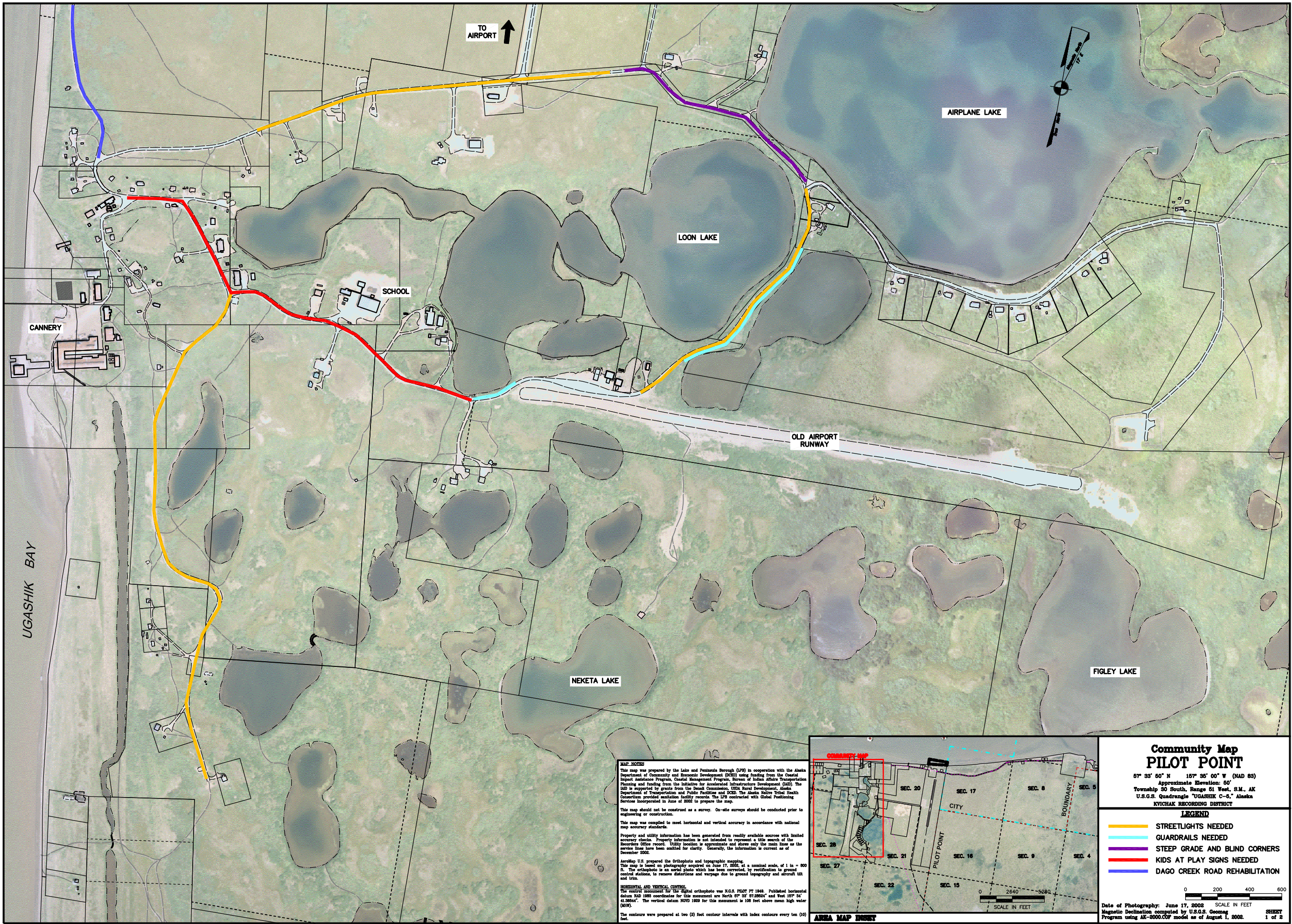
Federal Highway Administration (FHWA), 2012. “Developing Safety Plans: A Manual for Local Rural Road Owners.” Published March 2012.

State of Alaska Military and Veteran Affairs, 2013. Division of Homeland Security and Emergency Management. “Alaska Emergency Response Guide for Small Communities.” Published March 2013.

Western Regional Climate Center (WRCC), 2018 Alaska Climate Summaries for King Salmon WSO AP, Alaska Station 504766 for Period of Record 07/01/1955 to 12/31/2005. Website: <https://wrcc.dri.edu/summary/climsmak.html>

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FIGURES



MAP NOTES
This map was prepared by the Lake and Peninsula Borough (LPB) in cooperation with the Alaska Department of Community and Economic Development (DCED) using funding from the Coastal Impact Assistance Program, Coastal Management Program, Bureau of Indian Affairs Transportation Planning and funding from the Initiative for Accelerated Infrastructure Development (IAID). The IAID is supported by grants from the Small Community, USDA Rural Development, Alaska Department of Transportation and Public Facilities and DCED. The Alaska Native Tribal Health Consortium provided aviation facility records. The LPB contracted with Global Positioning Services Incorporated in June of 2002 to prepare the map.

This map should not be construed as a survey. On-site surveys should be conducted prior to engineering or construction.

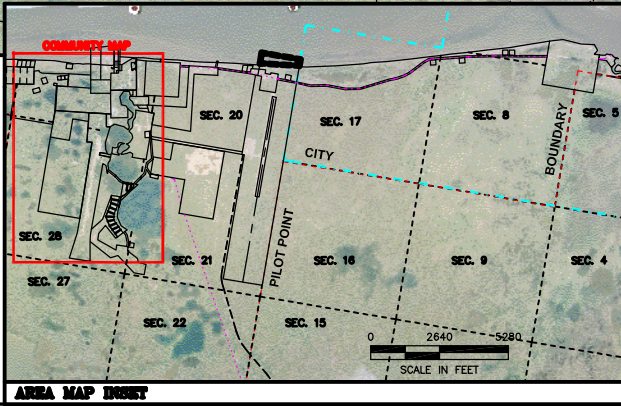
This map was compiled to meet horizontal and vertical accuracy in accordance with national map accuracy standards.

Property and utility information has been generated from readily available sources with limited accuracy checks. Property information is not intended to represent a title search of the Recorder's Office records. Utility location is approximate and shows only the main lines as the service lines have been omitted for clarity. Generally, the information is current as of December 2002.

AerialMap U.S. prepared the Orthophoto and topographic mapping.
This map is based on photography acquired on June 17, 2002, at a nominal scale of 1 in = 800 ft. The orthophoto is an aerial photo which has been corrected, by rectification to ground control stations, to remove distortions and warpage due to ground topography and aircraft tilt and lens.

HORIZONTAL AND VERTICAL CONTROL
The control monument for the digital orthophoto was N.G.S. PILOT PT 1949. Published horizontal datum NAD 1983 coordinates for this monument are North 67° 33' 57.28854" and West 157° 34' 41.38944". The vertical datum NAVD 1983 for this monument is 108 feet above mean high water (MHW).

The contours were prepared at two (2) foot contour intervals with index contours every ten (10) feet.



**Community Map
PILOT POINT**

67° 33' 50" N 157° 35' 00" W (NAD 83)
Approximate Elevation: 50'
Township 30 South, Range 61 West, S.M., AK
U.S.G.S. Quadrangle "UGASHIK C-6," Alaska
KVICHAK RECORDING DISTRICT

LEGEND

- STREETLIGHTS NEEDED
- GUARDRAILS NEEDED
- STEEP GRADE AND BLIND CORNERS
- KIDS AT PLAY SIGNS NEEDED
- DAGO CREEK ROAD REHABILITATION

Date of Photography: June 17, 2002
Magnetic Declination computed by U.S.G.S. Geomag Program using AK-2000.COP model as of August 1, 2002.

SCALE IN FEET
0 200 400 600

1 of 2



Legend & Notes

- BEAR SIGNS NEEDED ON LANDFILL ROAD
- DAGO CREEK ROAD REHABILITATION
- TRAIL TO UGASHIK
- TRUCK CROSSING/YIELD SIGNS NEEDED

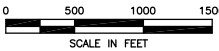
MAP NOTES
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AREA USE MAP
PILOT POINT

67° 33' 50" N 157° 35' 00" W (NAD 83)
Approximate Elevation: 50'
Township 30 South, Range 61 West, S.M., AK
U.S.G.S. Quadrangle "UGASHIK C-5," Alaska
KVICHAK RECORDING DISTRICT

SEE SHEET 1 FOR DETAILED COMMUNITY MAP



Date of Photography: June 17, 2002
Magnetic Declination computed by U.S.G.S. Geomag
Program using AK-2000.COP model as of August 1, 2002.

SHEET
2 of 2

PILOT POINT AREA USE MAP SHEET 2 1"-500' (2002 PHOTOGRAPHY)

APPENDIX A: PUBLIC INVOLVEMENT



TRIP REPORT & MEETING MINUTES

Project: **BBNA THMP & TTSP Project**

Bristol Project No: 32190013

Reference: Pilot Point Planning Team & Public Meetings

Date of Meeting: October 23, 2018

Location of Meeting: Pilot Point Village Council 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 Pilot Point around 10:45 AM on Tuesday, October 23, 2018. They met with the Pilot Point Planning Team from 1:00 AM to 5:15 PM regarding the Tribal Hazard Mitigation Plan (THMP) and Tribal Transportation Safety Plan (TTSP) Project. First, we identified emphasis areas for the TTSP and discussed possible strategies to improve safety. Next, we discussed profiled hazards, existing community assets, vulnerability statements, mitigation goals, and possible mitigation strategies for the THMP.

Bristol hosted a public meeting in the Tribal Council building from 6:00 PM to 7:30 PM to discuss the THMP and TTSP. The community had an opportunity to provide comments on both plans. Jackie and Danielle stayed overnight at the Loon Point Bed and Breakfast. They departed Pilot Point around 10:45 AM the next day.

Notes taken during both the Planning Team and Public meetings are summarized below.

TTSP Planning Team Meeting Notes

- Young Drivers
 - Kids driving reckless (tricks) on ATV's
 - Kids on back can't hold on very well and one kid fell off and broke leg
 - Trespassing is a problem (kids on ATV's)
 - The airport got "tore up" by kids
- Adults mostly stick to trails.
- Drunk Driving
 - "If I see someone driving around drunk I call the VPSO"
 - VPSO has arrested people for drunk driving. This seems to curb the problem of drunk driving.
- Boating safety
 - Village has provided life vests for kids in the past.
 - People take it for granted but it is dangerous.
 - Most local drownings that happened years ago were alcohol related.

- o Training needs to happen with the transients or non-locals
 - o Crews struggles with life vest and nets. The nets get caught on the vest and there is a danger for being pulled in due to nets getting caught on the life vest.
 - o Continue to teach and reinforce safety, especially for newcomers.
- Road Maintenance
 - o Dago Creek Road has been redone about 2 years ago but needs to be readdressed because there are some areas that are washing out.
 - o Guardrails are needed in areas where the side slopes are steep. People are worried about sliding off.
 - o Need new grader and training for grader operator
 - o Dago Creek Road will always have issues because it is close to the coast.
 - o Kids are also destroying road surface with ATV's because kids are going off the side of the road wherever they want and not using designated intersections.
- Trail Safety
 - o Back road
 - o Cat trail that goes all the way to Egegik. Jensen's strip. People still use this for hunting but it is bad.
 - o Alders are growing too fast and they can't keep up with brush removal.
 - o Trail maintenance crew to help
 - o Trail that goes to the river. 14 miles by river so the trail makes it faster for Ugashik members to get into Pilot Point. People from Ugashik haul fuel and other goods from Pilot Point.
- Pedestrian Safety
 - o People should not be out on their own because of bears and wolves.
 - o Streetlights (city does maintenance)
 - o Right now streetlights are out but will be going back up.
 - o People are pretty weary of animals and VPSO keeps them at bay.
 - o Word of mouth – to alert community of animal sightings.
 - o Summer time and closures when people are walking around. Bears are walking up and down the coast.
 - Bears look in windows.
 - On top of truck
 - Got through a window in a home.
 - Bears pushing on the door
 - o Reflectors for pedestrians and kids
 - o Kids are driving fast at night in the dark
 - o Signs posted along Dago Creek about bears "Bear Crossing"
 - Many people get dropped off on the beach and have to make their way to the airport and traverse this road.
- Airport Safety
 - o Near miss – landing gear broke but kept flying. Missed runway. Hit a few lights and snow berm off to the side.
 - o Plane from Dillingham took off and landed across the river – missed runway, VHF radio.
 - o First responders and emergency responders – State Cert

- o Only one airline comes out – Grant and is unreliable. Lake Clark comes from anchorage but they are too expensive

THMP Planning Team Meeting Notes

Worksheet #3 – Asset Analysis

NOTE: This worksheet was not completed. A complete list of assets were identified. However, identifying how the hazards impact the assets will have to be completed at a different time.

- Freeze thaw cycles effect the roads
- Biggest storms are in November-December, 100 mph winds two years in a row, blew over a connex, ripped phone stations down, fencing blown down, windbreaks on houses blew off, etc.
- A storm blew in coast ice near fish tents, large slabs of ice onto Dago Creek road, flooding, bulkhead issues, took a while for flooding to subside, access issues
- 5500 acre wildfire 2005 or 2006, smoke jumpers for a week
- New clinic in the residential area, no longer a part of the village council building
- Fuel farm is in jeopardy because they are on a tidal flat, at risk of tsunami or flood
- Old post office is now privately owned, used as a storage shed now
- Multiple private grave sites throughout the community – identified on maps
- Old Eskimo gravesite, unsure who owns that land
- Main community cemetery is by the church
- Red fire building/fire hall is going to be turned into a battery backup storage building for the wind turbines
- Old landfill is not there anymore
- Airport has two equipment buildings with a grader and loader, and one runway
- Everyone has own community wells and septic systems
- A housing unit is being built – teachers, health aides, VPSO etc., well was already put in
- New fish processing plant in the works, includes housing
- Subsistence fishing down by the bulkhead at Dago creek, erosion areas, barges and boats tie up to the bulkhead, erosion is already coming around north side of the bulkhead where the underground power is being undermined
- One of the berry picking areas by the airport was destroyed by the fire
- Hunting area out the back road, splits towards Ugashik
- Have lost two portions of the cannery building to wind
- Earthquakes impact wells, and have in the past, water turns brown/black for a few days so they have to run the water and replace filters, etc., concern about well contamination or destruction, even a 5.0 earthquake has caused well sludge
- Houses shake like a boat on water
- Winters have been warmer than in the past, so they have not had as high of electric bills
- Flooding has never impacted the fuel farm (put in by Denali Commission in 2008), mostly occurring down by Dago Creek

Worksheets #4-6: Mitigation Goals and Strategies

- New buildings resilient to earthquakes, and well insulated

- Have had an emergency plan in the past, support the school for emergency shelter, ensure there is at least power at the school if the rest of the community goes down.
- Need a cross strip runway, also need a runway extension – in the winter there is too much ice in the bay to bring barges in, a longer runway would allow larger planes to land in the winter and bring equipment
- Always need more education
- Use the VHF for emergency communication, satellite phones are a good idea because VHF's rely on batteries and only relied on locally, could be included in the emergency response plan, use Spot app.
- The wind turbines provide excess energy “dump energy” which could also be used for water storage or water heaters in each home, evaluate an emergency/backup water source in case wells are damaged from an earthquake
- Houses and power lines are 10 feet away from the bank, at risk of erosion, looking at relocating houses to back ridge, but the swamp is back there, can't even drive equipment over the soft areas in the winter
- Used to have more snow in the late 90s, early 2000s
- When the temperature gets low enough, the wind chill causes the fuel to gel/freeze in pipes, so some sort of insulation of fuel tanks would be good, fuel pumps and fuel trucks freeze up too
- Check fuel and filters in tanks, education at the beginning of winter, easy ways to winterize your home such as insulating windows with blankets
- Upper village does not seem to have flooding issues, mainly in the lower areas near beach with storm surge issues
- Runoff running down main road near school causing erosion, also happens on cannery area, school needs to be built up, the runoff from the top of the hill would impact low lying areas if you put culverts in, install two culverts on either side of the fuel farm
- Education about cleaning up debris around house to prevent things from blowing around, a stack of plywood blew into a side of a bus/van and blew out all the windows and left a large dent
- More generators needed in case of power outages, training for using generators while workers repair broken lines, no backup generator at the school – needed to refrigerate medications, etc.
- Would like to work with the school for emergency shelter, receives waste heat
- Consider burying power lines
- Find a place to store gravel (for road sanding) so it is easily accessible when it's icy, identify a storage building
- Can experience snow drifts – consider ideal locations for snow fencing?
- In the past, the City provided snow “creepers” for employees, might be nice to provide to people again
- People have emphysema, are concerned about ash getting into homes
- The power plant has air intake filters, but would need to change the filters if there is a lot of ash, already changed about every 6 months
- Need a better way to cut the brush instead of tearing out the roots or doing by hand
- Have had numerous grass fires at houses and the dump, need a central water storage or some sort of hydrant at the dump and in places that are not easily accessed by the fire

truck and far away from the lakes, need at least one more fire truck, need to update and maintain equipment, need to update training and reactivate volunteer fire department

- Need to fund a safety director to coordinate these projects
- Currently purchasing a fire truck with a 3000 gal capacity, custom built
- Monthly newsletter about fire safety, or winter safety, bear safety, etc.

TTSP Public Meeting Notes

- One man was in an ATV accident and broke his neck, due to sharp bank of the road at a curve, which caused the vehicle to roll over
- Cell service is horrible, can hardly get service in homes
- Bottom of hill is a concern, people don't like to drive on that section in winter due to ice
- Two ATVs had a head-on collision, minor head injuries, approximately 16-years old
- Remove "creek crossing," there are no creek crossings on trails
- Worried about intoxicated people with guns
- Wolves and bears are a concern
- Slippery hills

THMP Public Meeting Notes

- Had a tundra fire
- Windows are squeaky due to high winds
- Lost a wind breaker a few years ago
- Lost two houses due to a fire (replaced by BIA), the responders did not switch the correct lever on the pump/fire truck while trying to pump water from the lake and ended up burning up the motor, need training
- Wind causes fire to jump out of incinerator, dry grass nearby is a concern
- Fuel tanks need some sort of wall or containment structure, or fire response equipment nearby, interested in getting dry fire hydrants around town at critical areas which would pull water from the lakes or a storage tank
- Wood stoves desired for homes
- Suggest having a backup heater (e.g. propane) in homes for power outages
- Winterization, better insulation
- Telling people what to do when it's cold, go to the school, some elders just wait for the power to come back on
- Go to higher ground if it's flooding, identify a community muster point
- Distribute existing plans, concerned that plans are forgotten
- Desire a tri-council meeting (city, tribe, corporation) for public safety and mitigation, designate a person or team to continue these efforts and renew plans and safety resources
- Community meetings once a month with potlucks
- Flyers and newsletters, continuously remind people word of mouth
- Fire truck training needed

Attachments:

1. Planning Team Meeting Sign-in Sheet
2. Planning Team Meeting Agenda
3. Safety Plan Candidate Emphasis Areas
4. Safety Implementation Plan Notes
5. THMP Worksheet #3: Asset Analysis
6. THMP Worksheet #4: Vulnerability Statements
7. THMP Worksheet #5: Mitigation Goals
8. THMP Worksheet #6: Mitigation Strategies
9. Public Meeting Sign-in Sheet
10. Public Meeting Flyer
11. Public Meeting Handout
12. Public Meeting Presentation Slides
13. Maps

End Meeting Minutes

CC: File

Planning Team Meeting

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

Date / Location: October 23 , 2018

Sign In Sheet

[illegible]

HAZARD MITIGATION PLAN & TRANSPORTATION SAFETY PLAN

PLANNING TEAM MEETING AGENDA

Transportation Safety Plan

1:00 PM Introductions & Project Background

1:15 PM Determine Emphasis Areas

1:30 PM Implementation Plan Matrix

2:30 PM BREAK

Hazard Mitigation Plan

2:45 PM Worksheet 3 – Risk Analysis

3:30 PM Worksheet 4 – Vulnerability Statements
Worksheet 5 – Mitigation Goals

4:00 PM Worksheet 6 – Mitigation Action Plan

5:00 PM BREAK

6:00 PM COMBINED PUBLIC MEETING (1.5 HOURS)

Pilot Point Tribal Transportation Safety Plan
Candidate Emphasis Areas

Emphasis Area	Strategic Linkage	Potential Strategies
Young Drivers	• 3 ATV roll-overs on beach involving kids between 12-15 years old • 1 bike accident, broken leg • Speeding issues in summer	• Provide extra helmets • Set fine amounts for City ordinance • ATV safety education
Drunk Driving	• 2 crashes with suspected alcohol use, serious injuries, medevac required • 1-2 DUIs per year	• Education • Road improvements • Treatment, prevention • Alcohol restrictions
Boating Safety	• 4 drowning accidents, no life vest use • Heavy boat traffic in summer, ~50 tenders, 200-300 boats	• Refresh Kids Don't Float • Boating safety classes • Enforce life jackets
Road Maintenance	• Many ATVs sliding on ice • 3 crashes occurred on roads with thick brush, blind corners	• Annual brush clearing • Road dust control • Snow plowing / gravel on ice • Grading after summer
Road Rehabilitation	• Many roads are eroding • Accidents involving flipped ATVs on steep embankments	• Rehabilitate eroded roads and mitigate drainage issues • Install guardrails on Lake Road • Install truck crossing sign at Airport intersection
Trail Safety	• 1 flipped ATV on hunting trail, shoulder injury • Poor trail conditions • Lack of communication out of town	• Construct River Road • Install winter trail markers • Thin ice warning signs • Safe creek crossings • Hunter safety course • Improve GCI service

Legend:

Village Council Wish List

VPSO Recommendations

IMPLEMENTATION PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
Young Drivers						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	ATV classes, VPSO go into school (education), Newsletter or meeting letting them know fines will start, raffle for kids wearing helmets		Village Council / City	ASAP		
ENFORCEMENT	Helmets (helmet ordinance), Put fine on electric bill, Take class and take ATV away (reevaluate ordinance and maybe change fine)		VPSO			
ENGINEERING	Speed Limit, Cameras, flashing speed limit sign					
EMERGENCY SERVICES	EMT Training, hire 1/2 time safety director					

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT
TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
Drunk Driving						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Use state DWI posters and videos, school based instructions					
ENFORCEMENT	continue VPSO taking keys away during a big party.					
ENGINEERING	Breathalyzers, ignition interlocks?,					
EMERGENCY SERVICES	Use tribal building as place to stay					

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
Boating Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	boating safety class at beginning of summer, kids don't float (website with curriculum)					
ENFORCEMENT	Working with Coast Guard to enforce, Working with Fish and Game, Post state laws on beach for safety, consider adopting ordinance		Fish and Game			
ENGINEERING	maintain lights, instructional signs with preparedness ideas and statistics of drownings, channel bouys in and out of Dago Creek					
EMERGENCY SERVICES	replenish life vests (kids don't float), loaner board					

IMPLEMENTATION PLAN

EMPHASIS AREA #4			STRATEGIC LINKAGE			
Road Maintenance						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	Training for grader operators		Village and City			
ENFORCEMENT	developing a maintenance plan		Village and City			
ENGINEERING	Brush clearing (especially by school), secure equipment for brush clearibng, dust control		City			
EMERGENCY SERVICES	continue to provide snow removal service					

IMPLEMENTATION PLAN

EMPHASIS AREA #5			STRATEGIC LINKAGE			
Road Rehabilitation						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	education for rock crushers,					
ENFORCEMENT	truck crossing sign by the airport, yield signs on top of hill and going to airport,					
ENGINEERING	obtain rock crusher, guardrails		BBNC			
EMERGENCY SERVICES	traffic control, cones, continue to maintain road					

IMPLEMENTATION PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
Trail Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	hunter safety course					
ENFORCEMENT	use GPS to help track location while out on trails.					
ENGINEERING	River road project (haul heating oil), trail markers					
EMERGENCY SERVICES	GPS loaners, improve GCI coverage					

IMPLEMENTATION PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
Pedestrian Safety						
OBJECTIVES						
SUCCESS INDICATORS						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
EDUCATION	teach kids on which side of road they should walk on.					
ENFORCEMENT						
ENGINEERING	Street lights (on every pole), school zone safety signs on School road					
EMERGENCY SERVICES	Reflectors					

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT
TRIBAL TRANSPORTATION SAFETY 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	educate about airport safety (don't drive on runway, keep clear of where airplanes land / park)					
ENFORCEMENT	stay off runway					
ENGINEERING	dust control, parking area for vehicles waiting for planes					
EMERGENCY SERVICES	first responders					

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Earthquake	Erosion	Extreme Cold	Flood	Severe Wind	Severe Winter Weather	Volcano	Wildfire				
Cannery Building / City Maintenance Shop	5			X	X		X	X	X	X	X				
Electrical Utility Shop															
School															
City Hall															
Traditional Council Office															
Clinic															
Store															
Post Office															
Teacher Housing															
City Power Plant & Tank	N/A														
City Building															
Russian Orthodox Church															
VPSO Housing															
Multiple Gravesites	N/A														
Graveyard	N/A														
Airport (2 equipment buildings with equipment)															

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Earthquake	Erosion	Extreme Cold	Flood	Severe Wind	Severe Winter Weather	Volcano	Wildfire				
City owned leach field and sewage utilities															
Sewage Lagoon	N/A														
Landfill	N/A														
Dock															
Gravel Pit															
Gas Station															
Barge Landing															
Trails	N/A														
Roads	N/A														
Overhead Power Lines															
Tribally Owned Equipment															
Wind Turbines															
Red Fire Building/Battery Back Up															
VPSO Office															
Bristol Bay Cellular, ACS, GCI Towers															
Public Service Housing															

Risk Analysis Worksheet *(Profiled Hazards Only)*

Column A Facility Name	Column B Number of Occupants	Column C Location	Column D Estimated Value	Column E: Hazard Impacts <i>(Fill in Hazards in Blank Columns Below)</i>											
				Earthquake	Erosion	Extreme Cold	Flood	Severe Wind	Severe Winter Weather	Volcano	Wildfire				
Future Processing Plant															
Bulk Head															
Berry Picking areas															
Back Road to Ugashik (Subsistence Area)															

WORKSHEET #4: VULNERABILITY STATEMENTS

Based on the information gathered in Worksheets #1 through #3, develop “Vulnerability Statements” i.e. Problem Statements, and list them below in the space provide. These statements will guide you to determine mitigation goals and later, mitigation actions.

These statements should summarize the most significant risks and vulnerabilities in the community based on the information collected during the hazard analysis and risk analysis. For example, if you identified Avalanche as a significant hazard, and determined an asset such as the Clinic to be located in an avalanche zone, the Clinic may be a community vulnerability.

Below is a small set of examples.

- The North Creek Sewage Treatment Plant is located in the 100-year floodplain and has been damaged in past events.
- Newberg City recently annexed the South Woods area located in the wildland-urban interface. The City’s land use and building codes do not address wildfire hazard areas. Future development in South Woods will increase vulnerability to wildfires.
- The lighthouse, of significant historic value, is threatened by erosion from coastal flooding. The rate of erosion is 5 feet per year.
- Residents of the Village describe ground failure impacts such as some homes and facilities sinking on their pilings, particularly in the downtown “old town” area.
- The boardwalk to the new school, which is used for evacuation, has ground failure damage.
- The community’s marine fuel header has begun to sink into the ground and slant to one side.

Community Vulnerability Statements:

**Note: You many have more or less than 15 statements.*

- 1.) Minor damage to homes and structures, such as cracks, has resulted from the impacts of earthquakes
- 2.) Erosion is happening at a rapid pace and is impacting the barge landing. Erosion is taking place around the bulkhead. This would be a significant loss because it will have an impact on the barges that come in and out of the community. Additionally, there are cabins in danger of being lost due to the erosion. In order to protect these cabins they will need to be moved father back.
- 3.) Extreme cold conditions cause the usage of heating fuel to increase and as a result is a financial burden to residents because of the need to pay more for heating fuel and electricity.
- 4.) A portion of Dago Creek Road floods every year. Flooding also impacts local set net cabins and the bulkhead.
- 5.) The community has experienced significant power outages in the past due to severe wind. This would significantly impact the community if long power outages happened in the winter time. These high wind events also cause siding and tin roofs to be blow off as well as smaller structures to be blown down. The community also relies on air transportation, in and out of the community. Airplanes will not fly into the community during these high wind events.

Community Vulnerability Statements (Continued):

- 6.) The graders have a hard time keeping up with snow removal during severe winter weather events. This makes a problem for residents because they are unable to haul garbage out of the community. If roads are not cleared and are impassable this could create a problem for the fire crew and make it hard to deal with community fires. These winter weather events also make it hard for flights to get into the community, and could cause the post office to be closed. This could impact residents that need their medication.
- 7.) Volcanic ashfall in the community would impact the ability of airplanes to get in and out of the community. This is a concern if there is a medical emergency. Also, fifteen years ago, gases from the volcano leached into the rivers and lakes and impacted the fishing subsistence in the area.
- 8.) The community is at risk for wildfires because it surrounded by a lot of alders and brush. There was a large fire in 2005 that burned approximately 5,500 acres. These fires impact local subsistence areas. The smoke impacts the residents, especially those with respiratory issues.
- 9.) _____

- 10.) _____

- 11.) _____

- 12.) _____

- 13.) _____

- 14.) _____

- 15.) _____

WORKSHEET #5: MITIGATION GOALS

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

The following are a few examples of mitigation goals.

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

Using the previously created vulnerability statements as a guide, and the provided examples, create the Community Tribal Hazard Mitigation Plan (THMP) Mitigation Goals.

Mitigation Goals:

**Note: You may have more or less than 15 statements.*

- 1.) Reduce the possibility of damages due to earthquakes.
- 2.) Reduce the possibility of damages due to erosion.
- 3.) Reduce the possibility of damages due to extreme cold conditions.
- 4.) Reduce the possibility of damages due to flooding.
- 5.) Reduce the possibility of damages due to severe wind events.
- 6.) Reduce the possibility of damages due to severe winter weather events.
- 7.) Reduce the possibility of damages due to volcanic eruptions.
- 8.) Reduce the possibility of damages due to wildfires.
- 9.) Promote development that is disaster-resistant.
- 10.) Build the capacity of the Tribe to prepare, respond to, and recover from disasters.
- 11.) Promote recognition and mitigation of all natural hazards that affect the Community.
- 12.) _____

- 13.) _____

Worksheet #6 Mitigation Actions

ACTIONS
Column B2
Description
Earthquake-Teach people what to do in an earthquake, back up water for community members to use when wells are disturbed, from turbines store water or heat water
Erosion- Cages for rocks to put around bulk head (people to implement), feasibility study for problems around bulk head, relocate power poles, relocate buildings, culverts near school
Extreme Cold- heat protection or insulation for fuel tanks, winterization checklist, educate and remind about cold weather precautions, ideas for winterization
Flood- culvert maintenance, install culverts, ditching, hydrology study, culvert near fuel farm
Severe Wind- educate about securing items, secure items, extra generators, back up generator for clinic, bury power lines
Severe Winter Weather - plowing roads to increase access, identify additional sand storage facility, snow fence, ice cleats for residents, Educate residents about winter safety.
Volcano- stock masks at clinic, educate how to put masks on, keep ash out of homes, procedure in place to replace filters (emergency replacement, routine maintenance)
Wildfire- maintain brush, mulcher for bushes to help keep up with maintenance, centrally stored water, storage tank for water, water tank by the dump, volunteer fire team, paid leader, training for leader and volunteers, fire truck and training how to use it, building for fire truck (warm storage), home evacuation plan, educate about fire perimeter, Truck with water tank
school is emergency, agreement with school district to use the school as emergency shelter
newsletter to discuss and educate about seasonal hazards
reviewing emergency plan

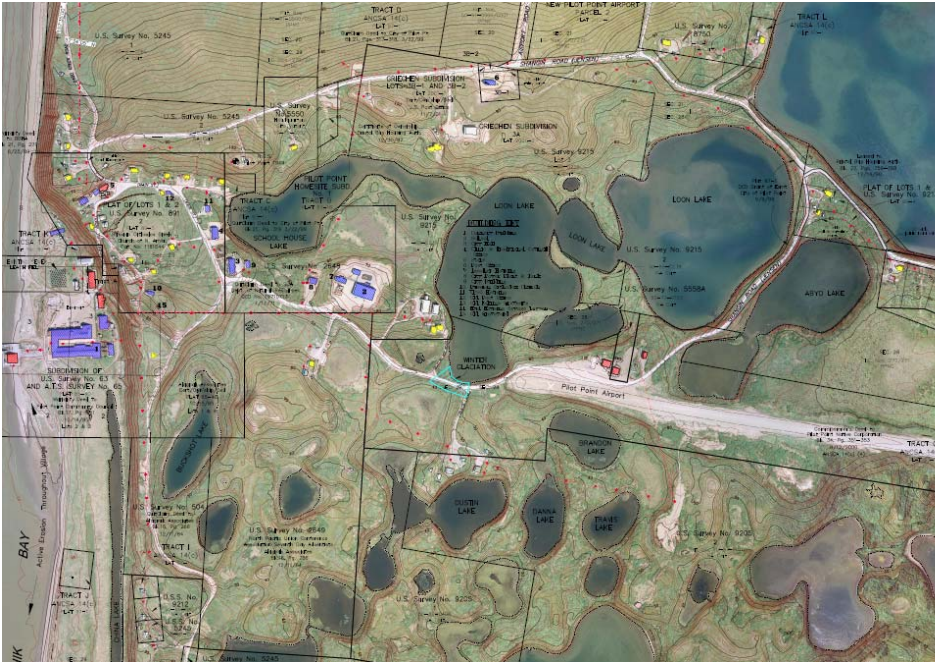
Community Meeting

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

Date / Location: October 23, 2018 at 6 PM / Tribal Council Building

Sign In Sheet

[illegible]



PILOT POINT TRANSPORTATION SAFETY PLAN & HAZARD MITIGATION PLAN

COMMUNITY MEETING

Come learn about two new projects in the works! The first is a Tribal Transportation Safety Plan, which proposes strategies to improve safety of 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 10/15/2018

**Tuesday
October 23, 2018
6:00 PM**

**Tribal Council
Building**

Refreshments

Door Prizes

**Discuss the
future of Pilot
Point!**

For more information or to
submit comments contact:

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

Bristol



ENGINEERING
SERVICES COMPANY, LLC



Community Meeting Handout **Pilot Point Tribal Transportation Safety Plan** October 23, 2018

Dear Participant;

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

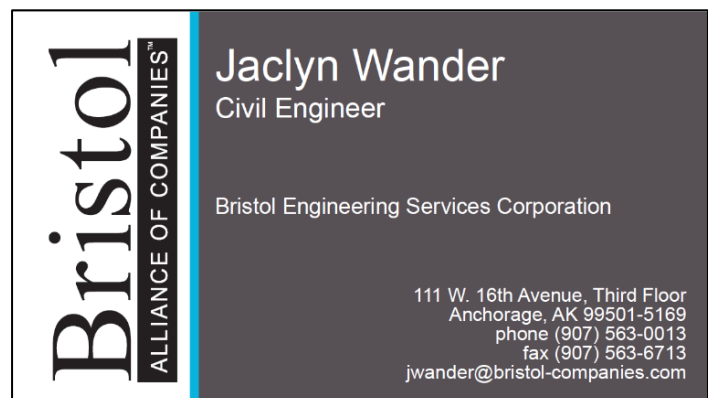
Bristol Engineering has been contracted by Bristol Bay Native Association (BBNA) on behalf of the Pilot Point Village Council to develop a Tribal Transportation Safety Plan (TTSP) for your community. A TTSP is a collaborative and comprehensive document that identifies transportation safety issues and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

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

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

Sincerely,

Jaclyn (Jackie) Wander
Civil Engineer II





Community Meeting Handout **Pilot Point Tribal Hazard Mitigation Plan** October 23, 2018

Dear Participant;

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

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

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

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

Sincerely,

Danielle Dance
Civil Engineer I

Attachments:

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





Bristol Bay Native Association Transportation and Infrastructure Development

August 2018 Newsletter 1

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

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

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

What is Hazard Mitigation?

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

Why Do We Need A Hazard Mitigation Plan?

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

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

The Planning Process

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

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

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

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

We Need Your Help

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

Establishing a Planning Team is a very important step.

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

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

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

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

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

BBNA Tribal Hazard Planning Team

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

Public Participation

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

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

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

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

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

Volcano Information

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

Weather Information

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

WEBSITES

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



TAKE ACTION AND PREPARE



FEMA
FEMA V-1021
Catalog No. 1872-3

April 2018

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



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



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



Ready.gov/prepare



TAKE ACTION AND PREPARE



FEMA
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[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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Insure Property

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Native Village of Pilot Point
Public Meeting
October 23, 2018

Native Village of Pilot Point Tribal Transportation Safety Plan

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

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Native Village of Pilot Point
Public Meeting
October 23, 2018

Safety Minute



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

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Public Meeting
October 23, 2018

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

"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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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

- ▶ Native Village of Pilot Point
- ▶ City of Pilot Point
- ▶ Pilot Point Native Corp.
- ▶ Pilot Point Clinic
- ▶ Alaska State Troopers
 - King Salmon Post
- ▶ Lake & Pen. School District
- ▶ BBAHC
- ▶ BBNA
- ▶ Bristol Engineering / BBNC
- ▶ Alaska DOT&PF
- ▶ FHWA
- ▶ BIA TTP
- ▶ DNR / Coast Guard



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Existing Safety Efforts

- ▶ **Road Maintenance**
 - Grading / potholes
 - Brush cutting
 - Snow removal
 - Replacing streetlights
 - Sanding in winter
- ▶ **Infrastructure Projects**
 - River Road Project
 - Hunting / Route to Ugashik
 - Maintenance Building
 - Road Rehabilitation / Relocation
- ▶ **Airport / Dock / Boat Launch**
 - Grading
 - Beacon lights
- ▶ **Community Safety Resources**
 - VPSO
 - Health Aid – Life Jackets
 - Helmet Law
 - Communication / Education



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Data Collection

- ▶ VPSO Data
 - ATV Accidents
 - Boating Accidents
 - Plane Crash
- ▶ Traffic Counts
- ▶ Public Surveys



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VPSO Crash Data

- ▶ **Crash 1 (2002)**
 - ATV ran off road
 - Suspected alcohol use
 - Paralyzed
- ▶ **Crash 2 (2012)**
 - ATV ran off road late at night
 - Intoxicated
 - Neck injury
- ▶ **Crash 3**
 - Hunting trail
 - Flipped ATV
 - Shoulder injury, wrecked ATV
- ▶ **Crash 4**
 - ATV hit kid on bike
 - Broken leg
 - Visibility issues
 - Reckless / careless biking
- ▶ **3 ATV rollovers on beach**
 - Kids 12-15 years old
 - Minor leg & arm injuries



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Other VPSO Data

- ▶ Countless ATVs sliding off road due to ice
- ▶ 1 Pedestrian slipped on ice
 - Broken hip
- ▶ 4 Drowning Incidents
 - No life jackets
- ▶ 1-2 DUIs per year on average
- ▶ 1 plane crash in 2010
 - Taking off on road
 - Wing clipped berm
 - No injuries



Photo Source: Alaska Department of Natural Resources

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North Village of Pilot Point
Public Meeting
October 23, 2018

Traffic Counts

Alaska DOT&PF
Average Annual Daily Traffic (AADT) Data
2015-2017

Aerial map of the Bristol area showing the coastline and four roads: Landfill Access Road, Airport Road, Shagin Road, and Main Street. The roads are highlighted in blue.

Street Name	2015 AADT	2016 AADT	2017 AADT
Main Street	NO DATA	NO DATA	78
Shagin Road	NO DATA	75	75
Airport Road	NO DATA	NO DATA	51
Landfill Access Road	NO DATA	NO DATA	50

[illegible]

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BRISTOL COMMUNITY COLLEGE

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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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BRISTOL COMMUNITY DEVELOPMENT
BRISTOL COMMUNITY DEVELOPMENT

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Candidate Emphasis Areas

- ▶ Young Drivers
 - ATV Speeding
- ▶ Drunk Driving
- ▶ Boating Safety
 - Life jacket enforcement
- ▶ Road Maintenance
 - Brush cutting
 - Mitigate road dust
- ▶ Road Rehabilitation
 - Eroded areas
 - Guardrails on Lake Road
 - Truck crossing sign, Airport Rd
- ▶ Trail Safety
 - River Road to Ugashik
 - Markers
 - Thin ice warning signs
 - Better cell service
 - Creek crossings
- ▶ Pedestrian Safety
 - Reflectors
 - Education
- ▶ Airport Safety
 - Keeping people off runway
- ▶ **Others? Comments?**

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Implementation Plan

EMPHASIS AREA #1		STRATEGIC LINKAGE			
SPEEDING		80% of survey respondents marked "Speeding" as a high priority, making it the 4th highest community safety priority - Installing speed bumps was the second most common suggestion in the community surveys regarding actions to improve transportation safety - At least 2 out of 6 reported car crashes involved excessive rate of speed			
OBJECTIVES		Reduce the risk and severity of speeding-related car crashes			
SUCCESS INDICATORS		Slower driving speeds around the community			
KEY ACTIONS	TARGET OUTPUT	RESPONSIBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING AND EVALUATION
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 penalize speeders, 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 complaints before and after installation of speed bumps
ENGINEERING Install partial speed bumps at ideal locations to reduce speeds, especially within the school zones or on streets with high pedestrian traffic	Reduce speeding on community streets. Reduce the number of speeding-related car crashes	Transportation Coordinator, Tribal Administrator	Summer 2023	Number of speed bumps installed around the community. Reduced number of speeding-related accidents	Keep record of speeding-related accidents before and after installation of speed bumps
EMERGENCY RESPONSE Maintain a local VPSO. Investigate possible to get 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 accident	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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Next Steps

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



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October 23, 2018

Questions or Comments

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Public Meeting
October 23, 2018

Pilot Point FEMA Tribal Hazard Mitigation Plan

Bristol Engineering Services Company, LLC
Danielle Dance

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Native Village of Pilot Point
Public Meeting
October 23, 2018

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
Erosion Information Paper - Pilot Point, Alaska
March 3, 2008

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Public Meeting
October 23, 2018

Project Background

- BBNA DOTD 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



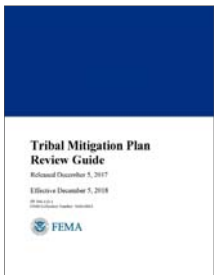
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FEMA Tribal Hazard Mitigation Plan (THMP)

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



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Funding

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



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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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Community Assets

- Asset
 - People
 - Economy
 - Built Environment
 - Natural Environment
- Major Community Assets
 - School
 - Council Office
 - Clinic
 - Post Office
 - Church
 - Cemetery
 - Airport
 - Roads
 - Landfill
 - Utilities
 - Others



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Mitigation Goals

- Goals Based on Vulnerability Statements
 - Erosion is happening at a rapid pace and causing problems around the bulk head. Additionally, there are structures at risk to being lost.
 - The community has experienced significant power outages in the past due to severe wind.
 - There was a fire around 2005 that damaged approximately 5,500 acres.



FEMA Local Mitigation Planning Handbook
March 2013

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Mitigation Goals

- Community Goals
 - Reduce possibility of damages due to:
 - Earthquake
 - Extreme Cold
 - Severe Wind
 - Volcano
 - Erosion
 - Flood
 - Severe Winter Weather
 - Wildfire
 - Promote development that is disaster-resistant.
 - Build the capacity of the Tribe to prepare, respond to, and recover from disasters.
 - Promote recognition and mitigation of all natural hazards that affect the Community.

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Mitigation Actions

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

FEMA Local Mitigation Planning Handbook
March 2013

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Mitigation Actions (Continued)

- ▶ Mitigation Actions
 - Monthly newsletter to discuss seasonal hazards.
 - Maintain brush around community.
 - Acquire a centrally located water source for fire suppression.
 - Acquire a back-up generator for the clinic.
 - Feasibility study to determine solutions for erosion.
 - Culverts and ditching to reduce flooding.
- ▶ Educating people how to prepare their homes and make homes more resilient.
- ▶ What other suggestions do you have?

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Continued Public Involvement

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

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

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Questions or Comments

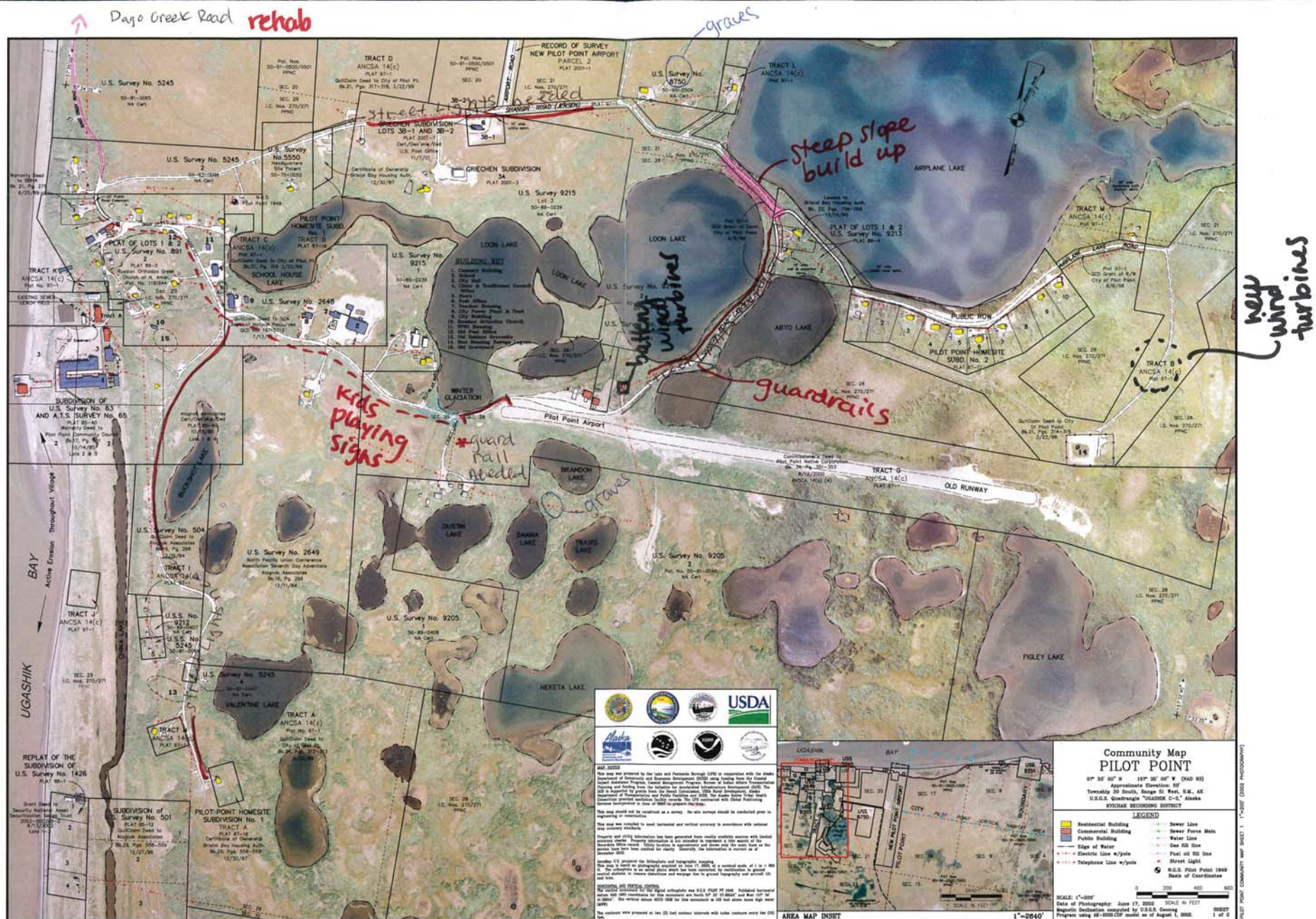
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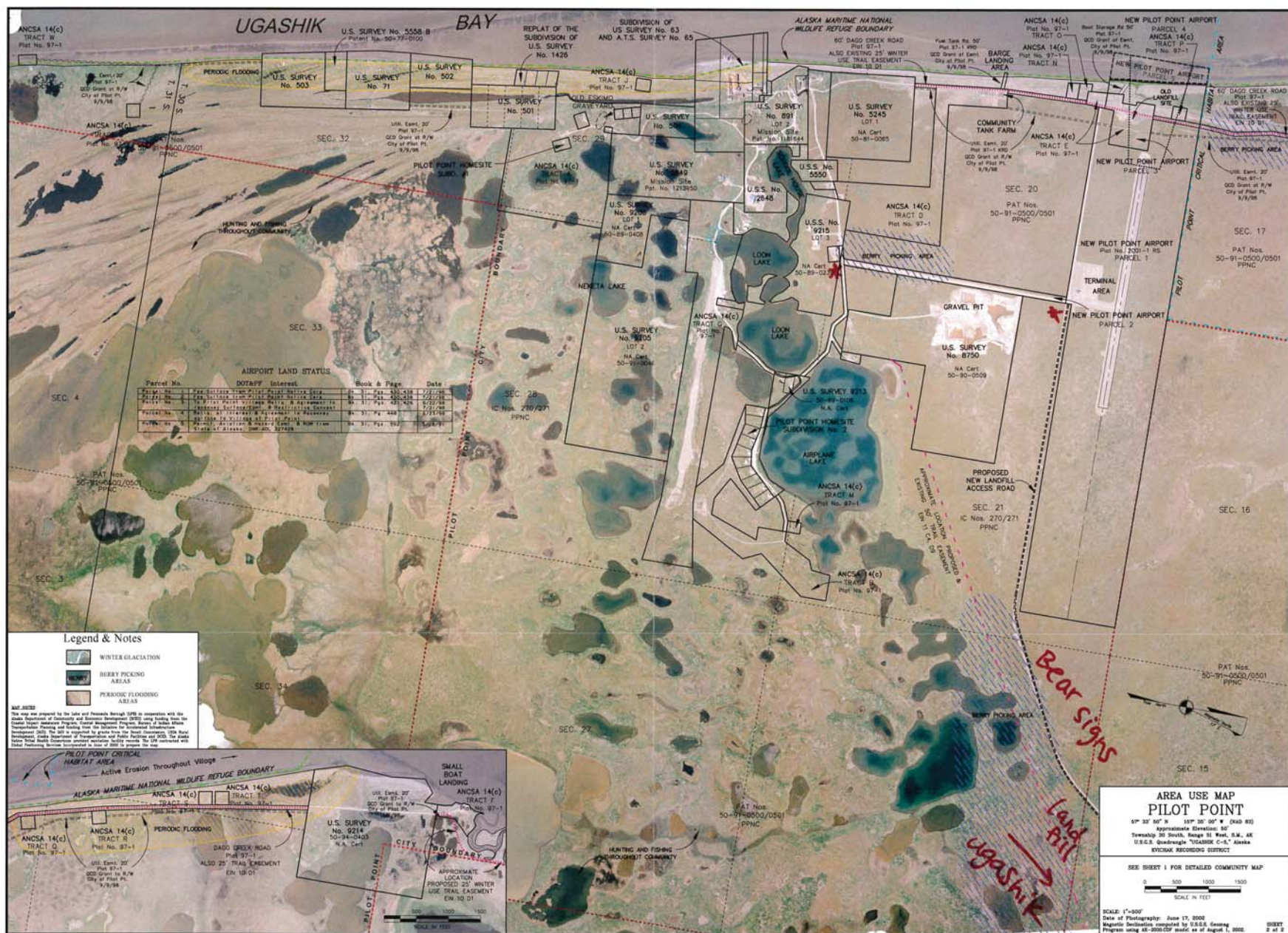
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QUYANA!

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APPENDIX B: COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY

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

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

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? _____

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

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.

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>Wotfs</u>	H	M	L
Other <u>Bears</u>	H	M	L
Other _____	H	M	L

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 29

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 No

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?

' Safe Roads @ Signs (Pot holes in Road)

' Reduce 4 wheeler Speed (Speed Signs)
and give tickets so they learn.

' street lights

COMMUNITY SURVEY

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

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

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	H	M	L
Poor road design (narrow roads, steep roads)	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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 24

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

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

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 2016

What happened? Driving while intoxicated

What caused the accident? DWI

Where did the accident occur? Main City Road

How old were the people involved? 40+

What were the injuries or property damage? None

What types of vehicles were involved? four wheeler

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

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

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

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

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

Education on what could happen to others & people involved. Awareness to kids & teenagers for proper safety. Awareness is a bigger priority in my opinion.

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? _____

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

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.

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 20

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

<u>4-wheeler</u>	Snow machine	Truck	<u>Car</u>	SUV
<u>Walk</u>	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?

cut bushes down where there are turns.

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 32

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: no

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?

Figure out a safety plan with the
community.

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

Guardrails around curves in road.
Signs/enforcement
Kids not enforced to wear helmets

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

Victor/Janice washout
Sanding icy roads
age appropriate training for 14yr

main means of transportation

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 77

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 August / 2014

What happened? wrecked a stolen SUV

What caused the accident? speeding

Where did the accident occur? airport road

How old were the people involved? under 30 yrs

What were the injuries or property damage? totaled vehicle

What types of vehicles were involved? SUV

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 no passengers when ambulance arrived

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

0

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

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

victoria's drainage

- drive way maintenance for elders

VHF's to contact village members

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 80 - 73
mike maggie

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 Ø

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?

Ø

G

Grig

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

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

corner of Delmar
City Corner
&
McCart's corner
Gravel rail
Yield signs
Visible corner
markers

standing water
downtown
slow traffic down

school
district?
we need patrol
& speed monitor.

cutting orders
maintaining trail,
need ramp for
haul out.

provide vests
for kids @ bulkhead!
Search & rescue
year,

education
VHS in every
home for
emergency
response.

F

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 60

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 August/2014

What happened? Stolen car incident

What caused the accident? high speed, unstable road drinking

Where did the accident occur? airport road

How old were the people involved? late 30's

What were the injuries or property damage? totalled the car

What types of vehicles were involved? Ranger 2000

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?

speed bumps downtown, a permanent speed bump/
culvert @ victors, one before the curve @ city.

Rick

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

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

(E)

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 64

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

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

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 2015 fall

What happened? rolled vehicle

What caused the accident? Drinking & Driving

Where did the accident occur? Dago Creek Rd.

How old were the people involved? 25

What were the injuries or property damage? wrecked vehicle

What types of vehicles were involved? SUV

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?

0

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 60's

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

4-wheeler	Snow machine	<u>Truck</u>	Car	SUV
<u>Walk</u>	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 July

What happened? drunk driving rollover

What caused the accident? Alcohol

Where did the accident occur? rd to beach from airport

How old were the people involved? teenager + adult

What were the injuries or property damage? truck received damage

What types of vehicles were involved? one truck chevy

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.

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 66

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?

yield sign on road "Y"
yield sign on top of hill for dogs road
yield sign coming out of school (or stop)

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

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

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 38

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 7

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?

Nick Neketa

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

COMMUNITY SURVEY

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

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

Enforce speeding
Kids should do
community service

young people
arent aware of
street regulations

Brush removal
at intersections
keeping trail open

Fire response
needs to be
addressed

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

so far nice
road cond.

- in town floods
San/Vic

speeding creates
dust

constant repairs
needed

Enforcement
at bulkhead fishing
months

A

PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 72

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 May/2015

What happened? village truck rolled no investigation or retribution

What caused the accident? Alcohol suspected

Where did the accident occur? Pilot Point road

How old were the people involved? mid 20's

What were the injuries or property damage? totaled truck

What types of vehicles were involved? Black SUV

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?

Law enforcement on young drivers.

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



PILOT POINT
2019 TRIBAL TRANSPORTATION SAFETY PLAN

2. How old are you? 77

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?

yield sign on road Y's
stop sign on school driveway

APPENDIX C: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #1			STRATEGIC LINKAGE			
Young Drivers			► Multiple accounts of ATV rollover accidents involving young kids driving recklessly on the beach, one resulting in a broken leg. ► Community complaints of trespassing and speeding. ► 67% of survey participants marked "lack of helmet use for ATVs and bicyclists" as a high safety priority.			
OBJECTIVES						
Improve safety of young drivers and reduce incidences of speeding and reckless driving.						
SUCCESS INDICATORS						
Increased use of helmets, reduced speeds.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	ATV classes at school. Post ordinances and fines in newsletter and announce at meetings. Raffle or incentive pogram for kids wearing helmets.	Improve access to local driver's education. Improve community knowledge of local traffic laws. Encourage kids to wear helmets.	Village, City	ASAP	Scheduled safety classes. Official postings and announcements.	Evaluate alternatives to incentivize helmets at monthly Council meetings.
ENFORCEMENT	Clarify and enforce helmet ordinance and fine system. Evaluate other penalties such as requirement to take an ATV course or take away vehicle.	Develop and implement a system to penalize speeding. Reduce speeding.	VPSO	TBD	Meeting with safety partners and stakeholders to determine penalty system.	Regular coordination with VPSO.
ENGINEERING	Evaluate and select proper engineering strategies to reduce speeding such as speed limit signs, cameras, or flashing speed radar signs.	Reduce speeding. Increase visibility of speed limits.	Village, City	TBD	Decide on a strategy.	Discuss options at monthly Council meetings.
EMERGENCY SERVICES	Train more EMTs. Hire a part-time Safety Director.	Improve local emergency response resources. Designate a person to manage safety projects.	Village, City	TBD	EMT training completed. Job position posted and filled.	Replenish EMT training as needed.

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #2			STRATEGIC LINKAGE			
Impaired Driving			► 50% of survey participants marked "drug or alcohol impaired driving" as a high safety priority. ► VPSO citation data indicating 1 or 2 DUIs given per year. Past arrests for drunk driving. ► VPSO crash data indicating at least 2 ATV accidents involving alcohol use resulting in life-threatening injuries within the last 10 years.			
OBJECTIVES						
Reduce incidences of drunk driving in the community.						
SUCCESS INDICATORS						
Reduced complaints of reckless driving and reduced crashes caused by alcohol consumption.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Use state DWI posters and videos. School based instructions.	Improve community education about the risks of drinking and driving.	Village	2020	Posters printed and hung. Completed safety classes at school.	Schedule future classes, as needed.
ENFORCEMENT	Continue VPSO enforcement, including taking keys away during a big party.	Ensure impaired driving is penalized. Prevent accidents caused by impaired driving.	VPSO	On-going	Citations, warnings, and arrests for impaired driving.	Coordinate with VPSO at monthly Council Meetings.
ENGINEERING	Consider implementing devices such as breathalyzers and ignition interlocks.	For repeat offenders, provide stricter penalties and monitoring.	Village, VPSO	TBD	TBD	Discuss options at monthly Council meetings.
EMERGENCY SERVICES	Encourage use of tribal building as place to stay and sober up.	Provide a safety place for people to sober up, instead of driving home drunk.	Village	On-going	Community outreach.	Discuss additional emergency service strategies.

IMPLEMENTATION PLAN

EMPHASIS AREA #3			STRATEGIC LINKAGE			
Boating Safety			► An estimated 15 tenders and between 200 and 300 boats are stationed in Ugashik Bay every summer for commercial fishing. ► 2 boating accidents within the last 2 years. ► 83% of survey participants marked "lack of life evst use" as a high priority.			
OBJECTIVES						
Reduce number of boating fatalities, and increase use of life vests.						
SUCCESS INDICATORS						
Reduced boating accidents and increased use of life vests.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Host Kids Don't Float boating safety classes at the beginning of every summer. Post instructional signs with preparedness ideas and statistics of local drownings.	Improve local and transient knowledge of boating safety, and improve access to local safety resources.	Village, City	Annually	Planning and scheduling of safety classes. Signs made and posted.	Schedule future safety classes.
ENFORCEMENT	Work with safety partners to enforce boating laws. Post state laws on beach for safety. Consider adopting local ordinances.	Improve public knowledge of boating laws and safety gear required to be kept in boats. Improve enforcement of laws.	US Department of Fish and Game, US Coast Guard, City	On-going	Coordination with law enforcement agencies.	Discuss enforcement strategies at monthly Council meetings.
ENGINEERING	Maintain lights at boat harbor. Install channel buoys in and out of Dago Creek.	Ensure safe conditions at the boat harbor facility. Improve safety and organization of boating traffic flow.	Village, City	As needed, 2025 (channel buoys)	Lights inspected and replaced, as needed. Buoys engineered and installed.	Coordinate with maintenance crews.
EMERGENCY SERVICES	Continue to replenish stock of life vests at Kids Don't Float loaner board.	Ensure the public has access to rental life vests.	Village, City	On-going	Participation in Kids Don't Float program. New life vests ordered.	Inspect stock of life vests yearly and order more, as needed.

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EMPHASIS AREA #4			STRATEGIC LINKAGE			
Road Maintenance			▶ 100% of survey participants marked "dusty roads" as a high priority. ▶ 3 reported ATV accidents occurred at blind corners due to tall brush. ▶ 1 report of a broken hip from someone slipping while dismounting an ATV.			
OBJECTIVES						
Improve road maintenance efforts for dust control, brush cutting, and snow/ice removal.						
SUCCESS INDICATORS						
More frequent road maintenance, improved air quality, improved visibility at corners, fewer accidents in the winter.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Training for grader operators.	Increase operator training to ensure roads are graded properly to remove potholes and provide proper crowning for drainage.	Village, City	On-going	Scheduled and completed training.	Hire and train new operators, as needed.
ENFORCEMENT	Develop and implement a maintenance plan.	Provide a plan for maintenance crews to follow to ensure maintenance activities are performed properly.	Village, City	2020	Combined City and Village meetings. Completed plan.	Review plan annually and updated as needed.
ENGINEERING	Brush clearing (especially by school). Secure equipment for brush clearing and dust control.	Improve visibility around corners and reduce dust emissions.	City	On-going, 2020 (equipment purchases)	Purchase equipment. Training to use equipment.	Inspect roads for brush cutting areas every year.
EMERGENCY SERVICES	Continue to provide snow removal service.	Keep roads clear and remove ice to provide safe access in the winter, especially for emergency vehicles.	City	On-going	Snow plowing after every major snow event.	Coordination with operators to ensure plowing is performed in a timely manner.

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EMPHASIS AREA #5			STRATEGIC LINKAGE			
Road Rehabilitation			► Evidence of deteriorating and eroding roads. ► Accounts of ATV accidents occurring on roads with steep slopes and blind corners.			
OBJECTIVES						
Improve road conditions, mitigate potholes and erosion, improve accessibility of steep roads, reduce the risk of crashes near lakes.						
SUCCESS INDICATORS						
Successful road rehabilitation projects.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Inform public about potential road construction hazards, as needed.	Provide information about road projects to improve public awareness about safety on or near construction sites.	City, Village	As needed	Public outreach.	Repeating public announcements.
ENFORCEMENT	Install truck crossing signs and yield signs at intersections by the airport on the way to the landfill and gravel pit.	Improve community awareness of commercial vehicles, improve intersection safety, and reduce risk of crashes involving dump trucks.	City, Village	2022	Sign locations chosen. Signs ordered and installed.	Evaluate other enforcement strategies.
ENGINEERING	Obtain a rock crusher for gravel pit. Install guardrails as needed.	Provide better local aggregate material for road projects. Improve safety at areas with steep embankments.	BBNC, City	2025	Rock crusher purchased and implemented. Guardrail locations chosen and installed.	Work with local safety partners to manage rock crusher. Repair damaged guardrails.
EMERGENCY SERVICES	Control traffic during road construction. Continue to maintain roads.	Protect transportation users during road construction activities. Ensure roads are well maintained to provide safe and rapid access for emergency vehicles.	Village, City	As needed	Traffic Control Plans. Annual road maintenance.	Coordinate with contractors and maintenance crews to track progress.

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #6			STRATEGIC LINKAGE			
Trail Safety			► Cultural and economic dependence of trail system for subsistence and access to nearby communities. ► Residents express poor trail conditions. Lack of trail maintenance and cell phone service on trails.			
OBJECTIVES						
Improve seasonal trail safety and accessibility to subsistence areas and nearby communities.						
SUCCESS INDICATORS						
Trail markers and improved trail communications.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Host a hunter safety course for the community.	Improve education about safe hunting practices and traveling.	Village, City	2021	Fund, schedule, and advertise course.	Host more courses in the future, as needed.
ENFORCEMENT	Encourage residents to use GPS to help track location while out on trails.	Help find people who may get lost, stuck, or injured on trails.	Village, City	On-going	Community outreach efforts.	Evaluate other enforcement strategies at Council meetings.
ENGINEERING	River Road project. Install trail markers.	Improve safety and accessibility to Ugashik for hauling heating oil. Improve navigability of trails in the winter.	Village	2025	Funding, planning, design, and construction of River Road. Trail markers installed.	Develop project budget and schedule to track progress. Replace markers as needed.
EMERGENCY SERVICES	Provide GPS loaners for people who need them. Improve GCI coverage.	Improve communications for people traveling on trails so they can call for help in an emergency.	Village, City	2025	Community outreach efforts. Installation of new GCI tower.	Coordinate with GCI.

IMPLEMENTATION PLAN

NATIVE VILLAGE OF PILOT POINT TRIBAL TRANSPORTATION SAFETY PLAN

EMPHASIS AREA #7			STRATEGIC LINKAGE			
Pedestrian Safety			► Community survey results show walking is one of the most common modes of transportation in Pilot Point. ► 83% of survey participants marked both "lack of streetlights" and "lack of sidewalks or bike lanes" as high safety priorities. ► Multiple accounts of bear encounters within the community.			
OBJECTIVES						
Improve safety and visibility of pedestrians and reduce the risk of wildlife encounters.						
SUCCESS INDICATORS						
Increased number of streetlights and pedestrian signs on roadways, and improved access to reflectors.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Teach kids safe walking habits on roadways. Install bear warning signs on Dago Creek Road and Landfill Road. Install "Kids at Play" signs in school zone.	Increase community awareness about pedestrians, wildlife, and kids at play.	Village, City	On-going, 2021 (signs)	Signs ordered and installed. Plan and schedule safety presentations at school.	Continue education efforts. Evaluate other strategies at monthly Council meetings.
ENFORCEMENT	Work with VPSO to focus speeding enforcement in school zone and implement ordinances.	Increase enforcement efforts to reduce speeding in the school zone and protect pedestrians and students.	Village	On-going	Citations for speeding in school zone.	Discuss effectiveness of ordinances at monthly Council meetings.
ENGINEERING	Install streetlights on every pole.	Enhance visibility of pedestrians and night and in the winter.	Village, City	2021	Installation of streetlights.	Annual inspections of streetlights.
EMERGENCY SERVICES	Participate in Alaska's Bike-n-Walk safely program to obtain clothing reflectors for children. Replace burnt out streetlights.	Enhance visibility of pedestrians and night and in the winter. Provide continuous illumination for emergency response vehicles.	Village, City	2020	Reflectors ordered and passed out at school.	Utilize Village Safety Director to order more reflectors as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #8			STRATEGIC LINKAGE			
Airport Safety			► One reported plane crash described by VPSO. ► Multiple accounts of unauthorized vehicles and reckless driving on the runway. Community complaints about unclear parking area and dust emissions.			
OBJECTIVES						
Improve airport safety, improve traffic flow, reduce dust emissions, and restrict unauthorized access of runway.						
SUCCESS INDICATORS						
Reduced incidences of unauthorized vehicles on runway, improved air quality.						
4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Educate community about airport safety (don't drive on runway, keep clear of where airplanes land / park).	Reduce improper use of the runway and improve safety of pilots and passengers.	Village, City	On-going	Community outreach such as flyers and radio announcements.	Evaluate additional educational strategies.
ENFORCEMENT	Investigate ways to keep people off the runway.	Reduce unauthorized driving on the runway and airplane parking area.	VPSO, Village	On-going	Determine and implement appropriate enforcement strategies.	Coordinate with VPSO at Council meetings to evaluate other enforcement strategies.
ENGINEERING	Runway dust control. Designate a parking area via signs for vehicles waiting for planes.	Reduce dust emissions. Improve traffic flow of airport parking area.	Village, City	2021	Procure dust control equipment, and train operators. Install signs at parking area.	Ensure chosen dust control strategy is implemented as needed.
EMERGENCY SERVICES	Train more first responders in the community.	Provide additional emergency response personnel to respond to plane crashes and other emergencies.	Village, City	2021	Outreach to find volunteers. Completed first responder training.	Update training as needed.

APPENDIX D: RESOLUTION

The Pilot Point Tribal Council

Resolution No. 2020-02-01
A Resolution adopting the
Pilot Point 2020-2025 Tribal Transportation Safety Plan

WHEREAS, the Native Village of Pilot Point hereafter "Tribe" is a federally recognized tribe; and

WHEREAS, the Pilot Point Tribal Council is the governing body of the Tribe; and

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

WHEREAS, the Tribe has gained significant community input on identifying transportation safety concerns and priorities for Pilot Point through a public survey administered in October of 2018 and a public meeting held on October 23, 2018; and

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

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

CERTIFICATION

The Pilot Point Tribal Council has adopted this resolution during a meeting held on Feb. 5th, 2020, in Pilot Point, Alaska, with a quorum present.

For 4 Against Abstain Present 4 Absent 1

Victor A. Seybert
Signature

Victor A. Seybert
Print Name

President
Title

2-7-2020
Date

Suzanne Evanoff
Signature

Suzanne Evanoff
Print Name

Administrator
Title

2/7/20
Date

APPENDIX E: ANNUAL REVIEW DOCUMENTATION

(To be Added Annually)