

NATIVE VILLAGE OF CHENEGA



TRIBAL TRANSPORTATION SAFETY PLAN

*Chenega Regional Development Group
September 2023*



1 Table of Contents

1	TABLE OF CONTENTS	2
1.	INTRODUCTION	5
1.1	MISSION	5
1.2	VISION & GOAL	5
1.3	PROCESS	5
1.4	PUBLIC INVOLVEMENT	6
2.	BACKGROUND	6
2.1	LOCATION	6
2.2	POPULATION	6
	HISTORY AND CULTURE	7
2.3	TRANSPORTATION AND ACCESS	7
2.4	CLIMATE	8
3.	EXISTING RESOURCES	9
3.1	SAFETY TEAM	9
3.2	SAFETY PARTNERS	9
	• Alaska Department of Transportation (DOT)	9
	• Chugachmiut	9
	• Chugach Corporation	9
	• North Pacific Rim Housing Authority (NPRHA)	9
	• Chugach School District:	9
	• Prince William Sound Economic Development District (PWSEDD)	10
	• Chenega EMS Coordinator	10
3.3	OVERVIEW OF EXISTING EFFORTS	10
3.3.1	Road & Airport Maintenance	10
3.3.2	Boating Safety	10
3.4	PLANNING DOCUMENTS	11
3.5	EMERGENCY RESPONSE RESOURCES	11
3.5.1	Fire	11
3.5.2	Medical	12
3.5.3	Village Public Safety (VPSO)	12
3.5.4	IRA Council	12
4.	DATA SUMMARY	12
4.1	ANECDOTAL CRASH DATA	12
	• Alaska Highway Safety Office	12
	• NHTSA's Fatality Analysis Reporting System (FARS):	13
	• Boating Accidents	13
4.2	DOCUMENTATION OF NEEDS AND PRIORITIES	13
4.2.1	Community Survey	13
5.	EMPHASIS AREAS, GOALS AND STRATEGIES	14
5.1	EMPHASIS AREA 1: IMPROVE DUST CONTROL, ESPECIALLY ON CENTRAL VILLAGE ROADS.	15
5.2	EMPHASIS AREA 2: ROADWAY DEPARTURE	15
5.3	EMPHASIS AREA 3: MAINTAIN DRAINAGE DITCHES, CULVERTS, AND ROADSIDE CLEARANCES.	17
5.4	EMPHASIS AREA 4: IMPROVE CHENEGA'S SMALL BOAT HARBOR SAFETY.	17
5.5	EMPHASIS AREA 5: IMPROVE SAFETY OF AIRPORT ROAD	17
5.6	EMPHASIS AREA 6: IMPAIRED DRIVING	18

5.7	EMPHASIS AREA 7: PEDESTRIAN AND BICYCLIST SAFETY -----	18
5.8	EMPHASIS AREA 8: UNSAFE AIRPORT/LANDING STRIP-----	19
5.9	EMPHASIS AREA 9: IMPROVE BRIDGES -----	20
5.10	EMPHASIS AREA 10: LACK OF FUEL SERVICE -----	21
5.11	EMPHASIS AREA 11: BEST PRACTICES FOR SNOW REMOVAL AND CONTAINMENT -----	21
5.12	EMPHASIS AREA 12: INCREASE TRAIL SAFETY – SHELTERS, MARKINGS AND GPS LOCATIONS. -----	22
5.13	EMPHASIS AREA 13 ROAD DRAINAGE IMPROVEMENT AND POTHOLES MITIGATION -----	22
5.14	EMPHASIS AREA 14 ATV, BOATING AND SNOW MACHINE SAFETY -----	23
5.15	EMPHASIS AREA 15 VILLAGE LIGHTNING IMPROVEMENTS-----	24
6.	EVALUATION AND IMPLEMENTATION -----	24
7.	NEXT STEPS -----	25
8.	FUNDING SOURCES -----	25
EXHIBITS -----		28

2023 Tribal Transportation Safety Plan

Native Village of Chenega



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1. Introduction

Transportation safety issues have long plagued Alaska Native communities. The implementation of a Tribal Transportation Safety Plan (TTSP) will help identify problems and guide a collaborative effort toward addressing the high-risk attributes of transportation infrastructure, human behavior, and motor-vehicles. The objective is to achieve the highest level of transportation safety possible. This plan offers an assessment of transportation safety needs and provides strategies and resources that can be utilized in the pursuit of saving lives. The Chenega Corporation will be working jointly on this project with the Native Village of Chenega and the Chenega IRA Council. Chenega Corporation has organized and staffed a new organization, the Chenega Regional Development Group, LLC (CRDG). CRDG was established on June 1st, 2022. The CRDG team continuously travels to the Village to speak with elders and tribal members to better understand the needs and concerns of the community. The organizational charter of CRDG is to enrich the quality of life for all generations of Chenega people, and to facilitate self-determination in a way that honors Chenega culture and traditions. Under this relationship model, CRDG will assist the Council in updating the TTSP, and will monitor progress on all the strategies included in the plan to ensure that the actions are implemented. Additionally, as the TTSP is a “living document,” it is important that the Tribe reevaluate and update the document on a regular basis. FHWA recommends that transportation safety plans be updated at least every five years to incorporate any updated priorities, monitor progress on the plan, and optimize funding eligibility. Both the IRA Council and the CRDG team will take responsibility on updating this document on a regular basis. Chenega’s Tribal Transportation Safety Plan (TTSP) will serve as an important resource for improving the safety of transportation on tribal lands. The TTSP will identify emphasis areas, transportation safety issues, potential improvements, and implementation strategies to improve transportation safety in and around Chenega.



1.1 Mission

Safe travel within the village and throughout traditional use areas is important to the residents of Chenega. The IRA Council, with the aid of CRDG, acting as safety partners, developed Chenega’s Tribal Transportation Plan with input from several groups within the community, with the mission of reducing the risk of serious injury and death within their community. In the past twenty years, at least five injuries and one death have occurred on Chenega’s road system; the Tribe wants to see zero serious injuries or death over the next five years.

1.2 Vision & Goal

Vision

The Tribe is committed to the following vision: No one dies or is seriously injured on our roads, waters, or trails.

Goal

Protect future generations by preventing serious injury and fatalities on and throughout Chenega roads.

1.3 Process

The Native Village of Chenega requested Chenega Regional Development Group (CRDG) to coordinate and prepare the TTSP. This TTSP was developed following the process outlined below:

1. Collect community background information from available resources such as existing community planning documents.
2. Research available transportation safety data such as traffic counts, crash data, and hospital records.
3. CRDG developed a 2-pages questionnaire to help identify transportation safety concerns. Also, CRDG staff traveled to the Village to explain the TTSP, present the survey, and gather public comments on August 5th, 2023. (A sample questionnaire is attached to this plan).

4. Use data and survey results to identify safety emphasis areas for the TTSP.
5. Develop a Draft TTSP and an implementation plan for the Council to review.
6. Hold a public meeting to present the Draft TTSP and emphasis areas to the Community and collect public comment.
 - a. The Chenega Annual Meeting was held in the Community Center on August 5, 2023. During the meeting the updates on the Tribal Transportation Safety Plan was discussed.
7. Develop a Final Draft TTSP for the Council to review, incorporating Council and Community comments from the public meeting.
8. Send Final Draft to Council for approval. Council's letter of approval can be found under exhibits.
9. Develop and adopt a Final TTSP.

1.4 Public Involvement

Public involvement is at the heart of our Tribal Transportation Safety Plan. We recognize that the safety and well-being of our community members depend on a shared commitment to identifying transportation challenges and collectively crafting effective solutions. To ensure that our transportation safety initiatives truly reflect the needs and aspirations of our community, we have undertaken a comprehensive public involvement process. This process, which unfolded in August 2023, sought input from various stakeholders, including the IRA Council, the Chenega Regional Development Group (CRDG), and our valued community members.

In August 2023, we convened a public meeting, facilitated by CRDG staff members, to engage our community members directly. During this gathering, we presented our transportation safety goals and solicited feedback, questions, and suggestions. This open dialogue allowed us to harness the diverse perspectives and experiences of our residents. We distributed a comprehensive transportation survey to meeting attendees, providing a structured platform for community members to articulate their concerns, needs, and vision for transportation safety in our community. The valuable data collected from this survey has been instrumental in shaping our safety priorities.

We are committed to transparency throughout this process. All relevant documents, including the transportation survey and materials related to the public involvement process, can be found under "exhibits." This accessible repository ensures that our community remains informed and engaged in the ongoing development and implementation of our Tribal Transportation Safety Plan.

2. Background

2.1 Location

The Native Village of Chenega is located on the east side of Evans Island in Prince William Sound, within the Cordova-Valdez recording district, at latitude 60.06571° N and longitude 148.01038° W. Chenega is 42 air miles southeast of Whittier, 104 air miles southeast of Anchorage, and 50 air miles east of Seward. The village is accessible by air or water; no roads connect the community to surface infrastructure outside of Evans Island.



2.2 Population

Per 2020 U.S. Census Bureau's American Community Survey (ACS), Chenega has a population of 59 people, with the majority of 30.91% between the ages 25 and 34 (see table 1). In 2020, Chenega was classified as distressed with average earnings listed as \$15,831. While the percentage of residents employed for all four fiscal quarters

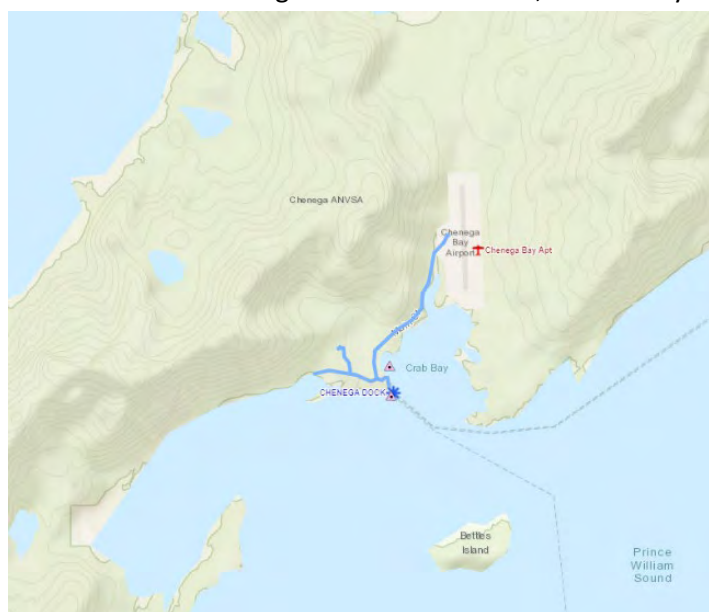
comes to about 42%, the percentage of people with earning of less than \$20,571 is 75%. The Denali Commission’s Distressed Communities Report, 2020 can be found under exhibits.

Table 1.

Age	Percent of population
0 to 18	27%
19 to 25	11%
26 to 34	11%
35 to 54	27%
55 to 64	11%
65 +	14%

History and Culture

Originally located on Chenega Island in Western Prince William Sound, the community’s history is one of displacement, but also resilience. Chenega Village was the oldest continuously inhabited village in the Sound when it was destroyed during the 1964 earthquake tsunami, which killed over one-third of the inhabitants. Villagers were relocated to urban centers and other villages around the Sound, where they remained for over twenty years before a new village, Chenega



Bay, was established on Evans Island in 1984. Just five years later, the Exxon Valdez oil spill occurred only a few nautical miles from the new village and left a second disaster in its wake. Traditional subsistence practices were forced to a halt and tribal culture was forever impacted. Out-migration ensued and the prospects for sustainable development were destroyed in the newly contaminated natural environment. On March 14, 2019, Chenega officially changed the name from Chenega Bay to Chenega. As of September 2023, Chenega is home to 59 people. The Sugpiat people of Chenega, also known as the Alutiiq, continue to live a traditional, subsistence lifestyle and speak their native language Sugt’s tun, a unique, local dialect. Elders’ ongoing efforts to preserve and pass on the culture, language, and traditions of the Chenega people are supported by language recording projects, youth language education and subsistence education.

2.3 Transportation and Access

- **Airport:** The airport, located approximately one mile from the main village, provides year-round access for scheduled flights and air charters. The airstrip is long enough to accept larger cargo planes and barges. The State of Alaska Department of Transportation and Public Facilities (DOT&PF) owns and maintains the Chenega Airport, as well as the one-mile-long Airport Road (to the intersection at the school). The airport is maintained by local hire through a renewing annual contract. All other roads are owned and maintained by the Native Village of Chenega and are included in Table 2. The 2001 Prince William Sound Transportation Plan recommends Chenega to be considered for Instrument Flight Rules (IFR) upgrade for GPS approaches (page 35).

Table 2.

<i>Road Name</i>	<i>Miles</i>
<i>Main Street</i>	0.4
<i>Small Boat Harbor Access</i>	0.1
<i>North Subdivision</i>	0.24
<i>Dump Road</i>	0.22
<i>Cato Street</i>	0.22
<i>Ferry Dock</i>	0.2
<i>Airport Road (Main Street to N. Subd)</i>	0.12
<i>Total</i>	1.5

- Alaska Marine Highway** provides ferry service once a week from April to September before switching to the winter schedule which lengthens the times between ferry trips up to two months or so. The ferry connects Chenega to surrounding communities and the statewide road system at Whittier. The ferry dock was transferred from ADOT&PF to Chenega on November 15th, 2022. The ferry dock is accessed via the Ferry Dock Access Road. Recently, Prince William Sound Economic Development District (PWSEDD) was awarded a grant to upgrade the ferry docks in Cordova, Tatitlek, and Chenega to accommodate more vessel types. The Chenega improvements include the construction of a new ferry terminal facility, including a pile-supported approach dock structure, vehicle transfer bridge, bridge support float, and two mooring dolphins. This upgrade could potentially bring more traffic through the village, making the update of this plan even more important.
- The Small Boat Harbor** (photo to the right) currently has a floating dock with twelve slips and transient space for commercial vessels. The community desires to expand the dock to a total of 40 slips and add a vessel fuel dispensing system. Recent major storm events, however, caused damage to the dock and numerous boats. The lack of storm protection has the community considering installing a breakwater or wave attenuator.
- Other:** Main methods of transportation within the community are by car, 4-wheeler (or snow machine during winter) and walking. Roads within the core community are generally 20 to 24-feet wide and constructed on approximately three feet of gravel fill. There are potholes and drainage issues, and the existing culverts are often in need of brush clearing and cleaning.



2.4 Climate

The Native Village of Chenega is located on Evans Island, in remote southwestern, Prince William Sound. The climate is often described as a temperate, marine-influenced rainforest. Temperate winter temperatures typically hover just below freezing (17 to 28°F) providing an annual, average of 80 inches of wet snowfall. Summer conditions are often cool, with temperatures ranging from 49 to 63°F providing an annual precipitation average of 66 inches of rain. On a typical summer day in southwestern Prince William Sound, the morning's thick fog turns to a low cloud ceiling with a slight wind and sporadic light to heavy rains. Typical winter, spring, and fall days in the Native Village of Chenega are often described as stormy.

3. Existing Resources

Many agencies work together to ensure transportation safety in Chenega and the region as a whole. This section includes a list of safety partners that contribute to the education, enforcement, maintenance and other aspects of transportation safety.

3.1 Safety Team

The Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group acts as the “Safety Champion” for the Tribe, directing safety projects and managing safety resources. The Tribal Administrator works with the Chenega Regional Development Group staff for planning decisions and transportation improvement projects. Additionally, there is one Village Public Safety Officer (VPSO) in Chenega. The VPSO is a service provided through Chugachmiut to help manage and enforce public safety.

3.2 Safety Partners

- **Alaska Department of Transportation (DOT)**

Provided Information on DOT and transportation related projects in the community, most notable the recently awarded MARAD FY22 Port Infrastructure Development Program (PIDP) to upgrade three Prince William Sound ferry terminals— Cordova, Tatitlek, and Chenega—to accommodate Alaska Marine Highway System (AMHS) ferries. The Chenega improvements include the construction of a new ferry terminal facility, including a pile-supported approach dock structure, vehicle transfer bridge, bridge support float, and two mooring dolphins. There is limited traffic safety related information for rural communities in Alaska, in particular communities that are off the road system. It is important that those involved in accidents that are off the road system still report to the DMV if injuries are involved for insurance purposes.

- **Chugachmiut**

This Alaska Native non-profit agency operates the Archpriest Nicholas Kompkoff Clinic with funding provided through the Indian Health Service, which is staffed by two Community Health Aides. Chugachmiut also provides funding for the Public Safety Officer.

- **Chugach Corporation**

The Regional Native Corporation occasionally provides donations to address special circumstances, such as COVID 19 support.

- **North Pacific Rim Housing Authority (NPRHA)**

NPHA is an Indian Housing Regional Authority authorized by State law to engage in, or assist, in the development of low-income housing for Alaska Native/American Indian families. The communities they serve are Valdez, Cordova, Tatitlek, Chenega, Port Graham, Nanwalek, and Seward. They offer multiple programs to provide safe and affordable housing and a path to home ownership, as well as weatherization and major repair funding for low -income participants.

- **Chugach School District:**

The Chugach School District supports the Chenega Community School, as well as the Tatitlek Community School, Whittier Community School, Voyage School and FOCUS Homeschool. They provide funding and resources, while promoting safety above all else.

- **Prince William Sound Economic Development District (PWSEDD)**

The PWSEDD is a non-profit organization that fosters economic growth and responsible development throughout the Prince William Sound region. Their industries include seafood, oil distribution, tourism and outdoor recreation and marine transportation – with safety being a key element in all four industries.

- **Chenega EMS Coordinator**

The Emergency Medical Service (EMS) team is coordinated through Chugachmiut for training and medical direction but that the EMS service itself is the responsibility of the Chenega IRA Council. Six local residents are trained as Emergency Medical Technicians:

Chenega First Responders

1. Melonie Kashevarof CHA/EMT 1
2. Kenneth Parker VPSO
907-268-1992
kennethp@chugachmiut.org
3. Steven Kashevarof
907-891-9871
skashevarof@outlook.com
4. Joseph Cross
907-831-6254
muzik.man.2394@gmail.com
5. Paul “Timmy” Selanoff (only in community about 4 months out of the year)
907-538-8795
TSelanoff@chenega.com
6. Gabriella Parry
907-821-6123
gvanparry@gmail.com

3.3 Overview of Existing Efforts

3.3.1 Road & Airport Maintenance

Existing safety efforts within the community primarily involve road maintenance and local law enforcement. Although the Chenega IRA Council is responsible for maintaining roads in Chenega, they do not have the proper heavy equipment to perform the work. Therefore, the Tribe often performs emergency spot maintenance as needed, such as filling potholes, road washout rehabilitation, brush cutting, and snow plowing after extreme winter storms. Overall, the community is in need of maintenance equipment, trained operators, and funding to improve these efforts.

3.3.2 Boating Safety

The people of Chenega have a long, 10,000+ year, history as a seafaring people. As a remote island community, Chenega residents are as versed in travel by boat, as most people are by car. Best practices, as those supported by the US Coast Guard, are common practices. Life jackets, signaling devices like flares and smoke signals, fire extinguishers, and communication devices are all commonly found on boats in the Chenega small boat harbor. Further, Chenega residents commonly only travel during daylight hours and in favorable weather forecasts and conditions. Chenega Regional Development Group maintains a well-stocked station at the dock’s entrance, offering children and adults additional lifejackets, should they need. Although it is not common to see the US Coast Guard in the isolated waters of southwestern Prince William Sound, it is common for people to be self-reliant, keep safe habits, and care for others in need.

3.4 Planning Documents

- **The 2019 Long Range Transportation Plan (LRTP):** The 2019 LRTP is a plan that provides a list of transportation priorities for vehicular, and maintenance needs that will enable tribal leaders to take advantage of desirable development opportunities. The LRTP also allows the Tribe to develop planning for projects on its land that can be driven by members of the Tribe and enhance the use of the Tribe's land by its residents. The plan is supported and funded by the Bureau of Indian Affairs (BIA) whose engineering staff also provide guidance and direction in its development. The Native Village of Chenega's 2019 Long Range Transportation Plan (LRTP) identifies community safety concerns including poor road drainage and excessive dust that create road hazards. The Village is using road maintenance funds, available through BIA's Indian Reserve Roads funding, to clear culvert blockages and clear brush as budgets allow, as well as to add surface course material to roads to improve drainage and reduce dust.
- **2023 – 2025 CRDG's Strategic Plan:** The Chenega Corporation was created after the enactment of the Alaska Native Claims Settlement Act (ANCSA) of 1971. Chenega Corporation mission is to achieve sustainable growth in their business to support shareholders in their journey to self-sufficiency, actively manage their lands, and uphold their cultural traditions and values. Under this mission, the Chenega Corporation has organized and staffed a new organization, the Chenega Regional Development Group, LLC (CRDG). The organizational charter of CRDG is to enrich the quality of life for all generations of Chenega people, and to facilitate self-determination in a way that honors Chenega culture and traditions. Under this relationship model, CRDG, with the input of the Chenega IRA Council, the tribe, and community members has developed a Strategic Plan which was adopted in September, 2022. One of the aspects of the Strategic Plan is to promote transportation safety for the community members in Chenega through the development of objectives and plans that will prevent accidents in Chenega's roads, such as reduction of dust, and clearing of culverts. The CRDG team continuously travels to the Village to speak with community members to better understand the safety needs and concerns of the community. CRDG will assist the Council in a community engagement strategy, that includes, but is not limited to public meeting and tribal resolutions, with the goal of seeing an increased awareness on Tribal Transportation Safety and better safety outcomes for the members of the community.
- **Prince William Sound Transportation Plan – July 15, 2001:** This plan is prepared by the State of Alaska and was approved on July 15, 2001. The plan forecasts regionally significant transportation system needs for the upcoming twenty-year period and recommends improvements to meet those needs. Highlighting in the plan is a recommendation for the purchase and deployment of high-speed vehicle ferries to Prince William Sound by the Alaska Marine Highway System. In October 2022, Prince William Sound Economic Development District (PWSEDD) was awarded a grant to upgrade the ferry docks in Chenega to accommodate more vessel types.

3.5 Emergency Response Resources

3.5.1 Fire

Fire response is coordinated by the Chenega IRA Council, and includes a volunteer led fire response team that can provide more immediate needs and response in the case of an emergency. Members of the fire response team are also members of the Volunteer Firefighters Association. The fire response Point of Contact for Chenega is VPSO Ken Parker and is coordinated through Chugachmiut and The Chenega IRA Council. In the case of wildfires and fires in the federal lands around Chenega those are primarily coordinated through the Chugach National Forest – Glacier Ranger District. The contact information is Christopher S. Stewart at 907-754-2320 or christopher.s.stewart@usda.gov.

3.5.2 Medical

Medical services are provided at the Archpriest Nicholas Kompkoff Health Clinic operated by Chugachmiut. This health clinic provides emergency care to those injured in land or water-based accidents and arrange for emergency evacuation if necessary. The clinic provides services such as checkups, general treatment, pregnancy care, immunizations, pediatric care, prescription medicine, and appointments with rotating dentists, and doctor's appointments from staff coming in from Anchorage. Medical emergencies that require more specialized care are provided in Anchorage or Seward.



3.5.3 Village Public Safety (VPSO)

Currently there is one VPSO in Chenega. The VPSO is a service provided through Chugachmiut to provide public safety services including the enforcement of local ordinances and state laws. VPSO Ken Parker can be reached via email and phone at 907-268-1992.

3.5.4 IRA Council

Chenega IRA Council is one of the main resources for community relations. The IRA Council facilitates and organizes emergency response missions and coordinates with the Tribe to bring in additional resources if needed.

4. Data Summary

Residents typically use trucks to transport people and goods between the airport, ferry dock and main village. Most other trips to access traditional hunting and fishing areas are by boat, off-road vehicles (side by sides and ATVs), or on foot.

4.1 Anecdotal Crash Data

- **Alaska Highway Safety Office**

The Alaska Highway Safety Office (AHSO), housed within the State of Alaska Department of Transportation and Public Facilities, maintains a database of fatal accidents that occur within Alaska trafficways. The database includes accidents involving ATVs as well as cars, pickups, vans, trucks, and pedestrians.

AHSO reports road fatality data to the National Highway Traffic Safety Administration (NHTSA), where data is compiled and presented by Borough or Census Area. All of Evans Island lies within the Valdez- Cordova Census Area. Within this census area there were two traffic related fatalities, including one pedestrian fatality. However, neither fatality occurred on Evans Island.

https://cdan.nhtsa.gov/SASStoredProcess/guest?_program=%2FProduction%2FApps%2FSTSI%2FSTSI#

Although the AHSO no longer publishes data on off-highway vehicle classes, statewide data for 2002 through 2006 reveal that the vast majority of off-highway vehicle crashes (i.e., ATV and snow machine) occurred on rural local roads – such as those traveled by Chenega tribal members.

http://dot.alaska.gov/stwdplng/hwysafety/assets/pdf/2002-2006_Off-Highway_Vehicle_Crashes_No_of_Vehicles.pdf

- **NHTSA’s Fatality Analysis Reporting System (FARS):**

FARS shows a total of 7 fatal motor vehicles crashes for the 2017-2021 Valdez-Cordova report (table below). Fortunately, few fatal accidents have occurred on Village roads; only one has occurred in the past 20 years, but there have been at least five injury accidents resulting from vehicles leaving the roadway. One injury accident occurred when a vehicle missed the bridge on main street. At least five accidents have occurred when vehicles left the road between the Village and the airport – including the one fatality.

*National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting
Fatal Motor Vehicle Crashes
State: Alaska and County: Valdez-Cordova
Years: 2017-2021*

Fatal Motor Vehicle Crashes:

Crash Date (Year)	Crash Date (Month)							
	January	March	April	May	July	August	September	Total
2018	0	0	1	1	0	0	0	2
2019	1	0	0	0	1	0	1	3
2020	0	1	0	0	0	1	0	2
Total	1	1	1	1	1	1	1	7

- **Boating Accidents**

The U.S. Coast Guard Boating Safety Resource Center’s online database was consulted for boating accidents in Alaska within the last 5 years, 2018-2022. The search results indicate 21 boating accidents occurred in a 115-mile radius of Chenega. The average distance being 82 miles, which is just 16 miles farther than the nearest communities, Whittier, and Seward. Eighteen of the accidents resulted in a death, and five in an injury. These accidents are summarized in the table below. It is important to note that this data only includes boating accidents that were reported to the U.S. Coast Guard. There may have been additional accidents that were not reported, such as accidents that resulted in only minor injuries or vessel damage (U.S. Coast Guard, 2022).

Table 3

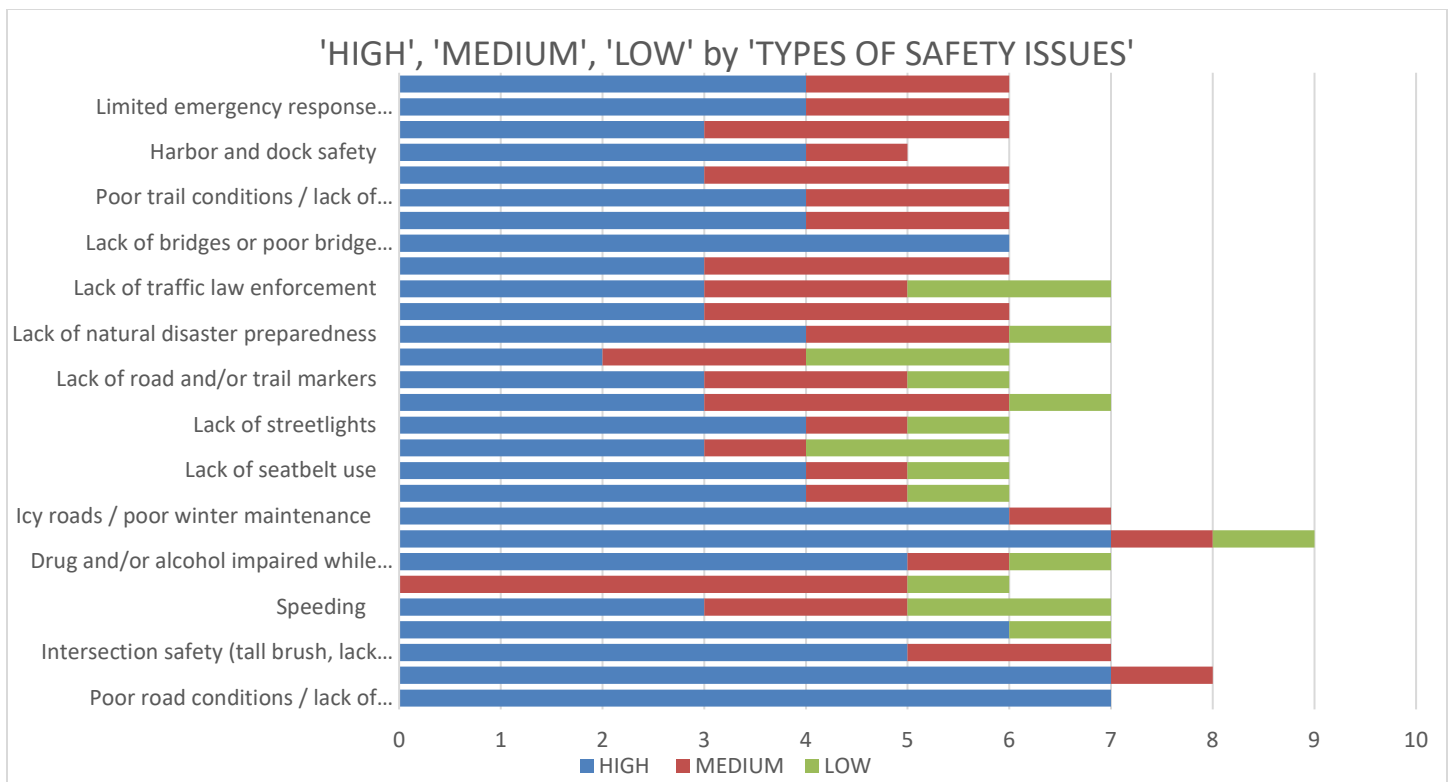
Boating Accidents in 115 Mile Radius of the Native Village of Chenega	Accidents	Vessels	Injuries	Deaths
2018	2	2	1	1
2019	7	7	0	7
2020	4	4	2	4
2021	3	3	0	4
2022	5	5	2	2
Totals	21	21	5	18

(Data from U.S. Coast Guard, 2022).

4.2 Documentation of Needs and Priorities

4.2.1 Community Survey

A public survey was distributed to community members during the Annual Meeting hosted at the Community Center and the School in the Village on August 5th, 2023. A copy of the survey, and raw survey results are provided in the under exhibits. A total of 8 surveys were answered. A summary and analysis of the survey results is discussed below.



5. Emphasis Areas, Goals and Strategies

Chenega Regional development Group coordinated with the Chenega IRA Council to identify key safety emphasis areas. Fifteen (15) emphasis areas were identified as topics that can be addressed in Chenega to improve transportation safety. The Chenega IRA Council has selected these emphasis areas based on tribal member's input. The emphasis areas are summarized in the table below:

Emphasis Area	Description
1	Improve dust control
2	Roadway departure
3	Maintain drainage ditches, culverts, and roadside clearances
4	Improve Chenega's small boat harbor safety
5	Improve safety of Airport Road
6	Impaired driving
7	Pedestrian and bicyclist safety
8	Unsafe airport/landing strip
9	Improve bridges
10	Lack of fuel service
11	Best practices for snow removal and containment
12	Increase trails safety – shelters, markings and GPS locations
13	Road drainage improvement and potholes mitigation
14	ATV, boating, and snow machine safety
15	Village lightning improvements

5.1 *Emphasis Area 1: Improve dust control, especially on central Village roads.*

Description: The presence of dust in Chenega introduces several significant hazards that affect both the environment and public health. In dry conditions, and unpaved roads, dust is raised by vehicle traffic and can create road hazard by impeding driver and pedestrian vision. The harmful dust in the air results in poor air quality that exacerbates local health concerns, particularly for those with asthma. Fine dust particles not only deteriorate air quality but also pose health risks. Inhaling dust-laden air can lead to respiratory issues, particularly for vulnerable populations such as children and the elderly. Moreover, reduced visibility due to dust clouds can lead to hazardous driving conditions, increasing the likelihood of accidents. The accumulation of dust within vehicle components can accelerate wear and tear, resulting in maintenance costs. Erosion caused by dust release further impacts soil quality and vegetation, affecting agriculture and ecosystems. Addressing these hazards is crucial to safeguarding the well-being of both residents and the environment in these village communities.

Goal: Reduce the amount of dust raised by vehicle traffic.

Strategies:

- Post signage to reduce traffic speed, thereby reducing the amount of dust raised.
- Apply a dust control product to central village roads to reduce the amount of dust raised by traffic.
- Seek funding for rehabilitation and hard top resurfacing of all roads to reduce dust and extend the life of the community roads.
- Planting native vegetation along roadsides can help stabilize soil and reduce dust. The plants' root systems hold the soil in place and prevent erosion.
- Installation of windbreaks or barriers along roadsides to mitigate wind erosion and reduce dust generation. These structures deflect wind away from the road surface.
- Educating members of the transportation maintenance staff on potential chemicals that can be combined with water to alleviate gravel dust.
- Work with local authorities, environmental agencies, and community members to develop and implement a comprehensive dust control plan.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.2 *Emphasis Area 2: Roadway Departure*

Description: A roadway departure crash occurs when a vehicle leaves the traveled way resulting in a crash. Causes of roadway departure are identified to be impact with guardrail, impact with a fixed object (tree, utility pole, boulder, building, ditch, fence, etc.), ran off roadway, crossed median, crossed centerline, airborne vehicle, or re-entering the roadway. In Chenega, the guardrail is damaged, and several electrical boxes and other utilities along the roadside are damaged by car strikes and snow removal. Most of electrical boxes are placed in a drainage ditch, frequently in water during the warm months, and completely covered by snow during the winter months, creating a hazard year-round.



Figure 1. Transformer in poor visible location, completely covered during winter.



Figure 2. Electrical box damaged by a car crash.

Goal: Prevent injury and loss of service from damaged roadside infrastructure.

Strategies:

- Ensure appropriate warning signs: Mark roadside utilities structures with durable markers tall enough to be seen over deep snow.
- Repair or replace guardrail ends to prevent injury if struck by a vehicle.
- Address behavioral topics (impairment, distraction, etc.) that can lead to road departure.
- Enhanced warning signs, especially in locations where crashes frequently occur or applied systemically to address high-risk factors.
- Use road surface friction treatments in spot locations such as curves, ramps and intersections with limited sight distance at approaches.
- Provide a shoulder to allow errant vehicles to safely return to the travel lane.
- Provide edge and shoulder rumble strips or stripes.
- Replace electrical and other utilities boxes to be relocated to avoid injuries caused by roadway departure.
- Repair or replace existing guardrail.
- Install and maintain pavement markings.
- Install post mounted delineators.
- Maintain the roadway surface so that it can be safely traversed at the design speed.
- Avoid hillcrests and horizontal curves (curves to the left or right) at the same location.
- Ensure visibility of signs at night by implementing a sign management method recommended in the Manual on Uniform Traffic Control Devices (MUTCD).
- Provide for safety recovery:
 - Provide clear zones free of hazardous roadside objects.
 - Flatten roadside slopes so they are traversable.
 - Use Safety Edge on paving projects for safe re-entry of errant vehicles back on the travel way.
- Minimize crash severity:
 - Install barriers, breakaway poles, crashworthy sign supports, or other crashworthy devices when hazards cannot be removed or relocated.
 - Update guardrail that does not meet a recent crashworthiness standard such as MASH or NCHRP Report 350.
 - Delineate hazards that cannot be removed, replaced, or shielded with barrier.
 - Conduct a systemic safety study of roadway departure crashes to prioritize low-cost strategies that mitigate the consequences of leaving the roadway.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.3 Emphasis Area 3: Maintain drainage ditches, culverts, and roadside clearances.

Description: Brush growth impairs drainage through ditches and culverts and impairs visibility at intersections and curves.

Goal: Maintain roadside visibility and drainage patterns.

Strategies:

- Establish a brush clearing program to improve site distance and maintain drainage patterns, prioritizing emergency transportation and evacuation routes.
- Repair or replace damaged culverts.
- Construct additional culverts to promote proper drainage and safety if necessary.
- Acquire equipment to effectively maintain and remove brush growth to allow for more visibility.
- Clear out and clean inside of existing culverts.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.4 Emphasis Area 4: Improve Chenega's small boat harbor safety.

Description: The existing small boat harbor lacks proper storm protection, making it unsafe. Currently the small boat harbor has a floating dock with twelve slips and transient space for commercial vessels. The community desires to expand the dock to a total of 40 slips and add a vessel fuel dispensing system. Recent major storm events, however, caused damage to the dock and numerous boats. The lack of storm protection has the community considering installing a breakwater or wave attenuator.

Goal: Provide safe harbor and dock.

Strategies:

- Construct a breakwater or wave attenuator to improve safety around the dock and harbor for both residents and visitors.
- Repair dock.
- Construct boat launch.
- Increase the number of dock floats in order to increase marina boat capacity.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.5 Emphasis Area 5: Improve safety of Airport Road

Description: Vehicles leave the roadway, which is often under icy conditions during the winter months, which in Chenega is usually from November to April.

Goal: Reduce injuries due to vehicles leaving the roadway.

Strategies:

- Add guardrails to areas of recurring road departures.
- Increase sanding of icy roads, specifically curves.
- Increase snow removal quality and frequency.

Strategy Champion: Alaska Department of Transportation & Public Facilities, Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.6 Emphasis Area 6: Impaired Driving

Description: Motor-vehicle accidents involving driver with blood-alcohol concentration (BAC) of 0.08 or higher, or under the influence of drugs.

Goal: Reduce fatalities involving BAC and drug use.

Strategies:

- Establish and fully enforce existing laws that address the prevention of impaired driving. These include:
 - Blood Alcohol Concentration (BAC) of .08 limit laws.
 - Minimum legal drinking age laws.
 - Zero tolerance laws for drivers younger than 21 years old.
 - Drug impaired driving.
- Authorize sobriety checkpoints. Checkpoints can reduce alcohol related crash deaths by 9 percent.
- Require ignition interlock use for people convicted of drinking and driving, starting with their first offense.
- Ensure that alternatives to driving and walking are available for those leaving drinking establishments.
- Explore Community Guide supported strategies that may lead to a reduction in binge drinking.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.7 Emphasis Area 7: Pedestrian and Bicyclist Safety

Description: The Native Village of Chenega is located in a small island in remote Alaska. During the winter, there is an average daylight of about 5 hours per day. Even though Chenega has not have a pedestrian fatality due to darkness, the risk of having a pedestrian fatality due to the lack of light during the winter is high. In addition to the darkness, the lack of sidewalks or bike lanes increases the risk of accidents for pedestrian and bicyclist.

Goal: The goal of this emphasis area is to reduce the number of pedestrian/vehicle conflicts by improving pedestrian/bicycling infrastructure and encouraging safe crossing practices.

Strategies:

- Provide separated pathways or sidewalks in areas frequently used by pedestrians and bicyclists.
- When appropriate, provide pathways between origins and destinations independent of the road network that decrease pedestrian activity along roadways.
- Mitigate obstacles such as bridges, culverts, steep embankments, snow storage, and utility apparatuses that may force pedestrians into the roadway.
- Adequate street lighting, crosswalks, reflective gear and bike lights and headlamps all can improve visibility.

- Institutionalize school-based bicycle and pedestrian education so that it is a part of school curriculum and less subject to availability of funding or staffing from volunteer groups. Or provide educational community events on bicycle and pedestrian safety.
- Distribute reflective gear and tape in schools and at community events.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.8 Emphasis Area 8: Unsafe airport/landing strip

Description: Existing landing strip and airport lack appropriate infrastructure to safeguard all air travel, regardless of weather conditions and other abiotic factors.

Goal: Improve safety in, on, and around airport and landing strip area to improve safety for aircraft operations to and from airport.

Strategies:

- Update Automated Weather Observation System (AWOS)
 - o Replace unreliable microwave link between site & Community Building with cellular modem connection at site. This provides pilots and the public with consistent pre-flight phone access to weather, ability to upload weather to national database (NADIN), and remote troubleshooting capability for maintenance technician.
 - o Replace horizontal visibility sensor/present weather sensor with updated model. The current present weather sensor has been out of service for over a year. Repair requires replacing the visibility/present weather sensor with updated model because the current sensor is no longer supported by the manufacturer. This provides the AWOS the ability to differentiate between different forms of precipitation (mist, rain, sleet, snow, etc.) and incorporate that information into the published and broadcast weather.
- Establish Instrument Flight Rules (IFR) to ensure safe travel in poor weather conditions.
- Update all necessary infrastructure to ensure resident and visitor safety when at airport/landing strip.
- Add in runway end identifier lights (REIL).
 - o REIL are installed at many airports to provide rapid and positive identification of the approach end of a particular runway.
 - o REIL provide identification of a runway during reduced visibility
- Install a 3-view weather camera system collocated at the AWOS.
 - o the camera system will be built to the exact specifications that the FAA Weather Camera Program systems are built, and with their assistance.
 - o the camera system will be hosted on the FAA Weather Camera Program website as a "third party hosted" facility.
 - o the camera system provides pilots (and the general public) real-time access to live camera views of the airport and surrounding area for preflight planning and decision making.
 - o The FAA website also publishes current weather from the AWOS if the NADIN service is active (this also requires a consistent internet connection, which would be provided by the cellular modem system)

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.9 *Emphasis Area 9: Improve Bridges*

Description: The bridges in Chenega, are shaped by the island's unique geographical and environmental conditions. They require careful maintenance, resilient design, and a commitment to safety to meet the transportation needs of the community and ensure safe travel in a challenging environment. Here's a detailed description of these vital transportation elements:

- **Critical Links:** Bridges are essential for connecting different parts of the island, enabling the movement of residents, vehicles, and goods. These structures serve as lifelines for the community's connectivity.
- **Structural Integrity:** Regular inspections and maintenance are necessary to ensure the structural integrity of bridges. The island's conditions, including temperature fluctuations and weather, can impact bridge stability.
- **Weight and Load Limits:** Given the island's terrain, weight limits and load restrictions are often imposed on bridges to prevent overloading and potential structural damage.
- **Emergency Access:** Bridges play a crucial role in facilitating emergency response. Ensuring their reliability and accessibility is paramount to community safety.
- **Community Lifelines:** Bridges are more than just transportation infrastructure; they represent connections between people and places, embodying the community's spirit of resilience and cooperation.

There are currently two existing bridges in Chenega, Main Street bridge over Anderson Creek (Route 1002 Section 10; A578), and Airport Road bridge over O'Brian Creek (Route 1003 Section 10; B578). Main Street Bridge is located within the Chenega community and sees the most vehicular and pedestrian traffic. This small, single lane bridge currently has a damaged abutment on the southwest side that is causing the gravel to washout from behind the abutment. This issue will need to be addressed as it is a main access to many of the village's integral amenities. In 2021, the pedestrian bridge crossing Anderson Creek was removed because it was in extreme disrepair forcing pedestrians to use the vehicular bridge. Additional accommodations should be considered to maintain pedestrian safety. The existing bridge located near the airport has damaged guardrails that require refurbishment.

The unclear status of two bridges in Chenega: Chenega Creek Bridge (Route 1002 Section 10; A578) and O'Brien Creek Bridge (Route 1003 Section 10; B578). Both are part of grandfathered routes and need to be added to the IRR inventory without jeopardizing the current grandfathered status.

Additionally, there are two bridges being proposed in the community's Long Range Transportation Plan (LRTP) from 2019, Iktua Bridge (Route 1010 Section 101; 578D) and Port Benny Road bridge (Route 1012 Section 020; 578C).

Goal: Improve safety of bridges.

Strategies:

- BIA-IRR Inventory corrections and updates:
 - The unclear status of two bridges in Chenega: Chenega Creek Bridge (Route 1002 Section 10; A578) and O'Brien Creek Bridge (Route 1003 Section 10; B578). Both are part of grandfathered routes.
 - Chenega Route 1002-010 (Main Street) extends west from the intersection with Marine Service Road 2.5 miles to the San Juan Hatchery. It is understood that tribes are discouraged from segmenting or otherwise altering grandfathered routes. In 2005, however, an attempt was made to segment Route 1002-10 into four parts (see attached excerpts):
 - 1002 Section 10: 0.2 miles from the intersection with Marine Service Road to the Chenega Creek Bridge (Bridge A578).
 - 1002 Section 20: Chenega Creek Bridge A578
 - 1002 Section 30: 0.16 miles from Chenega Creek Bridge to end of constructed road.
 - 1002 Section 40: 2.14 miles from end of constructed road to San Juan Hatchery. This segment has

not been constructed.

- These changes were not implemented (assumed not approved by BIA), and subsequent inventories list 1002 Section 10 as an official route 2.5 miles long.
- Repair abutment at Anderson Creek Bridge
- Refurbish guardrails at the Airport Bridge
- Considerations of widening the existing bridge or adding a separate bridge for pedestrian traffic crossing Anderson Creek

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.10 Emphasis Area 10: Lack of fuel service

Description: The closest fuel service to Chenega is in Whittier, AK which is roughly 70 miles away. The second closest fuel service is in Seward, AK which is roughly 80 miles away. Constructing and maintaining a fuel service station in Chenega would promote safe travel in and out of the village, which is critical. It would also promote safety for all travelers in Southwestern Prince William Sound.

Goal: Provide fuel service for residents and visitors.

Strategies:

- Seek funding for the construction of Chenega Bulk Fuel Storage and dispensing Facility to improve community resiliency, improve fuel purchasing economics, improve the environmental risk profile of Chenega's fuel storage, and provide for improved marine life/safety environment in Western Prince William Sound.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.11 Emphasis Area 11: Best practices for snow removal and containment

Description: When winter comes, plowing Chenega's roads becomes a priority to make sure all residents and visitors can travel safely. With bigger storms and more snow removal needed, the roadside begins to shrink, decreasing the width of the roadway and causing traffic and safety concerns. Because Chenega is located in dense coastal rain forests, winters are characterized by wet snow. Wet snow is extremely difficult to remove, and heavy equipment is needed once the accumulation is over what normal machinery can take.

Goal: Improve snow removal to ensure roadway safety.

Strategy:

- Expand roadside capability to ensure when snow is removed, the existing roadway is not impeded.
- Seek funding opportunities to purchase a tow truck and to maintain loaders.
- Purchase of new tires and chains for current maintenance vehicle inventory.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.12 Emphasis Area 12: Increase Trail Safety – Shelters, Markings and GPS locations.

Description:

The trail to Iktua Bay was established several years ago as a rudimentary path. Additional repairs need to take place to allow for continued usage. Several locations need culverts replaced, and additional gravel placed on the trail. An extension to the Iktua trail would allow for additional access to the north end of the island. This would open further areas for subsistence usage. An additional trail is proposed southeast of the existing airport for a planned shooting range for subsistence training and increase community connections. This location would be ideal for a shooting range because of the natural backstop, and far enough from the community to not disturb residents. Another proposed trail north of the community would allow access and recreation for the residents and visitors of Chenega. This would be a mountainous, non-motorized trail.

Goal:

- Reduce incidents of trail related accidents and search and rescue efforts.
- Install trail shelters, trail markers and GPS locate all trail markers.

Strategy:

- Repairs of existing trails, and proper maintenance plan.
- Design and construct proposed trails: Extension of Iktua Trail, new trail southeast of airport to access a planned shooting range, and a proposed trail north of the community.
- Determine appropriate trail shelter locations, and design and construction.
- Design and Construct trail markers and signage.
- GPS locate all trail markers.
- Promote awareness of and purpose of trails, trail shelters, trail makers, and GPS-assisted navigation.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.13 Emphasis Area 13 Road Drainage improvement and potholes mitigation

Description:

The road prism plays a crucial role in reducing the formation of potholes and maintaining the overall quality of roads. The road prism refers to the cross-sectional shape and dimensions of the road, including the width, slope, and drainage features.

Goal: Enhancement of road conditions for safety travel.

Strategies:

- Design and engineering of effective drainage along the roads to encourages water runoff and prevents water accumulation on the surface. This is crucial to minimizing water-related damage and pothole development.
- Implement subsurface drainage systems, such as French drains or geotextile-wrapped pipes, to channel water away from the road's foundation. This helps prevent water infiltration and the formation of potholes.
- Proper snow plowing and removal practices are essential to prevent waterlogged road surfaces during thaw cycles. Clearing snow effectively reduces the amount of water that can seep into the road structure.
- Explore options for asphalt paving or other more durable road surfaces that can better withstand Alaska's climate, reducing the likelihood of pothole formation.
- Design the road prism to minimize frost heave, which can create uneven surfaces and contribute to potholes.

Adequate drainage and proper base materials can help mitigate this issue.

- Involve the local community in road maintenance efforts. Educate residents about responsible driving habits and the importance of reporting road issues promptly.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.14 Emphasis Area 14 ATV, Boating and Snow Machine Safety

Description: According to the Centers for Disease Control and Prevention (CDC), Alaska had the highest age-adjusted drowning rate in the nation in 2021 (<http://www.cdc.gov/injury/wisqars/>). The Alaska Department of Epidemiology reports that during 2016-2021, 342 drowning deaths were recorded in Alaska Drowning Surveillance System (AKDSS). Of the 342 drownings, 77 (26%) were in the ocean or harbor, and 88% of drowning fatality victims were not wearing personal flotation devices (PFDs). Chenega Regional Development Group (CRDG) ensure yearly there is a full stacked kiosk at the dock to align with the statewide Kids Don't Float (KDF) injury prevention program. While many Chenega boaters do comply with PFD laws, community members report that there is room for improvement. Not all boaters consistently wear PFDs, and growing children may not have a properly sized life jacket. Every person in the community who boats should have their own appropriately fitted PFD and wear it each time they go boating.

Alcohol use by boaters is another concern. Fourteen (14%) of drownings between 2016-2021 were classified as occupational, and eighty-five (85%) were non-occupational. The most common contributing factors to occupational drownings were the victim having used either alcohol or drugs prior to the incident (16/49, 33%), and falling from a vessel or a dock (10/49, 20%). Alaska law includes stiff penalties for boating while intoxicated (BWI). Currently Chenega's Harbormaster is the Village's Operations Superintendent, however, additional safety efforts could help to minimize operation of boats and presence on the docks while intoxicated. Future workplans involve the hiring of a Harbormaster to ensure the safety of harbor users, and to monitor the docks and report those suspected of intoxication to Chenega's VPSO.

The 2011 Alaska Traffic Crasher Report from the Alaska Department of Transportation and Public Facilities Traffic shows off-road vehicles (ATV's & Snowmachines) a total of 71 crashes, of which 13 are alcohol or drug related crash (https://dot.alaska.gov/stwdplng/hwysafety/pub/accidents/2011_AK_CrashData.pdf). While there are no reports of fatal ATV or snowmachine accidents in Chenega, community members express their concern with the lack of helmet use on ATVs and bicycles.

Goal: Reduce incident of ATV, Boating and Snow Machine accidents. Develop awareness of the importance, availability and correct usage of PFDs, and prevent intoxicated residents from operating boats or walking in the harbor area.

Strategy:

- Maintain the lifejacket community usage station near ferry and small dock.
- Develop brochure targeting ATV, boating and snow machine safety.
- Hold safety clinics for safe boating and snow machine usage.
- Hold clinics on vehicle maintenance and troubleshooting mechanical issues.
- Hold First Aid/ CPR / AED / First Responder training for Search and Rescue volunteers.
- Hold clinics on Search and Rescue best practices.
- Hold bear awareness trainings including bear spray trainings.
- Develop Search and Rescue local village network.

- Have iridium devices for rental/borrow at community center.
- Work with local law enforcement to ensure that those under age 18 are wearing a life vest or personal flotation device.
- Develop local inventory of fire extinguishers, flares, bivvy sacks, sleeping bags, safety eyewear, simple camp stoves, water filters, etc for village use.
- Work with local providers to improve communication with the goal of minimizing dead zones (radio relay systems, signal boosting, cell phone accessibility).
- Acquire assistant boating vessel capable of search and rescue or safely returning vessels that had maintenance issues at sea.
- Develop fuel and safety gear stash bundles and zones. Locations where people can find 1-3 gallons of fuel and emergency supplies for ATVs, boats, and snow machine emergencies.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

5.15 Emphasis Area 15 Village Lightning improvements

Description: Overall the village has sufficient transportation network lighting, but there are some areas in which lightning could be improved. Working streetlights in Chenega in locations that are needed to provide the highest safe, sustainable, and efficient usage, such as the area by the warehouse, the area by the clinic, and the small boat harbor access.

Goal: Improve lightning in the community, especially in areas by the warehouse, the clinic, and the small boat harbor access.

Strategies:

- Design and Install Street lighting using energy efficient as energy costs are extremely expensive in rural Alaska. LED and solar or Photovoltaics (PV) are the most energy efficient options.
- Replace working streetlights with LED streetlights.

Strategy Champion: Native Village of Chenega IRA Council in collaboration with Chenega Regional Development Group.

6. Evaluation and Implementation

At least once per year, this plan will be evaluated by the Chenega IRA Council in conjunction with Chenega Regional Development Group (CRDG). 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. Additionally, the TTSP will be updated once every five years. During this process, the Chenega IRA Council will review the effectiveness of implemented strategies, determine the reason a strategy may not have been implemented or been as effective as envisioned, and identify future safety strategies and priorities.

7. 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.
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 maintained as-built documents for future use.
10. Update this plan and repeat these steps when projects are completed, or every 5 years.

8. Funding Sources

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

- Tribal Transportation Program Safety Funds
 - FHWA manages the Tribal Transportation Program (TTP). Each year under the Fixing America's Surface Transportation (FAST) Act, 2% of available TTP funds are set aside to address transportation safety issues in Native America.
 - 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
 - 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).
 - Other funding resources are available on their website including grant application forms and instructions, tips and tactics for success, and traffic data sources.
 - More information can be found at:
<http://www.dot.state.ak.us/highwaysafety/forms.shtml>
- Alaska DOT&PF Highway Safety Improvement Program (HSIP)
 - 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.
 - More information can be found at:
<http://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml>

- Alaska DOT&PF Safe Routes to School Grant
 - 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.
 - More information can be found at:
<http://www.dot.state.ak.us/stwdplng/saferoutes/grants.shtml>
- Alaska Transportation Alternatives Program (ATAP)
 - 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.
 - More information can be found at:
<http://dot.alaska.gov/stwdplng/atap/index.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 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
 - Tribal Transportation Safety Plan Ekuk, Alaska
 - Native Village of Ekuk
 - November 2019 28 Final-ADOPTED
 - Construction Funds
 - Safety Management Systems (SMS)
 - Tribal Highway Safety Improvement Program (THSIP)
- Highway Safety Programs administered by BIA Highway Safety Office (HSO) program and funded by NHTSA (safety only):
 - State and Community Highway Safety Grant
 - State Highway Safety Data Improvement Grants
 - Child Passenger Education Program
- State funded and administered (not all states):
 - State Highway Funds
 - State Safety Funds
 - Transportation Loan Programs
 - Local Technical Assistance Program (LTAP)

Exhibits

2023 Chenega Tribal Transportation Safety Survey

Please complete and return to Megan or Carmen by August 5th, 2023.

All responses are confidential.

Thank you for your participation!

Please help us prioritize safety issues and health hazards surrounding transportation in the village of Chenega. 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, water, pedestrians, bicyclists, etc.

For each type of safety issue below, identify if it’s **High**, **Medium**, or **Low** priority or concern for the community by circling either “**H**” “**M**” or “**L**”

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

2023 Chenega Tribal Transportation Safety Survey

Transportation System

- | | | | | | | |
|---------------------------------------|------|-------|-------|-------|-------|-----|
| 1. Age Range: | 0-18 | 19-25 | 26-34 | 35-54 | 55-64 | 65+ |
| 2. Do you live in Chenega year-round? | Yes | | No | | | |

If no, please list your place of residence:

3. How do you get around the community? Please circle **all that apply**.

Car	4-Wheeler	Bicycle	Walk	Truck	Get a ride	Boat	Snow Machine
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Other: _____

4. What is your biggest safety concern? _____

5. Do you know of any accidents that have happened in the community in the last 5-10 years? If so, please describe the incident to the best of your ability by answering the following questions:

Month / Year of accident: _____

Describe the accident:

What caused the accident?

Where did the accident occur?

How old were the people involved? _____

Injuries and or property damage?

What types of vehicles were involved?

Were pedestrians or bicyclists involved?	Yes	No	I don't know
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Were drugs or alcohol involved?	Yes	No	I don't know
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Did VPSO arrive on scene? Yes No I don't know

Did an ambulance arrive on scene?	Yes	No	I don't know
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