
Tribal Transportation Safety Plan



Native Village of Kwinhagak

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April 2021

Prepared for:

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ABBREVIATIONS

NVK	Native Village of Kwinhagak
ATV	All-terrain vehicle
BIA	Bureau of Indian Affairs
DOT&PF	Department of Transportation and Public Facilities
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
TTSP	Tribal Transportation Safety Plan
VPSO	Village Public Safety Officer
TPO	Tribal Police Officer
YKHC	Yukon-Kuskokwim Health Corporation
MOA	Memorandum of Agreement

Section I – Transportation Network and Background

Quinhagak Transportation Network



Quinhagak Transportation Network

In March 2021, the Native Village of Kwinhagak began the process of developing this Tribal Transportation Safety Plan (TTSP). The U.S Department of Transportation and Federal Highway Administration's "Developing a Transportation Safety Plan" was used as a guide in developing Quinhagak's safety plan.

The transportation network in Quinhagak consists of gravel roads, snowmachine trails, Kuskokwim Bay, Kanektok River, Arolik River, and pedestrian trails/boardwalks. Because of its gravel sources, Quinhagak has a large number of roads when compared to other villages to the north and west. There is a gravel road that connects the main village to the airport, which is approximately 2.5 miles away. There is another gravel road which links the village to the Arolik River, also about 2.5 miles away. Other roads include a beach access road, and a road that goes to the gravel pits. The gravel pit road is in danger of being washed out by the river. Then, access to the gravel pits would only be via the new airport road until a different route is constructed.

The Kanektok River is a navigable waterway. Residents utilize the river for fishing, hunting, wood gathering, and recreation. From the mouth to the headwaters (Kagati and Pegati Lakes), the river is 92 river miles in length. Boats are able to access the upper reaches of the river, primarily with the use of jet-drive motors.

Kuskokwim Bay offers residents the opportunities to harvest marine mammals, halibut, five species of salmon, and sea birds. In addition, people travel by boat to other villages to see family, and/or to participate in gatherings of different kinds. People can also travel by boat to Bethel.

There is an abundance of snowmachine trails around Quinhagak. There is an established trail between Quinhagak and Eek that is marked by the transportation department each year. There is somewhat of a marked trail between Quinhagak and Goodnews Bay, although this trail only gets marked occasionally. The other main trail goes adjacent to the Kanektok River. It is not marked, but is well established due to years of people traveling on it. It's a trail that people primarily use for hunting, wood gathering, and fishing.

Because of the abundance of gravel around Quinhagak, the village does not have as many boardwalks as other villages do. There are some boardwalks, but people tend to mainly walk/ride bikes on the gravel roads in town. However, access to gravel is becoming increasingly difficult. New gravel sources need to be researched, located, and permitted; access to those sources will pose a problem.

Tribal Transportation Safety Plan

INTRODUCTION

Background

The Native Village of Kwinhagak is a federally-recognized tribe and an Alaskan Native Village. Kwinhagak is located less than a mile from the Bering Sea in the Kuskokwim Bay, 71 miles southwest of Bethel, and 420 miles west of Anchorage. The Yup'ik name is Kuinerraq, meaning “new river channel.” Quinhagak is a long-established village whose origin has been dated to 1000 AD. It was the first village on the lower Kuskokwim to have sustained contact with Europeans. The population is 724, and 98% Alaska Native. The State of Alaska refers to the community as “Quinhagak” so both names are used.

The village hosts a commercial fishing industry once again. For a number of years after 2016, there was no commercial fishing in Quinhagak. Coastal Village Seafoods, then the local fish buyer, stopped buying fish. In 2019, the Independent Fishermen of Quinhagak Cooperative (IFQC) organized and contracted with a processor so commercial fishing could once again be established in the village. There are 88 commercial permit holders in Quinhagak. Most Quinhagak households practice subsistence hunting and gathering in addition to any wage work they are able to find, utilizing the village’s excellent location for salmon and trout fishing, bird, caribou, and moose hunting, and berry picking. Much of the work available is government-funded (through the Lower Kuskokwim School District, which runs the local school, the City of Quinhagak, which operates the local utilities, or through the Native Village of Kwinhagak). The local corporation store, Qanirtuuq, Inc., also provides jobs for local residents.

Quinhagak is near the Nunalleq archaeological site, which has “easily the largest collection of pre-contact Yup'ik material anywhere,” according to anthropologist Rick Knecht. Thousands of items dating from 1350 to 1670 have been uncovered. These include many organic artifacts preserved in permafrost. The site is located along eroding coastline and up to 75% of the original site is thought to have washed away as of 2013, including the original excavation site.

Purpose of the Tribal Transportation Safety Plan

To decrease the number of injuries and fatalities associated with transportation in and around Quinhagak, the Native Village of Kwinhagak is dedicating itself to improving the transportation network in and around the village. A Transportation Safety Plan will be developed to improve safety for all areas of transportation: walking, bicycling, ATV/vehicle use, boating, and snowmachining. Data will be gathered from all

stakeholders to identify transportation issues that need to be addressed for the well-being of community members. The four E's of safety will be incorporated to make a well-rounded plan: Education, Enforcement, Engineering, and Emergency services. This plan's purpose is to use existing data to identify transportation safety issues, and to prioritize them. Then, strategies will be implemented to target the safety issues. The NVK council plans to apply for funding through this planning document for safety improvement projects in subsequent years.

VISION

For all members of the community to feel safe when travelling no matter what mode of transportation is used.

MISSION

The mission of the Native Village of Kwinhagak Transportation Safety Plan is to prevent injuries and save lives on its transportation network of roads, trails, and waterways. The plan will incorporate the 4 “E’s” of safety: Education, Enforcement, Engineering, and Emergency services. The safety plan’s strategies will be prioritized according to the community’s input, and accident data provided by the local police, state troopers, and the health clinic.

GOALS

- Reduce the number of injuries and fatalities on Quinhagak’s transportation network.
- Enhance tribal members’ awareness of transportation safety.

SAFETY PARTNERS

The following are safety partners that will help with the development of this plan. These safety partners work together to ensure the public has access to safety resources.

Native Village of Kwinhagak	AK Department of Transportation
Community members of Quinhagak	Search and Rescue
Quinhagak Police	AK State Troopers

Quinhagak Health Clinic

Kuinerrarmiut Elitnaurviat

City of Quinhagak

Independent Fishermen of Quinhagak

Bureau of Indian Affairs

Yukon-Kuskokwim Health Corporation

GCI

AVEC

Section II – Tribal Transportation Safety Plan Process

PROCESS

This TTSP (Tribal Transportation Safety Plan) was developed using the U.S. Department of Transportation’s guide entitled “Developing a Transportation Plan.” In addition, this safety plan was developed with guidance from the Native Village of Kwinhagak tribal council, the community members of Quinhagak, local police, AK DOT, AK State Troopers, and the Yukon Kuskokwim Health Corporation.

The process outlined below was used to develop the TTSP:

Tribal Transportation Safety Plan Development Process

1. Establish Leadership

Identifying a champion to go through the process of creating an effective and worthwhile TTSP.

2. Analyze Safety Data

Conduct research (local police reports/records, state trooper reports/records, health clinic reports/records) to assist in determining problem areas in the transportation network in and around the village.

3. Determine Emphasis Areas

Develop and distribute questionnaires to the community to collect information about what they see as transportation issues and priorities. The community’s input in conjunction with accident data will serve the basis for developing emphasis areas.

4. Identify Strategies

Once areas of emphasis have been identified, we will come up with strategies to alleviate issues with those areas. The Council and community members will all have input on the best methods to address these areas.

5. Prioritize & Incorporate Strategies

Once areas of emphasis have been identified and strategies have been developed to address them, we will look at which areas are most pressing. Those areas will be put at the top of the list.

6. Draft the Plan

7. Evaluate & Update the TTSP (Tribal Transportation Safety Plan). The process is a never-ending cycle. New data must be analyzed, new areas of emphasis must be identified, new strategies must be implemented, etc.



Tribal Transportation Safety Plan Development Process cont.

Step 1: Establish Leadership	<ul style="list-style-type: none">a. Identify a championb. Establish a working groupc. Identify and Contact Stakeholdersd. Develop a Vision, Mission Statement, and Goalse. Gain tribal council support
Step 2: Collect and Analyze Safety Data	<ul style="list-style-type: none">a. Gather datab. Supplement limited datac. Analyze data
Step 3: Determine Emphasis Areas	<ul style="list-style-type: none">a. Identify potential emphasis areasb. Prioritize emphasis areas
Step 4: Research and Identify Potential Strategies	<ul style="list-style-type: none">a. Research strategiesb. Identify potential strategiesc. Identify favorable outcomes
Step 5: Prioritize and Incorporate strategies	<ul style="list-style-type: none">a. Prioritize and select final strategiesb. Identify responsibilities for each strategy
Step 6: Draft the Plan	<ul style="list-style-type: none">a. Lay out steps and guidelines for implementing plan
Step 7: Evaluate and Update the Transportation Safety Plan	<ul style="list-style-type: none">a. Monitor progress of plan periodicallyb. Update plan on consistent basis

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

1. An initial community questionnaire was sent out to all village households to begin gathering data about what residents see as safety concerns regarding all areas of transportation.
2. An initial meeting was set up with the NVK council to discuss the plans for and the purpose of the TTSP. The council was solicited for input as to transportation safety concerns they had for the village.
3. Data regarding transportation safety issues was requested and received from TPO's, DOT&PF, and AK State Troopers.
4. A community meeting was held to discuss transportation safety concerns in and around the village, and in addition, a second community survey form was distributed to each household to rank areas of safety as "low", "medium", or "high" priority.
5. Use data and survey results to identify safety emphasis areas for the TTSP.
6. A meeting was held with the NVK Council so they can review a plan that includes emphasis areas.
7. Hold a public meeting to present a draft of the TTSP, and to examine emphasis areas.
8. Develop a Final Draft of the TTSP for the NVK Council to review.
9. Develop and adopt a Final TTSP.

EXISTING EFFORTS

- A. Transportation safety in Quinhagak has been primarily overseen by the Native Village of Kwinhagak. There is the local police station manned by TPO's (Tribal Police Officers). Currently, there is no VPSO in Quinhagak. It has been difficult to fill the position.
- B. Within the NVK, there is a Search and Rescue entity. Volunteers are requested to help out the Search and Rescue as issues arise.
- C. Wintertime trail marking between nearby villages is done each winter through the oversight of NVK. The primary trail marking is done between the villages of

Quinhagak and Eek, with a lesser extent done between the villages of Quinhagak and Goodnews Bay.

- D. The village has a fair number of gravel roads in and around the village. Quinhagak has heavy equipment such as graders, a dozer, excavator, dump trucks, and a dozer to maintain the roads in the village, which are affected by frost heaving and global warming, to keep them safe and drivable.
- E. The local health clinic (overseen by the Yukon-Kuskokwim Health Corporation) treats people for normal illnesses as well as travel related injuries. The clinic and local police are the first responders in our village.
- F. Although there is not a state trooper post in Quinhagak, troopers from Bethel come down on a consistent basis to do periodic checks. With emergency transportation issues, state troopers will come down to assist the local police force.

NVK TTSP Development Schedule

Task	Date Completed
Community Survey #1	March 8, 2021
Community Meeting #1	April 1, 2021
Rough draft of TTSP	April 10 - ongoing
Community Survey #2	April 15, 2021
Discussion of Plan at Council meeting.	July 1, 2021
Tribal Council Review of Plan	July 7, 2021
Adoption of Plan	September 7, 2021

Quinhagak MOA

The Native Village of Kwinhagak and the City of Quinhagak hold an MOA together (Memorandum of Agreement). Under this agreement, the NVK and City establish protocols and procedures for coordinating the effective delivery of village services, the development of village facilities and infrastructure, and the prioritization of community needs. In this brief summary of the MOA, the focus will be on the transportation safety part of it.

Road Maintenance and Improvements: As this agreement pertains to road maintenance, NVK is in charge of upkeep of all roads in the village. On-going efforts include grading roads, plowing roads, repair of potholes and eroded areas, and watering roads in the summer to minimize dusty conditions. All heavy equipment is owned by the NVK.

Search and Rescue Operations: In regards to Search and Rescue, the NVK and City will collaborate together to lead all rescue efforts. For the majority of circumstances, the TPO's, VPSO (if available), will coordinate with the Troopers to conduct an operation. Local community members will also help lead the effort in the Search and Rescue.

Public Safety: All Tribal Police Officers (TPO's) are affiliated with the Native Village of Kwinhagak. If/when the village hires a Village Public Safety Officer (VPSO), either the City or NVK can become the lead agency and enter into a contract for the VPSO position(s) with the Association of Village Council Presidents (AVCP).

Streetlights: The City will serve as the lead entity for ensuring the operation of village street lights. The City already contracts with Alaska Village Electric Cooperative (AVEC) for the installation, maintenance, and utility costs associated with streetlights.

Emergency Management: The City will take the lead in spearheading local emergency planning, response, and disaster management. The NVK will spearhead local emergency planning, response, and disaster management to FEMA and other applicable entities/agencies that they are eligible for.

Emergency Response Resources

For a community to have an effective transportation safety plan in place, it's vital that there are emergency response resources in place. This section highlights the existing local, regional, and state resources that are available to the citizens of Quinhagak.

In Quinhagak, the Tribal Police officers are the primary resource when transportation related emergencies arise. Heading the local police department is police chief John Peter. There are four other TPO's that work under him. A 24-hour on-call number is available for people to call no matter what time of day it is. Residents may also call 911, but these calls will go to the nearest state trooper post, which is in Bethel.

The local TPO's will coordinate with the tribe, city, clinic, state troopers, and village volunteers to manage emergency situations. The TPO's and volunteers coordinate with each other to handle search and rescue operations, as well as other emergency situations as they arrive. Emergency response crews usually congregate at the police station to be briefed about situations before heading out. State troopers often fly down from Bethel to assist in handling emergency situations. Airline companies out of Bethel as well as the Coast Guard help assist in emergency situations.

Transportation-related emergency contacts are listed in the table below:

Local	Regional/State
Crashes/Emergencies/Fire Quinhagak Police Department 907-556-8314 (Main Phone) 907-556-2202 (on-call)	Crashes/Emergencies Alaska State Troopers Bethel Post 907-543-2294
Medical Services Quinhagak Health Clinic 907-556-8320	Natural Disasters & Search and Rescue State Emergency Operations Center 1-800-478-2337 Oil/Fuel Spills Alaska Department of Environmental Conservation 907-269-3063

Section III - DATA

DATA SUMMARY

Requests for past transportation accident data in and around Quinhagak were made to several entities. However, many requests were not responded to. The Quinhagak police department did not have any data on file to share regarding accidents. They only had records of what kind of incidents happened the past two years, and how many incidents there were of each kind. They did not have specifics to share. This is an issue the village is looking to address: keeping more accurate records, and reporting those to regional entities like the state troopers or the department of transportation. Many of the incidents that happen in and around Quinhagak are not reported to authorities. A request was made to the Alaska State Troopers (Bethel detachment) for past accident data in Quinhagak. They only had records for one plane crash. This shows that many incidents are not being reported. Several attempts were made to get data from the Yukon Kuskokwim Health Corporation, but there was no response. The Alaska Department of Transportation did reply with very detailed statistics of two ATV accidents that happened in Quinhagak. These are shown in this section. Much of the feedback acquired for this plan was from the community – through community surveys, meetings, and in general discussions with people around town.

One of the emphasis areas will be to increase data collection. The goal will be for the police department and local health clinic to report all incidents to the proper authorities. In addition, the police department and health clinic will keep and maintain accurate records on file of all incidents, whether minor or major. This will help in the future to identify safety issues within the village, and how to alleviate them.

Data regarding issues with the Quinhagak transportation network has been (and continues to be) gathered from a variety of sources. The data is used to help identify transportation safety issues in and around the village. Then, a plan can be developed to help alleviate those problems. Within the village of Quinhagak, community surveys, community meetings, and local police data have all been used to identify issues with transportation safety. Outside of the village, data from the Yukon-Kuskokwim Health Corporation, the Alaska State Troopers, and the Alaska Department of Transportation has been utilized to diagnose safety issues with transportation. A complete run-down of all community concerns can be found towards the latter part of this safety plan.

DATA Source #1 – Quinhagak Police Department

Quinhagak Police Report

2019 through 2020

<u>Traffic Violation</u>	<u>Number of incidents</u>
Speeding	9
Driving Under the Influence	11
Driving without Lights	3
Underage Reckless Driving	3

VPO's John Peter and Willis Small were interviewed regarding the report above, and shared other information regarding transportation in Quinhagak. According to them, the number ONE safety issue right now is underage drivers (specifically ones who are speeding). Likewise, the AK DOT reported 2 accidents for Quinhagak. All three of the vehicles associated with the two accidents involved underage drivers. Officers Peter and Small also mentioned some adults who are driving way too fast. Citations are NOT currently being issued to underage drivers. One of the reasons is because parents coming in and intimidating VPO's for attempting to issue tickets to their children. The second reason for not issuing citations is because there is currently not a tribal judge.

They went in depth on a crash that happened between a snowmachiner and 4-wheeler last year.

Location: Smith Drive. A snowmachiner was driving across the tundra and was in the process of crossing the airport road. He did either not look or did not see a 4-wheeler that was driving on the road. The snowmachine hit the 4-wheeler at a fast rate of speed. There were serious injuries to everyone involved. The edge of the road is quite steep, and it is sometimes difficult to see who or what is on top of the road.

The section of this road is nicknamed "Rainbow Road." Officers Peter and Small stated the road is where accidents/near accidents tend to happen.

Below: Smith Drive and Airport Road which together make “Rainbow Road.” (Note the snowmachine trails that cross it in 3 different places. A major snowmachine/4wheeler accident happened here in 2020.)



Data Source #2 – Alaska Department of Transportation

A request was made to the Alaska Department of Transportation for crash/accident data for Quinhagak. Their records for the past 5 years show two ATV accidents that happened within Quinhagak. A very detailed report of the two accidents can be found on the AK DOT reports following this summary.

The detailed report includes:

- Environmental conditions such as weather, time of day, and lighting
- Location information such as intersecting streets and roadway characteristics
- Incident details such as what happened, pedestrian involvement, number of occupants, number of fatalities, and arrests
- Driver information such as age, gender, seat belt use, circumstances, alcohol use, violations, and injuries

-
- Response information such as if the driver was transported, type of transport vehicle, and transport location
 - Vehicle information such as vehicle type, damage, and if the vehicle was towed

Both accidents involved underage drivers. The first accident detailed on the AK DOT report listed low light conditions, lack of headlights being used, and dusty conditions as the cause of the accident, in addition to the fact there were underage drivers of both ATV's.

The second accident listed on the AK DOT report listed the cause as an ATV with faulty brakes, in addition to the fact there was an underage driver.

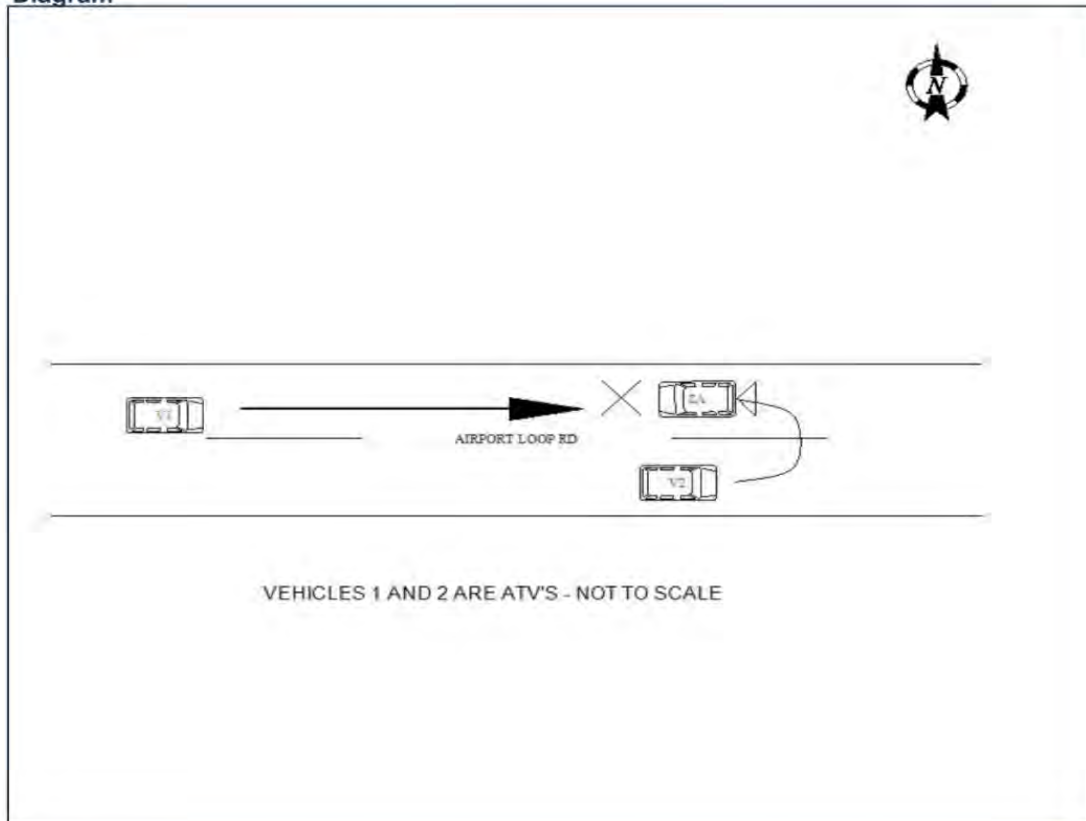
The first accident involving 2 ATV's resulted in more serious injuries. The second accident with one ATV and a pedestrian involved minor injuries.

The following AK DOT report (pages 20-32) gives specifics of the two ATV accidents:



Crash **201666936** - 10/8/2016 12:00:00 AM

Diagram



Narrative

VEHICLE 1 WAS DRIVING EASTBOUND ON THE AIRPORT LOOP ROAD. VEHICLE 2 WAS AHEAD OF VEHICLE 1 ON THE AIRPORT LOOP ROAD AND EXECUTING A U-TURN IN THE ROADWAY. PARTIES INVOLVED REPORTED BOTH VEHICLES WERE DRIVING WITHOUT HEADLIGHTS. A COMBINATION OF DARKNESS, NO HEADLIGHTS, AND DUST IN THE ROADWAY OBSCURED THE VEHICLES FROM ONE ANOTHER. VEHICLE 1 STRUCK VEHICLE 2 HEAD-ON AS VEHICLE 2 COMPLETED A U-TURN.



Crash 201666936 - 10/8/2016 12:00:00 AM

General

Crash Severity Suspected Serious Injury	County-Borough Unorganized Borough	City Quinhagak	Reporting Agency Alaska State Troopers
Day of Week Saturday	Region Central Region	Census Area Bethel	Election District Lower Kuskokwim

Number Of

Number of Motorized Units 2	Number of Non-Motorized Units 0	Number of Commercial Vehicles 0	Causal Unit (CU) Unit Number 1
Number of Fatalities 0	Number of Serious Injuries 8	Number of Minor Injuries 2	Number of Serious Inj/Fat 8
Number of Motorcycles 0	Number of Pedestrians 0	Number of Pedalcycles 0	Number of Non-Motorists 0

Circumstances

Manner of Collision Front-To-Front	First Harmful Event Motor Vehicle In-Transport		First Harmful Animal Event Not Applicable	
Alcohol Suspected No	Drugs Suspected No	Airbags Deployed No	Ejection Occurred Yes	Direction
Lighting No	Weather No	Road Surface No	Property Yes	Property Damage No
Is Certified Yes	Hit and Run No	Detachment N/A	Police Present Not Applicable	School Bus Related No

Location

Route 7141005X000	Milepoint 0.64	Latitude 59.752211	Longitude -161.897246	Urban-Rural Rural Area
AADT	Functional Class Minor Collector	Pavement Unpaved	NHS System Not NHS	AHS System Road is not on the Alaska Highway System
Junction Non-Junction	Intersection Type Not at Intersection	At Intersection No	Relation to Trafficway On Roadway	
Location Trafficway - On Road	In Interchange No	In Parking Lot No	Environmental Conditions 1 Other	Environmental Conditions 2
Work Zone Location Not Applicable	Work Zone Related None	Work Zone Type Not Applicable	Workers Present Not Applicable	



Crash 201666936 - 10/8/2016 12:00:00 AM

Vehicles

	Causal Unit	Vehicle 2	Vehicle 3
Make	HONDA; HONDA MOTOR CO.		
Model Year	2016	2015	
Body Type	Multi-Wheel Vehicle	Multi-Wheel Vehicle	
Action	Going Straight	Making a U-Turn	
Most Harmful Event	Motor Vehicle In-Transport	Motor Vehicle In-Transport	
Animal Event	Not Applicable	Not Applicable	
Commercial Vehicle(CV)	No	No	
Vehicle Circumstance			
Initial Point of Contact	Clock Point 12	Clock Point 12	
Bus Use	Not a Bus	Not a Bus	
Number of Occupants	3	2	
Driver Presence	Yes	Yes	
Registration State			
Special Function	No Special Function	No Special Function	
Emergency Use	Not Applicable	Not Applicable	
Posted Speed	25	25	
Direction of Travel	Eastbound	Westbound	
Trafficway Description	Two-Way - Not Divided	Two-Way - Not Divided	
Number of Lanes	Two Lanes	Two Lanes	
Horizontal Alignment	Straight	Straight	
Roadway Grade	Level	Level	
Road Conditions	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)	
Traffic Control	No Controls	No Controls	
Traffic Control Working	No Controls	No Controls	
Undercarriage Damage	Unknown	Unknown	
Damage Estimate	Yes	Yes	
Extent of Damage	Minor Damage	Minor Damage	
Removal	Driven Away	Abandoned/Left at Scene	
Hit and Run	No - Did Not Leave Scene	No - Did Not Leave Scene	
1st Event	Motor Vehicle In-Transport	Motor Vehicle In-Transport	
2nd Event			
3rd Event			
4th Event			
Headlights On	Yes	No	
Motor Carrier Type	Not Applicable	Not Applicable	
GVWR/GCWR	Not Applicable	Not Applicable	
Configuration	Not Applicable	Not Applicable	
Commercial Vehicle Body Type			
Placard Displayed	Not Applicable	Not Applicable	
Haz-Mat Involved	No	No	
Haz-Mat Released	Not Applicable	Not Applicable	



Crash 201666936 - 10/8/2016 12:00:00 AM

Drivers

	Causal Unit	Vehicle 2	Vehicle 3
Driver Person Type	Driver of a Motor Vehicle In-Transport	Driver of a Motor Vehicle In-Transport	
Driver Gender	Male	Male	
Driver Residence State	Alaska	Alaska	
Driver Raw Age	14 years	15 years	
Driver Age Range	14 years	15 years	
Driver Injury	Suspected Minor Injury	Suspected Serious Injury	
Driver Contributing Circumstance 1	Operator Inexperience	Not Visible (Dark Clothing/No Lighting/etc.)	
Driver Contributing Circumstance 2			
Driver Source of Transport	Not Transported	EMS Air	
Driver Speeding Suspected	Too Fast for Conditions	No	
Driver Visual Obstruction	Exterior	Exterior	
Driver Restraint Misuse	No	No	
Driver Restraint System 1	No Helmet	No Helmet	
Driver Restraint System 2	No Restraint System Used	No Restraint System Used	
Driver Distracted By	Not Distracted	Not Distracted	
Driver Alcohol Suspected	No	No	
Driver Alcohol Test Status	Test Not Given	Test Not Given	
Driver Alcohol Test Type	Test Not Given	Test Not Given	
Driver Alcohol Test Result	Test Not Given	Test Not Given	
Driver Drugs Suspected	No	No	
Driver Drugs Test Status	Test Not Given	Test Not Given	
Driver Drugs Test Type	Test Not Given	Test Not Given	
Driver Drugs Test Result	Test Not Given	Test Not Given	
Driver Charges	No Charges	No Charges	
Driver CDL	No	No	
Driver CDL Status	Not Licensed or Not a CDL	Not Licensed or Not a CDL	
Driver Non-CDL Status	Not Licensed or CDL	Not Licensed or CDL	
Driver DL Class Compliance	Not Licensed	Not Licensed	
Driver DL Restriction Compliance	No Restrictions	No Restrictions	
Driver DL Endorsement Compliance	No Endorsements Required for the Vehicle	No Endorsements Required for the Vehicle	
Driver Insurance Coverage	No	No	
Driver NFR	No	No	
Driver Row	Front	Front	
Driver Seat	Unknown	Unknown	
Driver Other Seating	No Other Location	No Other Location	
Driver Airbag Deployed	No Airbags Available	No Airbags Available	
Driver Ejection	Totally Ejected	Totally Ejected	
Driver Ejection Path	Other Path (e.g. Back of Pick-Up Truck)	Other Path (e.g. Back of Pick-Up Truck)	
Driver Extrication	Not Extricated	Not Extricated	
Driver To-From School	Not Applicable	Not Applicable	



Crash **201666936** - 10/8/2016 12:00:00 AM

Person 1

Unit Number	Person Number	Type		
1	1	Driver of a Motor Vehicle In-Transport		
Age	Age Range	Gender	Injury	
14 years	14 years	Female	Suspected Minor Injury	
Row	Seat	Ejected	Ejection Path	
Front	Unknown	Totally Ejected	Other Path (e.g. Back of Pick-Up Truck)	
Extricated	Contrib Circ 1		Contrib Circ 2	
Not Extricated	Operator Inexperience			
CUPerson	Transported By	State	ToFrSchool	
Yes	Not Transported	Alaska	Not Applicable	
Alcohol	AlcTestType	Drugs	DrgTestType	
No	Test Not Given	No	Test Not Given	
Restraint	Rest Misused		Airbag	
No Helmet	No		No Airbags Available	

Person 2

Unit Number	Person Number	Type		
1	2	Passenger of a Motor Vehicle In-Transport		
Age	Age Range	Gender	Injury	
16 years	16 years	Female	Suspected Serious Injury	
Row	Seat	Ejected	Ejection Path	
Front	Unknown	Totally Ejected	Other Path (e.g. Back of Pick-Up Truck)	
Extricated	Contrib Circ 1		Contrib Circ 2	
Not Extricated				
CUPerson	Transported By	State	ToFrSchool	
No	EMS Air	Not Reported	Not Applicable	
Alcohol	AlcTestType	Drugs	DrgTestType	
No	Test Not Given	No	Test Not Given	
Restraint	Rest Misused		Airbag	
No Helmet	No		No Airbags Available	



Crash 201666936 - 10/8/2016 12:00:00 AM

Person 3

Unit Number 1	Person Number 3	Type Passenger of a Motor Vehicle In-Transport	
Age 14 years	Age Range 14 years	Gender Female	Injury Suspected Serious Injury
Row Front	Seat Unknown	Ejected Totally Ejected	Ejection Path Other Path (e.g. Back of Pick-Up Truck)
Extricated Not Extricated	Contrib Circ 1		Contrib Circ 2
CUPerson No	Transported By EMS Air	State Not Reported	ToFrSchool Not Applicable
Alcohol No	AlcTestType Test Not Given	Drugs No	DrgTestType Test Not Given
Restraint No Helmet	Rest Misused No		Airbag No Airbags Available

Person 4

Unit Number 2	Person Number 4	Type Driver of a Motor Vehicle In-Transport	
Age 15 years	Age Range 15 years	Gender Female	Injury Suspected Serious Injury
Row Front	Seat Unknown	Ejected Totally Ejected	Ejection Path Other Path (e.g. Back of Pick-Up Truck)
Extricated Not Extricated	Contrib Circ 1 Not Visible (Dark Clothing/No Lighting/etc.)		Contrib Circ 2
CUPerson No	Transported By EMS Air	State Alaska	ToFrSchool Not Applicable
Alcohol No	AlcTestType Test Not Given	Drugs No	DrgTestType Test Not Given
Restraint No Helmet	Rest Misused No		Airbag No Airbags Available



Crash 201666936 - 10/8/2016 12:00:00 AM

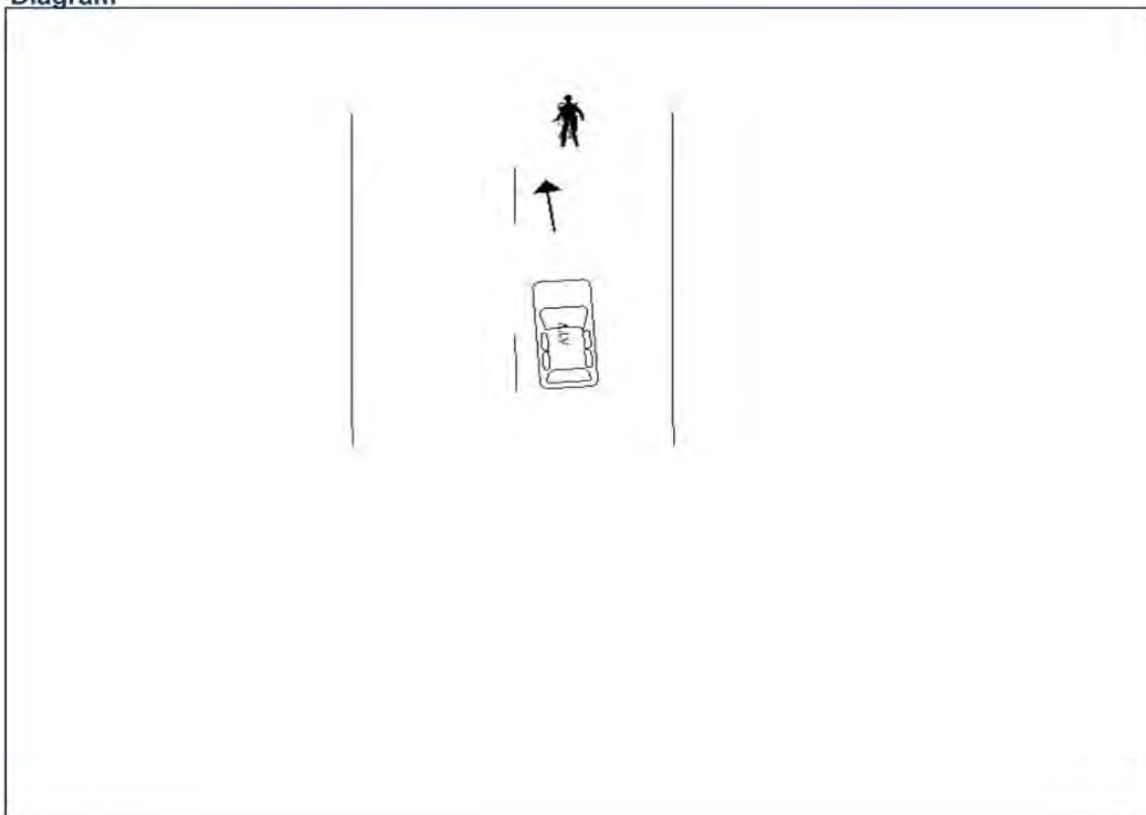
Person 5

Unit Number 2	Person Number 5	Type Passenger of a Motor Vehicle In-Transport	
Age 18 years	Age Range 18 years	Gender	Injury Suspected Serious Injury
Row Front	Seat Unknown	Ejected Totally Ejected	Ejection Path Other Path (e.g. Back of Pick-Up Truck)
Extricated Not Extricated	Contrib Circ 1		Contrib Circ 2
CUPerson No	Transported By EMS Air	State Not Reported	ToFrSchool Not Applicable
Alcohol No	AlcTestType Test Not Given	Drugs No	DrgTestType Test Not Given
Restraint No Helmet	Rest Misused No		Airbag No Airbags Available



Crash **201745068** - 4/18/2017 12:00:00 AM

Diagram



Narrative

DRIVER WAS DRIVING AN ATV OVER A BRIDGE NEAR THE CHURCH IN QUINHAGAK. SHE SAW TWO YEAR OLD PEDESTRIAN IN THE ROADWAY AHEAD OF HER. SHE SHOUTED AT THE PEDESTRIAN AND TRIED TO SLOW DOWN, BUT THE BRAKES ON HER ATV DID NOT WORK. PEDESTRIAN DID NOT MOVE OUT OF THE ROADWAY, AND DRIVER STRUCK PEDESTRIAN. PEDESTRIAN RECEIVED MINOR ABRASIONS, BUT WAS NOT SERIOUSLY INJURED. DRIVER DID NOT KNOW WHO PEDESTRIAN WAS OR WHO HIS PARENTS WERE. SHE MADE SURE PEDESTRIAN WAS NOT SERIOUSLY HURT, THEN WENT TO HER PARENTS FOR HELP.



Crash **201745068** - 4/18/2017 12:00:00 AM

General

Crash Severity Suspected Minor Injury	County-Borough Unorganized Borough	City Quinhagak	Reporting Agency Alaska State Troopers
Day of Week Tuesday	Region Central Region	Census Area Bethel	Election District Lower Kuskokwim

Number Of

Number of Motorized Units 1	Number of Non-Motorized Units 1	Number of Commercial Vehicles 0	Causal Unit (CU) Unit Number 1
Number of Fatalities 0	Number of Serious Injuries 0	Number of Minor Injuries 1	Number of Serious Inj/Fat 0
Number of Motorcycles 0	Number of Pedestrians 1	Number of Pedalcycles 0	Number of Non-Motorists 1

Circumstances

Circumstances		First Harmful Event	First Harmful Animal Event	
Manner of Collision		Pedestrian	Not Applicable	
Not a Collision with a Motor Vehicle In-Transport				
Alcohol Suspected	Drugs Suspected	Airbags Deployed	Ejection Occurred	Direction
No	No	No	No	
Lighting	Weather	Road Surface	Property	Property Damage
No	No	No	No	No
Is Certified	Hit and Run	Detachment	Police Present	School Bus Related
Yes	No	N/A	Not Applicable	No

Location

Route 7141018X000	Milepoint 0.38	Latitude 59.751175	Longitude -161.904134	Urban-Rural Rural Area
AADT	Functional Class Local Road	Pavement Other Paved (Includes Whitetopping)	NHS System Not NHS	AHS System Road is not on the Alaska Highway System
Junction Non-Junction	Intersection Type Not at Intersection	At Intersection No	Relation to Trafficway On Roadway	
Location Trafficway - On Road	In Interchange No	In Parking Lot No	Environmental Conditions 1	Environmental Conditions 2
Work Zone Location Not Applicable	Work Zone Related None	Work Zone Type Not Applicable	Workers Present Not Applicable	



Crash 201745068 - 4/18/2017 12:00:00 AM

Vehicles

	Causal Unit	Vehicle 2	Vehicle 3
Make	HONDA; HONDA MOTOR CO.		
Model Year	1995		
Body Type	Open Body		
Action	Going Straight		
Most Harmful Event	Pedestrian		
Animal Event	Not Applicable		
Commercial Vehicle(CV)	No		
Vehicle Circumstance	Brake System		
Initial Point of Contact	Clock Point 01		
Bus Use	Not a Bus		
Number of Occupants	1		
Driver Presence	Yes		
Registration State			
Special Function	No Special Function		
Emergency Use	Not Applicable		
Posted Speed	65		
Direction of Travel	Unknown		
Trafficway Description	Two-Way - Not Divided		
Number of Lanes	Two Lanes		
Horizontal Alignment	Straight		
Roadway Grade	Level		
Road Conditions	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)		
Traffic Control	No Controls		
Traffic Control Working	No Controls		
Undercarriage Damage	No		
Damage Estimate	No		
Extent of Damage	No Damage		
Removal	Driven Away		
Hit and Run	No - Did Not Leave Scene		
1st Event	Pedestrian		
2nd Event			
3rd Event			
4th Event			
Headlights On	Unknown		
Motor Carrier Type	Not Applicable		
GVWR/GCWR	Not Applicable		
Configuration	Not Applicable		
Commercial Vehicle Body Type			
Placard Displayed	Not Applicable		
Haz-Mat Involved	No		
Haz-Mat Released	Not Applicable		



Crash **201745068** - 4/18/2017 12:00:00 AM

Drivers

	Causal Unit	Vehicle 2	Vehicle 3
Driver Person Type	Driver of a Motor Vehicle In-Transport		
Driver Gender	Female		
Driver Residence State	Alaska		
Driver Raw Age	12 years		
Driver Age Range	10 to 12 years		
Driver Injury	No Apparent Injury		
Driver Contributing Circumstance 1	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent Manner		
Driver Contributing Circumstance 2	Operator Inexperience		
Driver Source of Transport	Not Transported		
Driver Speeding Suspected	No		
Driver Visual Obstruction	None		
Driver Restraint Misuse	No		
Driver Restraint System 1	No Restraint System Used		
Driver Restraint System 2			
Driver Distracted By	Unknown If Distracted		
Driver Alcohol Suspected	No		
Driver Alcohol Test Status	Test Not Given		
Driver Alcohol Test Type	Test Not Given		
Driver Alcohol Test Result	Test Not Given		
Driver Drugs Suspected	No		
Driver Drugs Test Status	Test Not Given		
Driver Drugs Test Type	Test Not Given		
Driver Drugs Test Result	Test Not Given		
Driver Charges	No Charges		
Driver CDL	No		
Driver CDL Status	Not Licensed or Not a CDL		
Driver Non-CDL Status	Not Licensed or CDL		
Driver DL Class Compliance	Not Licensed		
Driver DL Restriction Compliance	No Restrictions		
Driver DL Endorsement Compliance	No Endorsements Required for the Vehicle		
Driver Insurance Coverage	Unknown		
Driver NFR	No		
Driver Row	Front		
Driver Seat	Middle		
Driver Other Seating	No Other Location		
Driver Airbag Deployed	No Airbags Available		
Driver Ejection	Not Ejected		
Driver Ejection Path	Not Ejected		
Driver Extrication	Not Extricated		
Driver To-From School	Not Applicable		



Crash 201745068 - 4/18/2017 12:00:00 AM

Person 1

Unit Number	Person Number	Type		
1	2	Driver of a Motor Vehicle In-Transport		
Age	Age Range	Gender	Injury	
12 years	10 to 12 years		No Apparent Injury	
Row	Seat	Ejected	Ejection Path	
Front	Middle	Not Ejected	Not Ejected	
Extricated	Contrib Circ 1		Contrib Circ 2	
Not Extricated	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent Manner		Operator Inexperience	
CUPerson	Transported By	State	ToFrSchool	
Yes	Not Transported	Alaska	Not Applicable	
Alcohol	AlcTestType	Drugs	DrgTestType	
No	Test Not Given	No	Test Not Given	
Restraint	Rest Misused		Airbag	
No Restraint System Used	No		No Airbags Available	

Person 2

Unit Number	Person Number	Type		
98	1	Pedestrian		
Age	Age Range	Gender	Injury	
2 years	0 to 4 years	Female	Suspected Minor Injury	
Row	Seat	Ejected	Ejection Path	
Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Extricated	Contrib Circ 1		Contrib Circ 2	
Not Applicable	In Roadway Improperly (Standing/Lying/Working/Playing)			
CUPerson	Transported By	State	ToFrSchool	
No	EMS Air	Not Reported	No	
Alcohol	AlcTestType	Drugs	DrgTestType	
No	Test Not Given	No	Test Not Given	
Restraint	Rest Misused		Airbag	
No Restraint System Used	No		Not Applicable	

Date Range Chosen:

01/01/2018 - 12/31/2018

Filters Used:

City/Quinhagak

HSP Disclaimer:

The information in this document is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the crash data. 23 U.S.C. § 409; 23 U.S.C. § 1480(h); Waiden v. DOT, 27 P.3d 297, 304-305 (Alaska 2001). This compilation is derived from reports maintained by the DMV, and the DOT can make no representation about their accuracy.

Time of report run: 4/6/2021 8:33:31 AM

Crash Number	Form Type	Reporting Agency	Case Number	Route	CDS Number	Milepoint	Latitude	Longitude	ADOT	Date/Time	Year	Month	Day of Month	Day of the Week	Time of Day	Street	Intersecting Street	At Intersection
201666936	02200	Alaska State Troopers	AK16075187	71410050000	05K500	0.6434	59.75221083	-161.8972465	-79228167514264337595543950335	10/8/2016 12:00:00 AM	2016	October	8	Saturday	12:00 AM to 12:59 AM	OLD QUINHAGAK AIRPORT ROAD	QAVRTUOQ ROAD	No
201745068	02200	Alaska State Troopers	AK170214748	71410180000	no data	0.3763	59.75117479	-161.91413354	-79228167514264337595543950335	4/18/2017 12:00:00 AM	2017	April	18	Tuesday	12:00 AM to 12:59 AM	PETERMILLER HEIGHTS	AGALUK AVENUE	No

Data Source # 3 – Community Members of Quinhagak (Community Survey #1- responses) Bold highlighted responses indicate multiple residents stating that as a concern.

Safety issues with people walking

Vehicles going too fast while people are walking

Reflectors on clothing are needed

Education on how to walk is needed

Not enough streetlights

Need surveillance cameras

Stop signs needed at blind corners

Upgrade existing sidewalks

Need real boardwalks

Kids walking in middle of road

People who walk are at risk from people driving without headlights

Safety issues with bicycling

Helmets needed

Reflectors are needed

Need a walk and bike side for pedestrians

Culvert by police station getting dangerous

Safety issues with ATV/vehicle use

Too many underage drivers

Too many passengers on 4wheelers

People drive too fast

Some 4wheelers drive without lights

People driving too fast near blind spots

Kids riding on front racks

Safety issues with snowmachines

Snowmachines driving too fast (esp kids)

Lights must be working

People not prepared when going out

Danger creek area is a hazard

Culverts need to be identified

Trail markers to Eek are too far apart

Need to be ramps over water and sewer pipes

Safety issues with boating

Life jackets are needed

Big motors too dangerous on river-should go half throttle

People not letting others know before going out

Oars are needed in every boat

Create city lights at boat harbor

Channel needs better markers with lights

Boats obstructing river while anchored

Data Source #3 – Community Meeting #1/Survey #2 (Questionnaire listed towards end of document)

A community meeting was held on April 1 to discuss transportation issues within and outside of Quinhagak. The purpose of the meeting was to get input from the community about transportation safety issues they deemed as important. Question #2 asks the community to prioritize safety issues within and outside the village. The bar graph below illustrates the results:



Top Areas of Concern

- **Road Damage/Unmaintained Roads/Road Erosion**
- **Underage Drivers**
- **Lack of Street Lights in Certain Areas of the Community**
- **Poor Cell Phone Service in Outlying Areas**
- **Blind Spots at Intersections**

Safety Priorities (Areas of Emphasis)

An emphasis area is an area that the council and community have deemed as being a transportation safety issue. These areas were selected based data gathered from the community surveys, the local police reports, the Alaska Department of Transportation, and the Alaska State Troopers. Upon assessing the first community survey form, gathering information at the first community meeting, analyzing reports from the Alaska Department of Transportation, and in talking with the local Quinhagak police TPO's, the following emphasis areas were selected for further planning:

- * Underage Drivers
- * Poor lighting in village
- * Blind spots at certain intersections
- * Road erosion/road damage causing potential hazards

Each emphasis area is provided a brief background. Each strategic plan is separated into the four E's of Safety: Engineering, Education, Enforcement, and EMS. Each area has identified actions that will be taken, target outputs, agencies that are responsible, performance measures, and evaluation.

The timeline for each area of emphasis should be further discussed and set by the tribal council. The safety plan will be up for an update in 2024, although certain/all areas of emphasis may need to be updated prior to that date.

The Native Village of Kwinhagak is responsible for the successful execution of each strategic plan. The biggest stakeholders, in regards to this plan, is the community of Quinhagak itself. To create transportation safety changes in the community, each community member of Quinhagak must be willing and motivated to adhere to such changes in the transportation safety plan. Therefore, getting all residents to "buy in" to the plan is the most effective strategy for community safety.

Section IV – Implementation Plans

Implementation Plans with Photographic Log

Area of Emphasis #1: Underage Drivers/Speeding

Background: According to a community survey, community meeting, AK DOT reports, and in discussions with the local police, underage driving/speeding is one of the top safety concerns in Quinhagak currently. The Alaska DOT reports show underage drivers were involved in every accident they have on file. Quinhagak TPO's also confirmed that safety issue in a discussion. Two factors contribute to this problem according to the TPO's: 1). Parents of underage drivers harassing and intimidating TPO's because their son/daughter was stopped by the police and 2). There is currently no tribal judge to deal with citations. So the police have no choice but to tell the underage drivers just to go home.

Objectives: The objective of this emphasis area is to reduce the number of underage drivers in the village, and/or to educate younger drivers about safe driving practices to eliminate fatalities and injuries. By at least offering an ATV "driving school" through the village or school, children will become aware of how to drive safely.

Strategies: In order to meet the objectives of dealing with underage drivers, strategies have been developed. These strategies have been categorized into the 4 E's listed below:

Education: The community needs to be taught about why there is a village ordinance about underage drivers. It has been quickly getting out of control. The whole community needs to have "buy in" for the ordinance. In addition, many of the younger drivers in the village display reckless and unsafe driving techniques. The school and/or village will offer drivers education, especially to younger drivers.

Enforcement: TPO's will step up their enforcement of underage drivers, and will impose citations as needed. In order for this to work, the village must hire a tribal judge to follow through with the citations.

Engineering: In regards to speeding, more traffic signs will need to be erected, such as speed limit signs and stop signs. Radar speed guns may need to be purchased to confirm speeding is taking

place, so citations can be justifiably issued. As far as underage drivers go, signs stating the age limit for drivers need to be posted around the village.

Emergency Services: The local health clinic will help the community with “buy in” by helping educate children and their parents about the dangers of underage driving.

Emphasis Area			Strategic Linkage		
Underage Drivers/Speeding			Identified as top reason for accidents in village		
Objectives			Success Indicators		
Cut down on underage drivers/Instill safety habits with young drivers			Reduction in underage mishaps.		
	Actions	Target Output	Responsible Agency	Performance Measures	Evaluation
Education	Hold youth training on safe driving practices.	Youth learning about proper and safe driving techniques.	Village TPO's	Number of individuals trained.	Annual statistics
	Teach community about why underage drivers are dangerous.	Decreased number of underage drivers	School	Number of classes administered.	Police reports
Enforcement	Patrol by village TPO's and/or VPSO.	Reduce the number of underage drivers and accidents related to speeding.	TPO's	Reduction in the number of citations issued due to speeding and/or underage driving.	Feedback from community members and TPO's.
	Issue citations to underage drivers/parents as needed.		Tribal judge		Annual statistics
Engineering	Install traffic safety signs (age limit and speed limit) in village.	Increased speed compliance and adherence to minimum driving age.	NVK	Reduction of annual speed related crashes and underage drivers.	Feedback from community members and TPO's.
	Speed deterrents (i.e. speed bumps)		TPO's		Annual statistics
EMS	Promote awareness of underage driving hazards by visiting classrooms.	Increased awareness of the potential dangers related to underage driving and improper speed management.	Quinhagak Health Clinic	Pamphlets issued	Feedback from community members and TPO's.
	Promote safe driving practices.		YKHC	Number of classes administered	Annual statistics
	Distribute reflectors to youth.			Number of individuals trained	

Area of Emphasis #2 - Village Lighting

Background: A major safety concern discussed in surveys, the community meeting, and from the TPO's has to do with village lighting. According to the Quinhagak police, there have been several near accidents between the post office and the washeteria building. There are not an adequate number of streetlights. Lights are also needed in several other areas of the community. Young children tend to play out on the roads at night, and some ATV's/snowmachines have poor headlights or no lights at all. The standard distance between streetlights should be 200-250 feet apart, or 2-3 times whatever the height of the streetlight is. Many of the streetlights in the village are a lot farther apart than the recommended distance. In addition, streetlights should alternate on the side of the road (one streetlight on left side, the next streetlight on the right side, etc.).

Objectives: The objective of this emphasis area is to improve lighting throughout the village in order to minimize the risk of accidents. The addition of more streetlights will help drivers be aware of others.

Strategies: In order to help minimize the danger due to a lack of streetlights in the village, a series of strategies has been developed that addresses the 4 E's. They are outlined below:

Education: One of the things that makes having a lack of streetlights the most dangerous is people walking down the middle of the road, or children playing on the road. Teaching children where to walk on a roadway is vital, as well as encouraging them to wear reflective clothing.

Enforcement: To help with the safety of those low-lit areas, there needs to be more of a TPO presence when it is dark out, telling children and others to stay off the road, and to walk on the side.

Engineering: Put in more streetlights in those areas where the gap between lights is excessive. If a pole is already in place, a light can be installed very quickly. Poles can also be erected if one(s) are needed.

Emergency Services: With the help of the regional health organization (YKHC), provide reflective clothing/stickers to children to make them more visible at night.

Emphasis Area			Strategic Linkage		
Lighting in Village			Identified as a safety issue by community members		
Objectives			Success Indicators		
Improve roadway safety for users in dark conditions			Reduction in accidents due to low light levels		
	Actions	Target Output	Responsible Agency	Performance Measures	Evaluation
Education	Teach children to walk on side of road.	Eliminate people from getting hit by vehicles as they're walking in low lit areas.	Kuinerrarmiut Elitnaurviat Village TPO's	Number of children wearing safety gear at night.	Annual statistics
	Encourage them to wear reflectors and headlamps if possible.			Zero mishaps due to darkness.	
Enforcement	More of a TPO presence in low lit areas until lighting improves. (Telling people to stay off to side of road.)	More of a TPO presence at dark in low lit areas will result in less pedestrians hit and less near accidents.	NVK TPO's	Decrease in accidents/near accidents.	TPO reports Annual statistics
Engineering	Install light poles in a couple sections of the village to make pedestrians and ATV's more visible.	Improve community lighting system. Make travel safer within village.	NVK AVEC	Lighting will dramatically improve on certain streets and pedestrians will become more visible.	NVK AVEC (Both entities will evaluate new lighting's effectiveness.)
EMS	With help from YKHC, provide reflective gear to members of community.	Prevent accidents in low lit areas.	Quinhagak Health Clinic/YKHC	Community members wearing lights/reflectors to be more visible at night. Reduction in people being hit.	NVK Quinhagak Health Clinic



In the above picture, there is approximately 500 feet between the two streetlights noted. There is an intersection in between the two streetlights that is very dark and dangerous. Residents of this neighborhood said a streetlight is very much needed as it is too dark.

Figure A Below: Carter Road—only 2 streetlights far apart(Streetlights A and B). Many pedestrians have been almost hit in this stretch.



The 2 streetlights in Figure A (Streetlight A and Streetlight B) are approximately 700 feet apart. Normal distancing between streetlights in a community are from 200-250 feet apart. The light on Streetlight B is situated on the wrong side of the pole (because of the transformer), causing it to shed a minimum amount of light in the area. This is due to a transformer being in the way. Streetlights B and C are approximately 420 feet apart. This stretch of road has many residents living beside it, and it has a high volume of traffic.

In talking with one of the Kwinhagak Health Aides, Cindy Beebe, it was stated that when they get a call for help in the middle of the night, that section of road, Carter Drive, is very dangerous because it's so dark.

One of the elders who lives on this stretch of road mentioned that he's almost been hit by 4wheelers that didn't see him walking due to the dark conditions.

Both officers stated there have been several close calls on Carter Road (in between the post office and the washeteria). This is due to it being very dark. They said more streetlights are needed in that section of town. Currently, there is only one light across from the post office, and one (dim) across from clinic.

(View of Carter Road- standing in middle of road looking north.)



(View of Carter Road looking south. Standing in middle of road.)



Officers Peter and Small also mentioned that the old airport road is in need of streetlights, too. Although the old runway doesn't get used anymore, it's still a road that has a high volume of traffic on it, as it's used to access boats, gravel pits, and is another way to access the upriver trail for hunting, fishing, and wood gathering. Currently, there are only 3 streetlights in this stretch. There are young children that live along this road who walk to school.

Below: Old Airport Road that has a lack of streetlights



Proposed Street Light Additions for Quinhagak

Through discussions with residents, there are five problem areas in the village where there are dangers to people because of the dark roadways. The distances between current streetlights are excessive, therefore causing near accidents (people almost getting hit by vehicles). There are more areas of the village that need more lights, too, but the six identified in this section already have poles in place. Therefore, the village will focus on getting these to help alleviate some of the low-lit areas. In the future, the village will have more poles erected in other areas of the village, and will have streetlights put on them.

Streetlight #1: This proposed light is located on the old airport road. It's a heavily traveled road, as there are residences along it, it's an access road to the river, and it's an access road to where many people park their boats. Currently, it's 735 feet between the 2 streetlights on this road. The proposed streetlight would be located in between the 2.

Streetlight #2: This proposed streetlight is located on the old airport road. Young children walk to school on this road. The parents of the children have expressed concern over how dark the road is in the winter, and the dangers involved. Currently, it's 600 feet between streetlights where the children walk to school, and again, it's a heavily traveled road.

Streetlight #3: This proposed streetlight is found on Carter Road, between the post office and the Wassillie Bavilla Community Support Center. It is one of the most discussed areas when it comes to a need for a streetlight. There are many residents living along this stretch of road, and the current streetlights are 700 feet apart.

Streetlight #4: This proposed streetlight is located at the corner by the water/sewer plant. It's across from the public safety building. It's a busy roadway, and is a blind corner. A streetlight would make things much safer in that area.

Streetlight #5: This proposed streetlight is located on Carter Road, just west of the washeteria building. It's located close to several homes. It's a highly traveled road as

there are many newer homes to the west of it, and it's the main road going to the gas station, dump, beach, and the Arolik River. Currently, the 2 streetlights closest to the proposed one are 570 feet apart.

Streetlight #6: As with proposed streetlight #5, #6 is also located on Carter Road. There are many newer homes in the area. Likewise with streetlight #5, the road is the main access road to the gas station, dump, beach, and Arolik River. The two streetlights on either side of proposed streetlight #6 are 525 feet apart.

Streetlight #7: This proposed streetlight is found at the beginning of the Arolik River Road. It's found at the intersection of Carter Road and Arolik Road. Currently, there is no streetlight at the intersection, and it's a very well-traveled road with people going to the beach, dump, and Arolik River. There is one house with several small children located at this intersection. The nearest streetlight is located 600 feet from the proposed one.

Streetlight #8: This proposed streetlight is located near the gas station on Carter Road. There is a blind corner in the area, and the light would help alleviate that to some extent. The nearest streetlight is located on the other side of some bulk fuel tanks. Needless to say, it's a well-traveled road.

Streetlight #9: This proposed streetlight is close to the old fish plant. Many people from the west part of the village utilize this road to go to the gas station, beach, dump, and the Arolik River. The proposed streetlight would be located at an intersection right on the southwest corner of the old fish plant. The nearest streetlight is about 150 feet away, but is located on the other side of the fish plant building.

Streetlight #10: This proposed streetlight is located on the far end of the old village (end of Qanirtuuq, Dr.). It is very close to the edge of the river. A few houses are found in this area. A streetlight here would not only make things safer for the residents in the homes, but it would also cast some light on the river to help with boaters in the dark.

Streetlight #11: This proposed streetlight is found at the intersection of Qanirtuuq Road and the road that goes to the boat harbor. Once again, this intersection has a high volume of traffic on it. A streetlight here would definitely help make travel safer in this area of town. There are two streetlights on either side of the proposed one, but they are 300 feet apart. The proposed one would shed light right on the intersection.

Streetlight #12: The final proposed streetlight is found in the teacher housing area by the school. Vehicles are constantly traveling in the area, as well as students and teachers walking to and from the school.

The community has decided that adding more streetlights is the one thing that can be built to make the village safer. There are many people walking around on the roads at night, and some ATV's, vehicles, and snowmachines have inadequate headlights. Although the residents of Quinhagak have identified other emphasis areas, adding more streetlights is the one thing that can be done quickly, and have an immediate positive effect on transportation safety around the village.

The City of Quinhagak is the lead entity for ensuring the operation of village streetlights. The City pays for the monthly electric bill on all streetlights. They met on July 1, 2021 and passed the resolution to add 6 more streetlights to existing poles in the village. The City approved a request for the Native Village of Kwinhagak to submit a proposal under NVK to request funding from the BIA for the 6 additional streetlights. Additionally, the Native Village of Kwinhagak is requesting funding for another 12 streetlights.

The maps on the following pages show the 12 proposed streetlights for Quinhagak. There are existing poles in place for each proposed streetlight.







Area of Emphasis #3 - Blind Spots

Background: According to community surveys, a community meeting, and general discussions with community members, there is a concern about blind spots at intersections. None of the intersections with notable blind spots have any warning signs. There have been several near misses at several of these intersections, as they're very busy during certain times of day. Underage kids who are speeding are posing the most serious threat at these intersections.

Objectives: The objective of this emphasis area is to improve driver and pedestrian safety by making them aware of blind spot intersections. Eliminating vegetation, unneeded structures, and posting warning signs will make for safer travel at intersections. Ultimately, the incidence of mishaps at blind spot intersections will greatly be reduced.

Strategies: In order to minimize the risk of accidents at blind spot intersections, strategies have been developed and categorized using the 4 "E's". The following explains each:

Education: Educate the public about being extra cautious around blind spot intersections. Put up warning signs at troublesome areas.

Enforcement: Increased police presence around blind spot intersections and issuing citations for those not obeying posted signs.

Engineering: Post warning signs such as Stop or Yield signs, or "Slow Down-Blind Spot" signs. Where possible, remove structures that are not needed. Trim/remove any vegetation that is obscuring vision.

Emergency Services: YKHC getting involved to offer safe driving practices/driver education.

Emphasis Area			Strategic Linkage		
Blind Spots at Intersections			Identified as safety issue in certain parts of village.		
Objectives			Success Indicators		
Reduce incidence of accidents on roadways within village that have blind spots.			Reduction of motor vehicle incidents on roadways within the village that have blind spots.		
	Actions	Target Output	Responsible Agency	Performance Measures	Evaluation
Education	Instill awareness to community of blind spots (periodic announcements, signs, etc.)	Increased awareness of blind spot locations and blind spot navigation.	NVK TPO's Kuinerrarmiut Elitnaurviat	A decrease of accidents at blind spot intersections in the village.	Annual statistics Feedback from TPO's
	Close monitoring of blind spot intersections by TPO's.	ATV's/vehicles consistently stopping and proceeding slowly through blind spot intersections.	TPO's Tribal Judge	Amount of time TPO's spend monitoring blind spots and talking to people about them.	Annual statistics Feedback from TPO's
Engineering	Installing STOP, YIELD, and/or BLIND SPOT signs. Possible rerouting of roads and/or structures.	Increase safety at intersections through warning signs and increased visibility of traffic.	NVK Transportation Director	Number of warning signs installed and obstructions cleared at blind spots.	Annual statistics Feedback from TPO's
EMS	Safe driving practices education	Increased awareness of potential dangers related to improper speed management around blind spots.	Quinhagak Health Clinic Transportation Director	Number of people seen at police station/clinic due to mishaps at blind spot intersections.	Annual statistics Feedback from TPO's



Blind spot by washeteria looking west.



Blind spot by washeteria looking southeast.



Blind spot by water treatment plant looking west.



Blind spot by water treatment plant looking south.



Blind spot by post office.



Blind spot by gas station and CVRF buildings.

Area of Emphasis #4 - Road Erosion

Background: Road erosion is a safety concern that pops up every year in Quinhagak. Due to a fair amount of gravel roads in the village, there are issues during breakup every year. Community members in our first village meeting expressed safety concerns about washed out gravel roads, saying people going at high rates of speed could crash into the washed-out areas. With problems accessing gravel sources, road erosion is beginning to be more of a serious problem. Some roads are becoming impassable due to wash-outs. This is especially true on the Arolik Road, where the Quinhagak landfill is located (towards the end of the road).

Objectives: The objective of this emphasis area is to repair and maintain roads that have excessive potholes and/or erosion. This will prevent drivers from swerving around potholes and losing control. It will also prevent drivers from crashing into eroded areas and potentially receiving serious injuries.

Strategies: To achieve the objectives for this emphasis area, strategies have been developed and categorized according to the 4 “E’s” of safety. They are outlined below:

Education: Warning signs and/or police tape must be put up in heavily eroded areas and/or pothole areas to signify drivers of danger. This will be a temporary fix until consistent road upkeep can occur.

Enforcement: Post speed limit signs in areas where roads are damaged, and if roads are impassable, put up road closed signs. Violators will be cited. This will send the message to others about safety on the roads.

Engineering: Access gravel sources so roads can be built up. Grade consistently to keep roads smooth. Peak the middle of the roads so water drains off better, instead of just sitting on road. Install more and bigger culverts to allow for better water movement.

Emergency Services: Roads must be maintained consistently so any kind of emergency services needed can have safe access to all areas in the village. This includes police being on patrol and dealing with matters, and the clinic being able to have access with their van to assist patients.

Emphasis Area			Strategic Linkage		
Road erosion			Identified as a road safety issue by community.		
Objectives			Success Indicators		
Improve driver safety by fixing eroded areas on roads.			Reduced injuries and vehicle damage associated with road erosion.		
	Actions	Target Output	Responsible Agency	Performance Measures	Evaluation
Education	Until eroded areas are properly fixed, install warning signs and warning tape by existing eroded areas.	Protect drivers from hazardous eroded areas.	TPO's NVK Transportation Coordinator	Number of eroded areas marked off/blocked off.	NVK/Transportation Director will inspect eroded areas weekly until thoroughly fixed.
Enforcement	Install new road signs such as stop signs and road closed signs, as needed.	Enforce rules of the road. Traffic on eroded roads will be monitored and will adhere to posted danger signs.	TPO's NVK Transportation Director	Number of warning signs/road closure signs installed	Coordinate with TPO's/Transportation Director on effectiveness of warning signs and if new/better methods are needed.
Engineering	Installation of new, bigger, better placed culverts to help with water flow.	Roads that are consistently safer year- round. Maintain proper drainage.	NVK Transportation Director	Number of culverts/water diversion projects put in. Amount of gravel brought in to maintain roads.	Inspect problem areas each year, particularly during break-up season.
EMS	Maintain roads by regularly fixing any erosion areas as needed.	Maintain safe year- round access of roads for community members, and emergency vehicles as needed.	NVK Transportation Director	Number of eroded areas fixed. Safer transportation for whole community.	Inspect roads for signs of erosion weekly in the spring, and monthly the rest of the year.



Road by old runway with no signs, warning, or guard.



Road erosion by National Guard Armory.



Large deep hole developing on old airport road.



Large potholes by teacher housing.



Wash-out on Arolik Road close to landfill.

Area of Emphasis #5 – Increased Data Collection

Background: Due to the local police not having sufficient records of crash data (or reporting them), other entities such as the state troopers and DOT do not have sufficient data to draw from to help make decisions regarding transportation safety in Quinhagak. Therefore, increased data collection will be one of the emphasis areas for Quinhagak. Recording incidents and reporting them to the proper authorities will take place on a consistent basis.

Objectives: Increase data collection methods to help NVK identify risk factors that lead to serious injury or death.

Strategies: To achieve the emphasis area objective, strategies were developed and categorized into the 4 “E’s” of safety. They are listed below:

Education: Promote education on data collection methods and uses.

Enforcement: The NVK will require all TPO’s to keep a file of incidents, update them consistently, and report them to the proper authorities.

Engineering: The local police station will have electronic files (computer) and filing cabinets that will be categorized into the various areas they deal with on a day to day basis.

Emergency Services: The local police station will coordinate with the local health clinic and develop a plan to help report all mishaps to the proper authorities.

Emphasis Area			Strategic Linkage		
Increased Data Collection			Identified as a concern due to lack of data		
Objectives			Success Indicators		
Increase data collection methods to help NVK identify risk factors that lead to serious injury or death.			Reduction of serious injuries or deaths related to transportation safety.		
	Actions	Target Output	Responsible Agency	Performance Measures	Evaluation
Education	Promote an awareness of need for more data collection. Teach effective data collection strategies and reporting.	Increased awareness of why data collection and reporting are vital. Educational opportunities provided on how to collect and report data.	NVK	Number of individuals trained. Annual data collected and reported.	Feedback from tribal members.

Enforcement	Police chief will monitor TPO reports on consistent basis.	Consistent data collection, recording, and reporting.	NVK/Police Chief	An increase in annual data for accidents that happen.	Police reports to NVK council.
Engineering	Construction/Organization of filing/reporting systems- both electronic and manual.	Organized, up to date filing/reporting system to record accident data in Quinhagak.	NVK/Police	An increase in annual data for the village.	NVK monthly meetings. Police reports.
EMS	Police will work collaboratively with health clinic in collecting data and reporting.	Police and health clinic having a plan to follow after an accident happens: recording and reporting.	NVK/Police/Health Clinic	Health clinic and police working together to gather data, record, and report.	NVK will analyze annual reports from health clinic and police.

Section V Evaluation

Describe the process that will be used to evaluate the success of the plan, ensure implementation, and determine when an update is needed.

- **The Native Village of Kwinhagak will review the plan annually and will note the successes of the plan, and also which areas still need to be improved.**
- **The Native Village of Kwinhagak Tribal Transportation Plan will be treated as a living document, and will be updated every three years.**
- **The Native Village of Kwinhagak will draw assistance from all community members and entities to update and improve the Tribal Transportation Plan.**

Some, none, or all of the emphasis areas may need to be deleted or modified after safety measures are put in place. Additionally, new emphasis areas may develop which will need to be addressed. Tribal council meetings will be held periodically to discuss changes to the plan, and also to determine funding sources.

Section VII - References

The main resource used in the development of this plan was:

**“Transportation Decision-making – Information Tools for Tribal Governments:
Developing a Transportation Safety Plan. This plan was developed by the U.S
Department of Transportation- Federal Highway Administration.**

Other contributing sources to help put this plan together are as follows:

**Alaska Department of Transportation and Public Facilities – Central Region. 4111
Aviation Ave. Anchorage, AK 99519. Website: <http://dot.alaska.gov/creg/>**

Quinhagak Police Department. Box 149 Quinhagak, AK 99655

**Input from the residents of Quinhagak. (Community Meeting and Community
Surveys)**

Section VIII

Community Input Forms/Responses

**2021 Quinhagak Tribal Transportation Safety Plan
COMMUNITY SURVEY**

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car bike walk snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium <u>Priority</u>	Low <u>Priority</u>
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ Departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of <u>street lights</u> in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for <u>snowmachines</u>	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Name _____

Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L
Boat launch/harbor safety issues	H	M	L
Lifeguard availability for boaters/swimmers	H	M	L
Erosion	H	M	L
Underage Drivers	H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:

- a. Underage Drivers
- b. Blind spots at certain intersections
- c. Road erosion
- d. Lack of streetlights in certain areas.
- e. Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 _____

#2 _____

#3 _____

#4 _____

#5 _____

#6 _____

#7 _____

Comments: _____

Please return this form in person to NVK, or email to t.debilt@kwinhagak.org by April 20, 2021. A ticket will be issued for each returned form. 1st prize: \$200 2nd prize: \$100 3rd prize: \$50 4th prize: \$25

Once areas of emphasis for our village have been identified, then we will work on strategies to help alleviate the problems. Your input is much appreciated. Thanks again!

Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ Departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues	<input checked="" type="radio"/> H	M	L
Lifejacket availability for boaters/swimmers	<input checked="" type="radio"/> H	M	L
Erosion	<input checked="" type="radio"/> H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

ATV's + snowmachiners need proper lights at night - some go too fast

what happened to the ordinance that stated age limits for after curfew underage riders?

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

☒ Yes

No

If yes, were drugs or alcohol involved?

Yes

☒ No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

People need to look both ways before crossing major roads.
People need to learn right of ways too.

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	<u>H</u>	M	L
Road design issues (narrow roads, steep edges)	<u>H</u>	M	L
Speeding	<u>H</u>	M	L
Intersection Safety (inadequate signs, blind spots)	<u>H</u>	<u>M</u>	L
Icy roads	H	<u>M</u>	L
Lack of safety guards/walkways around school during arrival/ Departure	<u>H</u>	M	L
Driving under the influence of alcohol/drugs	H	<u>M</u>	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	<u>M</u>	L
Lack of helmet use/safety gear for bicycles	<u>H</u>	M	L
Lack of street lights in certain areas of village	<u>H</u>	<u>M</u>	L
Drainage issues (water on road, clogged culverts)	<u>H</u>	M	L
Lack of trail markers for snowmachines	H	<u>M</u>	L
Poor cell phone service in outlying areas	H	<u>M</u>	L
Lack of pedestrian sidewalks or bike lanes	<u>H</u>	M	L
Lack of maintenance equipment	<u>H</u>	M	L

Boat launch/harbor safety issues	H	M	L
Lifejacket availability for boaters/swimmers	H	M	L
Erosion	H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

More speed limit signs and a NO UNDERAGE
Driving on Steep roads Airport road → need rail

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes No
If yes, were drugs or alcohol involved?

Yes No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

ATV accident Early 20s
Intoxicated
Broken Bones - injured organs
Medicated

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other

Fly around like a bird

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues

High
Priority

Medium
Priority

Low
Priority

Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/Departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues	<u>H</u>	M	L
Lifejacket availability for boaters/swimmers	<u>H</u>	M	L
Erosion	<u>H</u>	M	L
Other <u>We have no night lights by our</u>	<u>H</u>	M	L
Other <u>house</u>	<u>H</u>	M	L
Other <u>Too dark</u>	<u>H</u>	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes No

If yes, were drugs or alcohol involved?

Yes No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

Donna Allen

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	(L)
Road design issues (narrow roads, steep edges)	H	M	(L)
Speeding	H	(M)	L
Intersection Safety (inadequate signs, blind spots)	H	M	(L)
Icy roads	H	(M)	L
Lack of safety guards/walkways around school during arrival/ Departure	H	M	(L)
Driving under the influence of alcohol/drugs	(H)	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle	H	(M)	L
Lack of helmet use/safety gear for bicycles	H	M	(L)
Lack of street lights in certain areas of village	H	M	(L)
Drainage issues (water on road, clogged culverts)	H	(M)	L
Lack of trail markers for snowmachines	H	(M)	L
Poor cell phone service in outlying areas	(H)	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	(L)
Lack of maintenance equipment	H	M	(L)

Boat launch/harbor safety issues	H	M	(L)
Lifejacket availability for boaters/swimmers	H	(M)	L
Erosion	H	(M)	(L)
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

add more street lights for the blizzardy or foggy days

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes

(No)

If yes, were drugs or alcohol involved?

Yes

(No)

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV bike walk snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ Departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Too many people
walk near middle
of road

high point on culvert on newly constructed road, people take jumps while speeding mainly under aged drivers.

Boat launch/harbor safety issues	H	M	L
Lifejacket availability for boaters/swimmers	H	M	L
Erosion	H	M	L
Other high point on newly constructed road	H	M	L
Other no streetlight in some areas of town	H	M	L
Other	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

adding a few streetlights on carter road from Post office and on newly constructed roads to improve the visibility of drivers because lack of streetlights makes it harder to see people on road

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes

No

If yes, were drugs or alcohol involved?

Yes

No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ Departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues	<input checked="" type="radio"/> H	M	L
Lifejacket availability for boaters/swimmers	<input checked="" type="radio"/> H	M	L
Erosion	<input checked="" type="radio"/> H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

Proper Equipment & materials needed to improve specific areas.

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

☒ Yes

No

If yes, were drugs or alcohol involved?

☒ Yes

No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

sno-machine accident involved drowning, person ended up deceased.



2021 Quinhagak Tribal Transportation Safety Plan

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Truck/car/ATV

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walk

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Other _____

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Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Other _____
 Other _____
 Other _____

H
H
H
H
H
H

M L
M L
M L
M L
M L
M L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

always clear roads

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes

No

If yes, were drugs or alcohol involved?

Yes

No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

no.

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

Quinhagak

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

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Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues	<input checked="" type="radio"/> H	M	L
Lifejacket availability for boaters/swimmers	<input checked="" type="radio"/> H	M	L
Erosion	<input checked="" type="radio"/> H	M	L
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

Teach, teach, don't drink boats when intoxicated

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes

☒ No

If yes, were drugs or alcohol involved?

Yes

☒ No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

2021 Quinhagak Tribal Transportation Safety Plan

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Truck/car/ATV

bike

walk

snowmachine

Other _____

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Lack of helmet use/safety gear for bicycles	H	M	L
Lack of street lights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L
Poor cell phone service in outlying areas	H	M	L
Lack of pedestrian sidewalks or bike lanes	H	M	L
Lack of maintenance equipment	H	M	L

Boat launch/harbor safety issues	H	M	<u>L</u>
Lifeguard availability for boaters/swimmers	H	M	<u>L</u>
Erosion	H	M	<u>L</u>
Other _____	H	M	L
Other _____	H	M	L
Other _____	H	M	L

3. What do you think could be done to improve transportation safety in Quinhagak? Please focus on one or two areas. Please elaborate and be specific.

4. Have you or someone you know been in an accident on the road system in/around Quinhagak, on a snowmachine trail, or on one of the waterways around our village in recent years?

Yes

No

If yes, were drugs or alcohol involved?

Yes

No

Please don't give names, but tell what kind of accident it was, what were the ages of people involved, what caused the accident, were there injuries, was the clinic/hospital involved?

2021 Quinhagak Tribal Transportation Safety Plan

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snowmachine

Other _____

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Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- Underage Drivers
 - Blind spots at certain intersections
 - Road erosion
 - Lack of streetlights in certain areas.
 - Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 erosion

#2 underage drivers

#3 DUI

#4 _____

#5 _____

#6 _____

#7 _____

Comments: _____

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Once areas of emphasis for our village have been identified, then we will work on strategies to help alleviate the problems. Your input is much appreciated. Thanks again!

Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

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Driving under the influence of alcohol/drugs	H	M	L
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Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:

- a. Underage Drivers
- b. Blind spots at certain intersections**
- c. Road erosion**
- d. Lack of streetlights in certain areas.
- e. Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 _____

#2 _____

#3 _____

#4 _____

#5 _____

#6 _____

#7 _____

Comments: _____

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Tim DeBilt

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Truck/car/ATV

bike

walk

snowmachine

Other _____

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 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
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 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 d

#2 a

#3 b

#4 e

#5 c

#6 _____

#7 _____

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 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 e, a

#2 b

#3 c, d, e

#4 _____

#5 _____

#6 _____

#7 _____

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Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
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 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
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H	M	L
H	M	L
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- #1 I really encourage, they work on our Airport lights.
- #2 Need to see more people, wearing lifevest on our river.
- #3 No, more Underage driving vehicles.
- #4 We need to see more, Police patrolling after curfews.
- #5 Have meetings, with parents about safety.
- #6 No sleds, behind the 4-wheel.
- #7 _____

Comments: last year, Summer time. Young people riding in a boat, not watching where their driving. 5 to

6 or more in one boat. One of them holding a gun. Shooting anywhere Just for fun.

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Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

(By completing this survey COMPLETELY, you will be eligible for a cash drawing. Details on reverse side.)

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

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Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- Underage Drivers
 - Blind spots at certain intersections
 - Road erosion
 - Lack of streetlights in certain areas.
 - Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 ~~Underage Drivers~~ Under age driver
 #2 Driving under the influence
 #3 ~~Lack of streetlights~~ Lack of street lights
 #4 blind spots
 #5 road erosion
 #6 Pot holes
 #7 _____
 Comments: _____

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Truck/car/ATV bike walk snowmachine

Other _____

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Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 D

#2 B

#3 A

#4 C

#5 E

#6 _____

#7 _____

Comments: _____

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Truck/car ATV bike walk snowmachine
Other _____

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Road damage/Unmaintained roads	<u>H</u>	M	L
Road design issues (narrow roads, steep edges)	H	<u>M</u>	L
Speeding	H	<u>M</u>	L
Intersection Safety (inadequate signs, blind spots)	H	<u>M</u>	<u>L</u>
Icy roads	H	M	<u>L</u>
Lack of safety guards/walkways around school during arrival/ departure	H	M	<u>L</u>
Driving under the influence of alcohol/drugs	H	<u>M</u>	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	<u>L</u>
Lack of helmet use/safety gear for bicycles	H	M	<u>L</u>
Lack of streetlights in certain areas of village	H	<u>M</u>	<u>L</u>
Drainage issues (water on road, clogged culverts)	H	M	<u>L</u>
Lack of trail markers for snowmachines	H	M	<u>L</u>

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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 - Road erosion
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#1 Blind Spots

#2 Driving Under the Influence

#3 Underage drivers

#4 Lack of Street lights

#5 Road Erosion

#6 _____

#7 _____

Comments: _____

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Truck/car/ATV bike walk snowmachine

Other _____

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Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 c

#2 b

#3 a

#4 d

#5 e

#6 _____

#7 _____

Comments: _____

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bike

walk

snowmachine

Other _____

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Speeding	H	<u>M</u>	L
Intersection Safety (inadequate signs, blind spots)	H	<u>M</u>	L
Icy roads	H	<u>M</u>	L
Lack of safety guards/walkways around school during arrival/ departure	H	<u>M</u>	L
Driving under the influence of alcohol/drugs	H	<u>M</u>	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle	H	<u>M</u>	L
Lack of helmet use/safety gear for bicycles	H	<u>M</u>	L
Lack of streetlights in certain areas of village	<u>H</u>	M	L
Drainage issues (water on road, clogged culverts)	H	<u>M</u>	L
Lack of trail markers for snowmachines	H	<u>M</u>	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
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 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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- #1 Blind spots at certain intersections.
 #2 Lack of street lights in certain areas.
 #3 Road erosion
 #4 Underage drivers.
 #5 _____
 #6 _____
 #7 _____

Comments: _____

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Truck/car/ATV bike walk snowmachine

Other _____

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Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other Loose Dogs
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 Driving Under the Influence
 #2 Drainage Issues
 #3 Poor Cell phone Service in Outlying areas
 #4 Boat launch
 #5 Erosion
 #6 ~~Drainage~~ Loose Dogs
 #7 Lifejacket Availability for Boaters

Comments: _____

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Truck/car/ATV

bike

walk

snowmachine

Other

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Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

✓

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____



M	L
M	L
M	L
M	L
M	L
M	L
M	L
M	L
M	L
M	L

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#1 A

#2 E

#3 B

#4 C

#5 D

#6 _____

#7 _____

Comments: _____

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Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other SPEED LIMITS
 Other ROAD SIGNS
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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#1 A
 #2 E
 #3 B
 #4 C
 #5 D
 #6 _____
 #7 _____

Comments: TPO's need to enforce the underage drivers and speeders - this is critical

Issues

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Truck/car/ATV bike walk snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

For each type of safety issue below, identify if it is a high, medium, or low priority for our village by circling "H" "M" or "L". Remember, by circling "H", it means that it is an important issue for our village to deal with immediately. By circling "L", it means it is a small problem and does need to be dealt with too much right now.

Types of Safety Issues	High Priority	Medium Priority	Low Priority
Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

(H)	M	L
(H)	M	L
(B)	M	L
(A)	M	L
(A)	M	L
(H)	M	L
(H)	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- a. Underage Drivers
 - b. Blind spots at certain intersections
 - c. Road erosion
 - d. Lack of streetlights in certain areas.
 - e. Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 E
 #2 D
 #3 B
 #4 C
 #5 A

#6 Need to cut down bushes near old airport
gravel pit where kids swim, especially on

Comments: side of road. Lotsa kids go fast. Almost
got hit when I picked up my kid. I slowed down
when I heard someone speeding.

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Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

COMMUNITY SURVEY #2

(By completing this survey COMPLETELY, you will be eligible for a cash drawing. Details on reverse side.)

1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

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Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- Underage Drivers
 - Blind spots at certain intersections
 - Road erosion
 - Lack of streetlights in certain areas.
 - Driving Under the Influence

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#1 Need more heavy equipment to plow all roads

#2 _____

#3 _____

#4 _____

#5 _____

#6 _____

#7 _____

Comments: _____

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

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Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other Drive too fast
 Other _____
 Other _____

H	M	(L)
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- a. Underage Drivers
 - b. Blind spots at certain intersections
 - c. Road erosion
 - d. Lack of streetlights in certain areas.
 - e. Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 A
 #2 B
 #3 E
 #4 D
 #5 C
 #6 _____
 #7 _____
 Comments: no comment

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Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

2. Please help us prioritize safety issues and health hazards on the transportation system within our village of Quinhagak. Keep in mind that "safety issues" are problems that cause death, injury or illness, and "transportation system" means all modes of travel including roads for ATV/bike use, airplanes, snowmachine trails, marine travel, and pedestrian walkways. Air travel safety will be handled under a different department, so we will focus on the other modes of transportation.

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Types of Safety Issues

High
Priority

Medium
Priority

Low
Priority

Road damage/Unmaintained roads	<u>H</u>	M	L
Road design issues (narrow roads, steep edges)	H	M	<u>L</u>
Speeding	H	<u>M</u>	<u>L</u>
Intersection Safety (inadequate signs, blind spots)	H	<u>M</u>	L
Icy roads	H	<u>M</u>	<u>L</u>
Lack of safety guards/walkways around school during arrival/ departure	H	<u>M</u>	L
Driving under the influence of alcohol/drugs	H	M	<u>L</u>
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	<u>M</u>	L
Lack of helmet use/safety gear for bicycles	<u>H</u>	M	L
Lack of streetlights in certain areas of village	H	M	<u>L</u>
Drainage issues (water on road, clogged culverts)	<u>H</u>	M	L
Lack of trail markers for snowmachines	H	M	<u>L</u>

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- Underage Drivers
 - Blind spots at certain intersections
 - Road erosion
 - Lack of streetlights in certain areas.
 - Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 C
 #2 A
 #3 B
 #4 E
 #5 D
 #6 _____
 #7 _____

Comments: I don't encounter any!
Driving The Influence and Under
Age Drivers - Some are Wreckless

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

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Types of Safety Issues	High Priority	Medium Priority	Low Priority
1. Road damage/Unmaintained roads	H	M	L
2. Road design issues (narrow roads, steep edges)	H	M	L
3. Speeding	H	M	L
4. Intersection Safety (inadequate signs, blind spots)	H	M	L
5. Icy roads	H	M	L
6. Lack of safety guards/walkways around school during arrival/ departure	H	M	L
7. Driving under the influence of alcohol/drugs	H	M	L
8. Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
9. Lack of helmet use/safety gear for bicycles	H	M	L
10. Lack of streetlights in certain areas of village	H	M	L
11. Drainage issues (water on road, clogged culverts)	H	M	L
12. Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	
H	M	
H	M	
H	M	
H	M	
H	M	
H	M	
H	M	
H	M	
H	M	

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:

- ☒ a. Underage Drivers
- ☒ b. Blind spots at certain intersections
- ☒ c. Road erosion
- ☒ d. Lack of streetlights in certain areas.
- ☒ e. Driving Under the Influence

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#1 C

#2 a

#3 b (Just one by Water treatment Plant)

#4 e

#5 d

#6 _____

#7 _____

Comments: _____

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Tim DeBilt

2021 Quinhagak Tribal Transportation Safety Plan

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV

bike

walk

snowmachine

Other _____

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Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

- 13 Poor cell phone service in outlying areas
 14 Lack of pedestrian sidewalks or bike lanes
 15 Lack of maintenance equipment
 16 Boat launch/harbor safety issues
 17 Lifejacket availability for boaters/swimmers
 18 Erosion
 19 Underage Drivers
 Other gravel pit
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

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- #1 b
 #2 c
 #3 d
 #4 e
 #5 a
 #6 _____
 #7 _____

Comments: Substance goes through the pit, summer time, lots of kids go there to swim & theres blind spots that need to be fixed

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1. How do you get around in the community? Please circle (you may circle more than one.)

Truck/car/ATV _____ bike _____

walk

snowmachine

Other _____

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Types of Safety Issues

High
Priority

Medium
Priority

Low
Priority

Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle)	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:

- a. Underage Drivers
- b. Blind spots at certain intersections
- c. Road erosion
- d. Lack of streetlights in certain areas.
- e. Driving Under the Influence

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#1 Road Erosion

#2 Underage Drivers

#3 Lack of Street Lights

#4 Blind Spots

#5 DUI

#6 Lack of Boardwalks

#7 Lack of Overpass Crossing

Comments: Would be nice to have paved roads to reduce dust clouds created by vehicles.

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Truck/car/ATV

bike

walk

snowmachine

Other _____

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Types of Safety Issues

High
Priority

Medium
Priority

Low
Priority

Road damage/Unmaintained roads	H	M	L
Road design issues (narrow roads, steep edges)	H	M	L
Speeding	H	M	L
Intersection Safety (inadequate signs, blind spots)	H	M	L
Icy roads	H	M	L
Lack of safety guards/walkways around school during arrival/ departure	H	M	L
Driving under the influence of alcohol/drugs	H	M	L
Distracted driving (talking on phone, texting, too many passengers on ATV/vehicle	H	M	L
Lack of helmet use/safety gear for bicycles	H	M	L
Lack of streetlights in certain areas of village	H	M	L
Drainage issues (water on road, clogged culverts)	H	M	L
Lack of trail markers for snowmachines	H	M	L

Poor cell phone service in outlying areas
 Lack of pedestrian sidewalks or bike lanes
 Lack of maintenance equipment
 Boat launch/harbor safety issues
 Lifejacket availability for boaters/swimmers
 Erosion
 Underage Drivers
 Other _____
 Other _____
 Other _____

H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L
H	M	L

3. Results from the first survey and the first community meeting showed five areas of concern for transportation safety:
- Underage Drivers
 - Blind spots at certain intersections
 - Road erosion
 - Lack of streetlights in certain areas.
 - Driving Under the Influence

Please rank these in the order that you see as most important to least important (#1 would be the area you think is most urgent to deal with right now). If you think there is another area not listed that needs to be one of the village's top priorities, please write that down. Extra spaces have been added if you believe there should be more than 5 areas of emphasis. Thank you!

#1 Driving under the Influence
 #2 Underage Drivers
 #3 Road erosions
 #4 Blind spots at certain intersections
 #5 Lack of streetlights in certain areas
 #6 Speeding
 #7 _____

Comments: _____

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Tim DeBilt

Quinhagak Community Meeting
Development of Tribal Transportation Safety Plan
April 1, 2021

Agenda:

1. Background of why we're here and why it's important.
2. Review ideas brought about in the first community survey.
3. In working groups, identify the areas your group sees as "emphasis" areas. (If your group comes up with ideas that are not on the list, please put them down.) We are constantly looking for transportation safety issues that our village needs to address.
4. Share ideas among groups.
5. As a whole group, come up with some areas of emphasis that are agreeable to everyone.

Review the sheet (Community Survey Responses). Pick out a few that your group thinks our village needs to address as soon as possible. Please list them on the lines below and elaborate on each with your group's help.

Quinhagak Transportation Safety Plan

Community Meeting #1

April 1, 2021

Sign up sheet

Matthew Monahan

Keith

Ami Johnson

Alene Bell-Kill

Justin Cook

Lyle & Asha

Camille Johnson

Deleia New

Betty Williams

Chet & Mark

Clayton New

Community Survey #1

Native Village of Kwinhagak - IRA Council
P.O. Box 149 Quinhagak, Alaska 99655
Ph: (907) 556-8165 - Fax: (907) 556-8166

March 8, 2021

Residents of Quinhagak,

NVK has begun the process to develop a formal Transportation Safety Plan for our village. The main purpose of the plan is to help prevent injuries or fatalities, to the greatest extent possible, that are related to transportation. There are many means of transportation: walking, bicycling, ATV's, boating, snow machining, and flying. We will identify issues related to all forms of transportation. Then we will look at how the issues can be resolved. Data from past years will also help to drive how we will set up the safety plan. Once the plan has been developed, it will be sent to the Bureau of Indian Affairs and other agencies, as needed. Having an approved Transportation Safety Plan with the BIA will help NVK be eligible to pursue sources of funding to help with the safety issues we identify together in the Plan. If approved for new projects, this will help to create jobs for people in Quinhagak, and more importantly, will help make all forms of transportation safer for our residents. Please take some time to list below problem areas you see with our transportation network by the deadline of: Insert date here.

Please return it in person to NVK or email it to: t.debilt@kwinhagak.org.

Remember, transportation can be walking from your house to a friend's house, it can be taking a boat out seal hunting or going upriver moose hunting, it can be snow machining to Bethel for groceries, it can be hauling trash to the dump on your 4-wheeler, etc. Aviation safety issues are concerns of the FAA and are addressed at that level so it's not necessary to include here. This safety plan will focus on walking, bicycling, snow machining, and ATV/vehicle use.)

Safety issues with people walking in Quinhagak

Safety issues with bicycling in Quinhagak



Safety issues with ATV's/vehicle use in and around Quinhagak

Safety issues with snow-machines in and around Quinhagak

Safety issues with boating in and around Quinhagak

Feedback will be very helpful in creating a worthwhile safety plan. By submitting at least one SINCERE idea for each area, you will be eligible for a cash drawing. Please return your survey to the drop box located at the NVK Administration Building by the deadline!

Thank you,

Tim Debilt
Transportation Safety Plan Technician

Transportation Safety Plan Survey Response – March 2021 - Drawing Entry

Prizes: 1st prize: \$200 2nd prize: \$100 3rd prize: \$50

Name

Address

Contact Number

**Good
Luck!**

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Safety issues with people walking in Quinhagak

Not enough street lights at night. Kids can be hit easily
and seriously injured. No surveillance of main roads, public
places. There should be cameras around town esp. after
last years incident.

Safety issues with bicycling in Quinhagak

none



undecided

Safety issues with ATV's/vehicle use in and around Quinhagak

Children speeding down main roads with no adult present. Running in front of fourwheelers while passing and no adult supervision.

Safety issues with snow-machines in and around Quinhagak

~~Danger Creek~~ Danger Creek - At night its dangerous if people arent familiar with area. People not traveling ~~prepared~~ for emergencies, or traveling alone.

Safety issues with boating in and around Quinhagak

People not letting there family or others know where they are going. Surveillance ^{cameras} at both harbors 24/7

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Safety issues with people walking in Quinhagak

Buy Glow in the dark Tapes for Sackets
Stay to the Left of road as you walk across from Traffic

Safety issues with bicycling in Quinhagak

Stay to the Left of road as you ride across from Traffic
Glow in the dark stamped front and back.



Safety issues with ATV's/vehicle use in and around Quinhagak

safety lights working, limit 30 miles on roads
give right of way to walkers, vehicles.
No drivers under age 16, unless with adult
no more than two PAX. ^{in back} One child in front only.
Safety issues with snow-machines in and around Quinhagak not in back.

Limit 30 miles. stop in all crossings on roads.
give right of way to walkers, vehicles
lights must be working. assign # numbers in them.

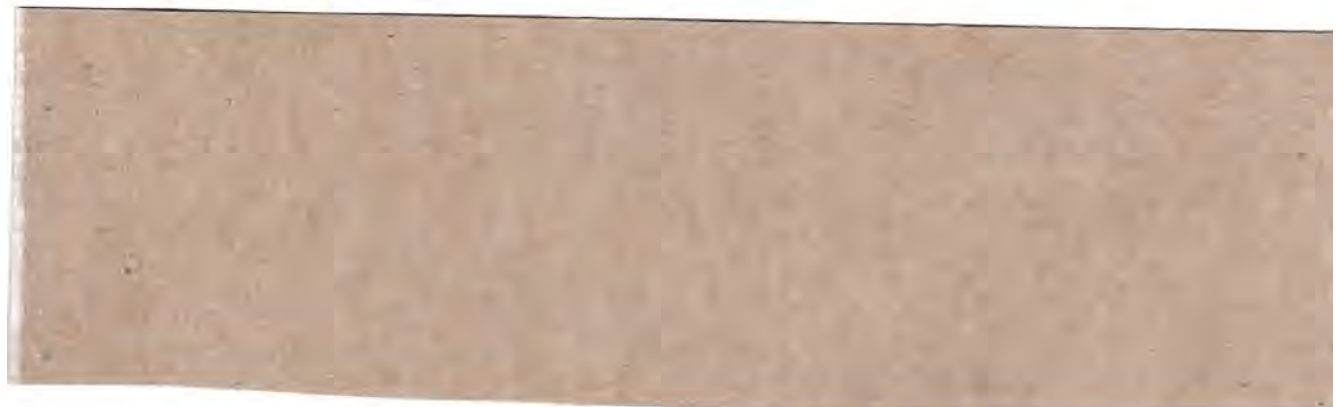
Safety issues with boating in and around Quinhagak

half full running speed for motors 60 horse ^{power} and above
mandatory heavy anchor, 100 ft. $\frac{1}{2}$ in anchor line
2 oars. People use to use them for movement,
floatation devices for everyone on board

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Thank you,

Tim DeBilt
Transportation Safety Plan Technician



Safety issues with ATV's/vehicle use in and around Quinhagak

Slow down where people mostly walk & kids play
no one under age 16 to drive no matter what
in the village.

Safety issues with snow-machines in and around Quinhagak

Slow down when driving on the road
put stops signs by the roads before they
cross or get on the road

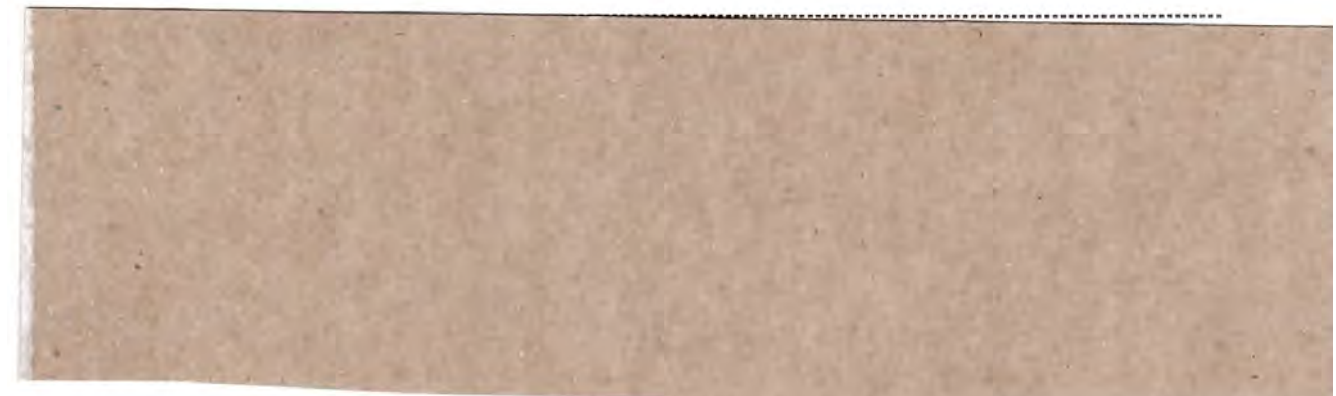
Safety issues with boating in and around Quinhagak

Slow down where most of the boaters
are boating. Life vests all the time
hand out life vests to those that don't have any

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Safety issues with people walking in Quinhagak

Keep the children out of the center of the Roads.
Reflectors on jackets would help motorists to see
when people walking at night.

Safety issues with bicycling in Quinhagak

Reflectors on bicycles. Teach children on bicycles
basic road rules like moving to the side when
motorized traffic is passing.



Safety issues with ATV's/vehicle use in and around Quinhagak

Underage children driving adult size ATVs
Children riding atvs with other children riding on
front racks.

Safety issues with snow-machines in and around Quinhagak

GCI need to install omni directional antenna so
travelers on snowmachine can be reached or can
call out when their snowmachine breaks down
~~near~~ within signal range of the tower.

Safety issues with boating in and around Quinhagak

Children need to wear life vests at all times.
+
young people

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Safety issues with people walking in Quinhagak

- Bad weather - ^(Adults/kids) People on wheels/snowmobile almost hitting people walking ^(Great issue too)
- ^{People} Headlights - ~~no~~ w/o headlights put our children and elderly at risk
- Need to get people off middle of road

Safety issues with bicycling in Quinhagak

unwary riders, can become hazardous if left on middle of road
they need some kind of lighting when out at night



Safety issues with ATV's/vehicle use in and around Quinhagak

We drive hazardously, impaired riders, no headlights, riders in Bad WX with obstructed view (due to blocking WX), underage drivers

Safety issues with snow-machines in and around Quinhagak

Same as above

Safety issues with boating in and around Quinhagak

boats obstructing river while anchored - boats have hard time entering/exiting, channel buoy's hard to spot at times

Swimming and propeller safety, No life Jacket/Cost, over loading

- Rafters block too much of channel (when there are rafters)

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Safety issues with people walking in Quinhagak

Same!

*Board walks need improvement
Also teenagers walk in the middle of the
Road*

Safety issues with bicycling in Quinhagak

*Kids don't care when Biking
need to talk to school kids
about staying off the way/road*



Safety issues with ATV's/vehicle use in and around Quinhagak

Roads need improve on areas
to help with wear & tear.
Also tundra mats for ATV trails.
Underage drivers

Safety issues with snow-machines in and around Quinhagak

Ramps over Pipes needed!

Safety issues with boating in and around Quinhagak

Channel needs markers & lights
need designated spot/place to haul out
boats for winter away from flood waters

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Safety issues with people walking in Quinhagak

Blind Spots by NVK/Past Office
& Washeteria Building & House
By late Elsie Smalls house.

Safety issues with bicycling in Quinhagak

Culvert to Justice building too
narrow for Bicycling & other
transportations.



Safety issues with ATV's/vehicle use in and around Quinhagak

Kids and adults driving too fast especially near blind spots noted.

Safety issues with snow-machines in and around Quinhagak

Culverts need to be identified. Snowmachines going over water & sewerpipes.

Trail marking to Eek done 7000. too far apart.

Safety issues with boating in and around Quinhagak

Create city lights at boat harbor.

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Safety issues with people walking in Quinhagak

likely there's a bunch of kids playing football, walking and it might be best to get reflector tape to put on their coats so they can be visible to drivers

Safety issues with bicycling in Quinhagak

Helmets should be worn by all bikers.



Safety issues with ATV's/vehicle use in and around Quinhagak

~~Both~~ ATV + snow machine and truck/car drivers need to have lights on + shouldn't be speeding on public roads. Most of all under age drivers shouldn't be operating any vehicles. Parents need to be

Safety issues with snow-machines in and around Quinhagak

held responsible. Police station can take them if the under age child is caught driving them and for a fee, the vehicle can be returned so that way the police

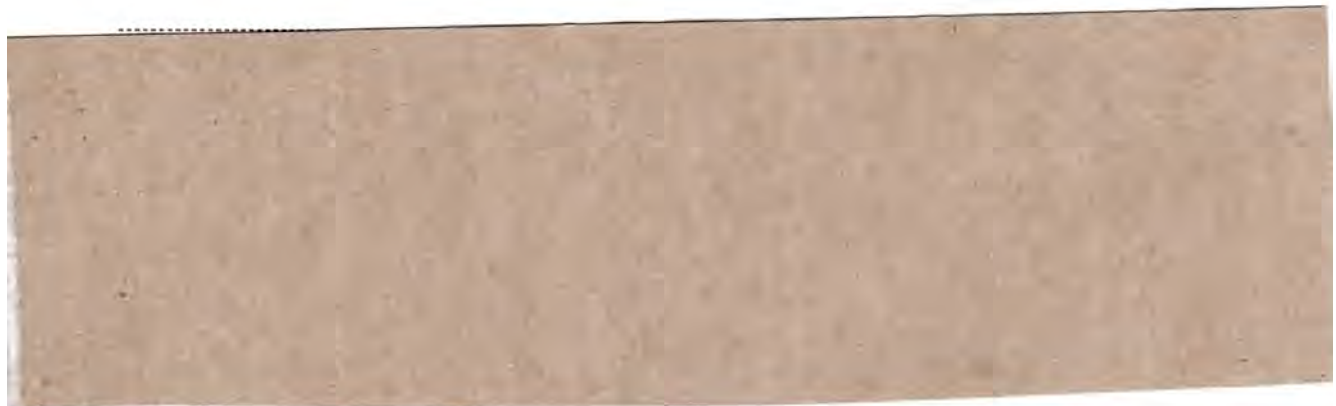
Safety issues with boating in and around Quinhagak

Station will get funds. Life jackets should be worn at all times and with traveling, extra gas, food and to always tell people where they are going should always be prepared

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Safety issues with people walking in Quinhagak

*Upgrade existing sidewalks going to the
Service roads. Build enough room for two
people. New boardwalks*

Safety issues with bicycling in Quinhagak

*Left & right traffic Speed limits
~~and~~ walk and bike side for pedestrians*



Safety issues with ATV's/vehicle use in and around Quinhagak

Stop signs on intersections and
Speed limits following the ordinance
Maintain on vehicle and gas.

Safety issues with snow-machines in and around Quinhagak

Speed limits, gas and parts maintenance
Let family members know where you are
going, stay on trail. Follow speed limits
within the village. Drinkers.

Safety issues with boating in and around Quinhagak

Make sure your motor is maintained.
Enough gas and tools in boat cars
Make sure relative know where you're
going. Follow all safety plan.

Boat water flotation everyone.

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Inuvialuit

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Safety issues with people walking in Quinhagak

(not that slow)
Vehicles need to drive slow on main road, especially w/kids playing

Safety issues with bicycling in Quinhagak

helmets for kids



Safety issues with ATV's/vehicle use in and around Quinhagak

No children under the age of 10
to use ATV'S
Too many kids using four wheelers!

Safety issues with snow-machines in and around Quinhagak

Slow down - kids drive fast

Safety issues with boating in and around Quinhagak

Wear life vests

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March 8, 2021

Residents of Quinhagak,

NVK has begun the process to develop a formal Transportation Safety Plan for our village. The main purpose of the plan is to help prevent injuries or fatalities, to the greatest extent possible, that are related to transportation. There are many means of transportation: walking, bicycling, ATV's, boating, snow machining, and flying. We will identify issues related to all forms of transportation. Then we will look at how the issues can be resolved. Data from past years will also help to drive how we will set up the safety plan. Once the plan has been developed, it will be sent to the Bureau of Indian Affairs and other agencies, as needed. Having an approved Transportation Safety Plan with the BIA will help NVK be eligible to pursue sources of funding to help with the safety issues we identify together in the Plan. If approved for new projects, this will help to create jobs for people in Quinhagak, and more importantly, will help make all forms of transportation safer for our residents. Please take some time to list below problem areas you see with our transportation network by the deadline of: March 17.

Please return it in person to NVK or email it to: t.debilt@kwinhagak.org.

Remember, transportation can be walking from your house to a friend's house, it can be taking a boat out seal hunting or going upriver moose hunting, it can be snow machining to Bethel for groceries, it can be hauling trash to the dump on your 4-wheeler, etc. Aviation safety issues are concerns of the FAA and are addressed at that level so it's not necessary to include here. This safety plan will focus on walking, bicycling, snow machining, boating, and ATV/vehicle use.

Safety issues with people walking in Quinhagak

People need to walk on the side of
the road not in the middle, like
some people do

Safety issues with bicycling in Quinhagak

Can ride on side of the road
also and watch out for behind
them.



Safety issues with ATV's/vehicle use in and around Quinhagak

people who are drunk
shouldn't ride.

some people ~~ride~~ ride too fast, they
should slow down and see what
is front of them cause some people
are looking around and not see what is

Safety issues with snow-machines in and around Quinhagak

in front.

snow goes also need to not go fast
on the road cause they can't stop
ride away.

no drunks should ride around.

Safety issues with boating in and around Quinhagak

no drunks should ride around.

Feedback will be very helpful in creating a worthwhile safety plan. By submitting at least one SINCERE idea for each area, you will be eligible for a cash drawing. Please return your survey to the drop box located at the NVK Administration Building by the deadline, or e-mail it to t.debilt@kwinhagak.org. Results of data collection will be shared with the community.

Thank you,

Tim DeBilt
Transportation Safety Plan Technician

Native Village of Kwinhagak

Quinhagak I.R.A. Council
Quinhagak, Alaska 99655
(907) 556-8165
Fax 556-8166

RESOLUTION 21-09-16

A RESOLUTION ADOPTING AND AUTHORIZING THE NATIVE VILLAGE OF KWIHAGAK TRIBAL TRANSPORTATION SAFETY PLAN

WHEREAS, The Native Village of Kwinhagak is a federally recognized tribe organized pursuant to the Indian Reorganization Act of June 18, 1934, as amended by the acts of June 15, 1935 and May 1, 1936, and

WHEREAS, The governing body of the Native Village of Kwinhagak I.R.A. Council is a seven-member council which is fully authorized to act for and on behalf of its tribal members arising under the Self-Determination Act of 1975, P.L. 93-638 as amended, 25 U.S.C. et. Seq, and

WHEREAS, The Native Village of Kwinhagak is in partnership with the Bureau of Indian Affairs to provide essential services to the tribal members of the Native Village of Kwinhagak and is a recipient of Tribal Transportation Safety Planning Funds, and

WHEREAS, it is a priority for the Native Village of Kwinhagak to provide safe, efficient, and reliable transportation and public road access to and around the lands within Tribal jurisdiction for tribal members, community members, visitors, recreationalists, resource users and others while contributing to community and economic development, and self-determination of the Tribe, and

BE IT RESOLVED, that the Native Village of Kwinhagak's Tribal Transportation Safety Plan, adopted, is intended to be a living document and shall be reviewed annually, and any amendments as necessary are delegated to the Stakeholders as above, and

BE IT FURTHER RESOLVED, that the Native Village of Kwinhagak Tribal Transportation Safety Plan is adopted by the Tribal Council for use in all regards for addressing and prioritizing all tribal transportation issues and other planning activities and the Tribe's designated employees are delegated the authority to implement the actions and Plans under the Tribe's Tribal Transportation Safety Plan.

CERTIFICATION

The foregoing resolution was passed and approved by a duly convened meeting of the Native Village of Kwinhagak Tribal Council, in which a quorum was present, and voted 7 ayes, 0 nays, 0 abstaining with _____ absent on September 7, 2021.

SIGNED:



Henry Small
President

ATTEST:



Vera Cleveland
Secretary



