



TRIBAL SAFETY PLAN

Tribal Transportation Program

Cheesh'Na Tribal Council



INTRODUCTION

The Cheesh'na Tribal Council is a federally recognized tribe located in Chistochina, Alaska. Chistochina is located on the Tok Cutoff of the Glenn Highway, 42 miles northeast of Glennallen. The village is accessible year-round by the Glenn and Richardson Highways. Small aircrafts may land at a state-owned 2,060' long by 90' wide turf/gravel airstrip. The combined population of the area is about 250 people.

The Cheesh'Na Tribal Council is committed to reducing the number of deaths and serious injuries and improving the overall safety of the transportation system. As part of the ongoing effort to make safety improvements, this Tribal Safety Plan has been developed with input from the local community. The plan identifies current issues and priorities which upon implementation, is intended to further improve transportation safety for the Cheesh'Na Tribal Council, its membership, and others living within or visiting their traditional lands.

SAFETY MANAGEMENT SYSTEM BACKGROUND

In 2005, the Federal Highway Administration and the Bureau of Indian Affairs, with Tribal input, developed a "Strategic Highway Safety Plan for Indian Lands". The Strategic Highway Safety Plan establishes direction and emphasis areas aimed at reducing crashes in Indian Country. In addition, in August 2008, the "Tribal Transportation Safety Management System Implementation Plan" was developed to improve safety and to meet emphasis areas identified in the "Strategic Highway Safety Plan for Indian Lands". The development of a Tribal Safety Plan is just one of eight implementation activities recommended in the Tribal Transportation Safety Management System Implementation Plan.

This Tribal Safety Plan was developed in partnership with Cheesh'Na Tribal Council and the Alaska Tribal Technical Assistance Program Center (AKTTAP) which is located with the University of Alaska Fairbanks' Interior Aleutians Campus.

A public meeting was held in Chistochina on December 9, 2011, to gather input on current safety priorities. Residents identified issues of concern and recommendations related to the following safety priorities: engineering, enforcement, emergency response systems, and education.

SAFETY PRIORITIES

Engineering

- a. **Drainage** - To ensure proper drainage along the Glenn Highway and the community streets (particularly in the area of the newest subdivision), residents recommend installing additional and/or enlarged culverts. See attachments for a map of suggested locations for future culverts as identified by local residents.
- b. **Bike Path** - To improve safety for bikers and pedestrians, residents recommend identifying strategies and resources to extend the existing bike path to run from the community recreation pond in the west to the community store in the east, including a bike path addition to the Sinona Creek Bridge. The existing path poses a danger when

bikers utilized the road for access, particularly given the 55mph speed limit on the Tok Cutoff Highway as it passes through this area.

- c. **Driver Fatigue** - Driver fatigue (particularly among semi-drivers) is of particular concern to local residents. To ensure full alertness of drivers traveling through the community, residents recommend exploring ways to expand rest stop areas (both new and existing) around Chistochina.
- d. **Road Markers & Lights** - To increase the awareness of drivers not familiar with the area, residents recommend installing driveway reflectors, flashing lights and streetlights at each end of the community. The community has also identified the need for street lights to be located at major intersections within the Cheesh'na Subdivision (see attached map).
- e. **Boat Launch** - To prevent injuries at the improvised boat launch, residents recommend installing a cement boat ramp for public use.
- f. **State Highway** - To help improve winter driving conditions in Chistochina, residents recommend widening and repaving sections of the state highway. Road dust is a health concern on community roads in the main housing section of the community. Dust control on community roads is a priority project in the Chistochina Long Range Transportation Plan 2011.
- g. **Bridge & Flood Protection** - To address the condition of the bridge and flood protection, residents recommend conducting a flood plain study. Residents have noticed the Chistochina River and tributaries have flooded above the Chistochina River Bridge multiple times since the installation of the 2004 bridge.

Enforcement

- a. **Speed Limit** - A major safety concern is the current highway speed limit of 55mph through the middle of the community of Chistochina. At this rate of speed, crossing from one side of the highway to the other is dangerous, especially during the winter months and particularly for pedestrians. The Tribe has requested lowering the speed limit to 45mph through the community. To increase visibility during the winter months, residents recommend installing additional streetlights. See attachment for a map of suggested locations for additional streetlights as identified by local residents.
- b. **Village Public Safety Officer** - Chistochina does not currently have a Village Public Safety Officer (VPSO). The VPSO Program is designed to train and employ individuals residing in the village as first responders to public safety emergencies such as search and rescue, fire protection, emergency medical assistance, crime prevention and basic law enforcement. Residents have initiated the process for re-establishing a VPSO program in Chistochina.

Emergency Response Systems

The Chees'Na Tribal Council is in the process of identifying areas to improve upon emergency response systems. As part of this initiative, Chistochina recently drafted an Emergency Operations Plan.

- a. **Airport** – A major concern of local residents is the close proximity of the airport to the Glenn highway. To allow for improved access to emergency air transportation, residents recommend planning and seeking funding for airport improvements (such as improved signage to warn pedestrians and drivers to watch for incoming planes) and/or relocation. For more information on relocation of the airport, see the 2011 Cheesh'Na Tribal Council Long Range Plan.
- b. **Search & Rescue** - To improve Search and Rescue effectiveness, residents recommend building local response capacity.
- c. **Commercial Vehicles** - To address possible threats from the large volume of commercial vehicles that drive through Chistochina, residents recommend developing a Hazmat Response Plan.
- d. **Emergency Communication** – Residents recommend developing and maintaining effective emergency communication procedures such as a tribal office base station, radio and dispatch procedures, etc.

Education

The Cheesh'Na Tribal Council is committed to increasing opportunities for safety-related education and training.

- a. **Driver Education** - To promote safe driving habits, residents recommend offering local driver education courses such as defensive driving, substance abuse related accidents, and basic driver education.
- b. **Search & Rescue** - To improve Search and Rescue effectiveness, residents recommend offering local response training.
- c. **Car-Seat Safety** - To reduce the risk of infant fatalities and injuries, residents recommend assisting low-income families to obtain car/booster seats.
- d. **Youth Driver Education** - To address high rates of youth-related ATV accidents, residents recommend offering seasonal transportation courses/programs targeted at the youth which cover the safe operation of automobiles, ATV's, snowmobiles and boats.

NEXT STEPS:

- ☐ The Cheesh'Na transportation department will continue to identify appropriate individuals or entities to further implement Safety Priorities.
- ☐ The Cheesh'Na transportation department will continue to rank Safety Priorities in order of importance as funding becomes available to support implementation.

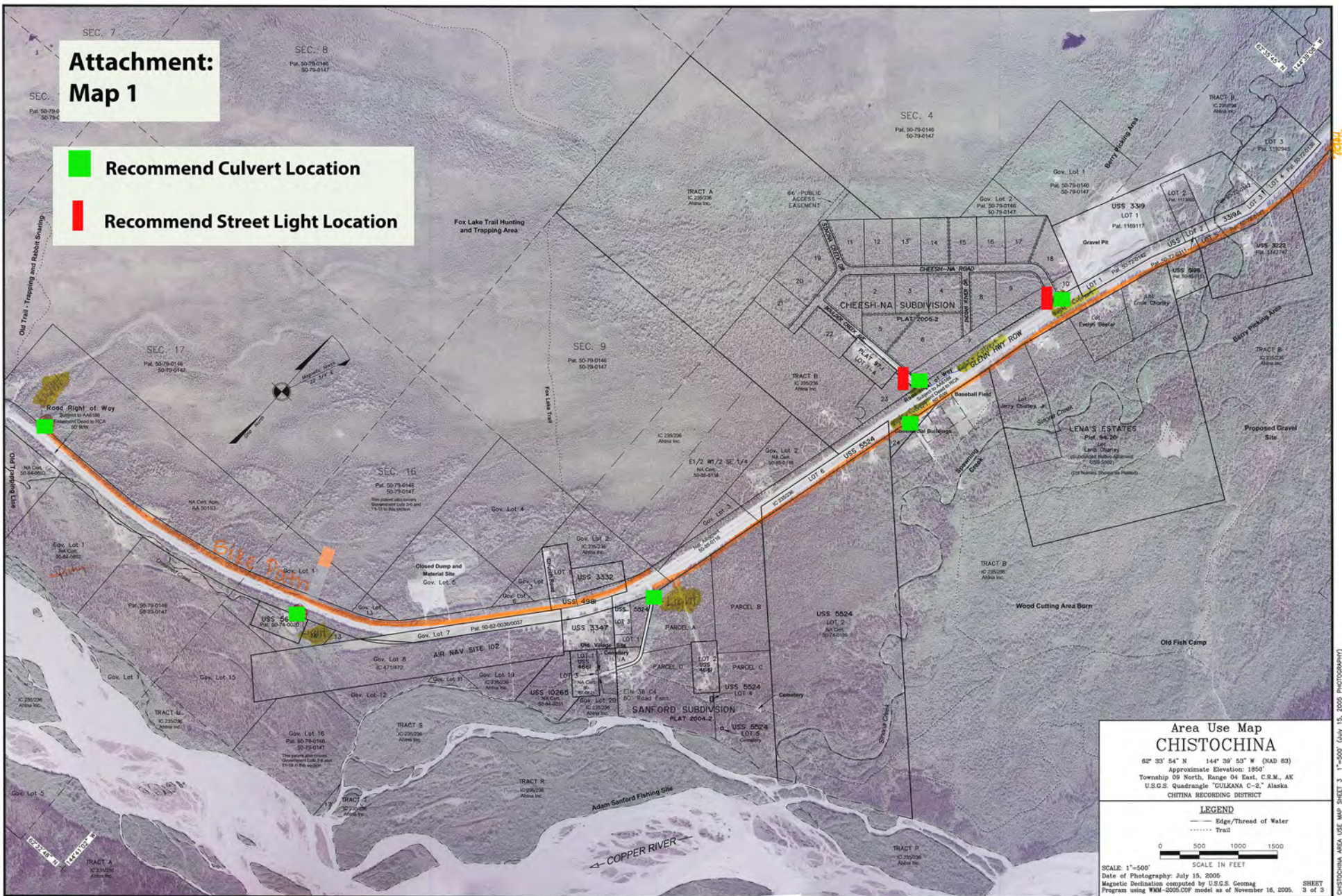
ATTACHMENTS:

- Map 1 – Culvert and Street Light Recommendations
- Map 2 – Culvert, Street Light and Dust Control Recommendations
- Map 3 – Culvert and Street Recommendations
- Agenda
- Participant List

**Attachment:
Map 1**

Recommend Culvert Location

Recommend Street Light Location



Area Use Map CHISTOCHINA

62° 33' 54" N 144° 39' 53" W (NAD 83)
Approximate Elevation: 1850'
Township 09 North, Range 04 East, C.R.M., AK
U.S.G.S. Quadrangle "GULKANA C-2," Alaska
CHITINA RECORDING DISTRICT

LEGEND

—— Edge/Thread of Water
..... Trail

0 500 1000 1500

SCALE: 1"=500' SCALE IN FEET
Date of Photography: July 15, 2005
Magnetic Declination computed by U.S.G.S. Geos.
Program using WMM-2005.COF model as of Nov

SHEET
3 of 3

Attachment: Map 2

- Recommend Culvert Location
- Recommend Street Light Location
- ➔ Recommend Dust Control Location

BUILDING KEY

1. Church
2. MTC Offices
3. MTC Offices
4. Chitochina Elementary
5. AK Power & Tel. Generator
6. Water Building
7. Village Office & Clinic
8. Community Hall
11. Code Red Fire Equip. Storage

MAP NOTES

This map was prepared by the Copper River Basin Regional Housing Authority (CRBHA) in cooperation with the Alaska Department of Commerce, Community and Economic Development (Commerce), using funding from CH2M, Alaska Incorporated, Mount Seward Tribal Consortium, and funding from the Initiative for Sustainable Development (ISD). The ISD is supported by grants from the Alaska Department of Commerce, Community and Economic Development and Public Facilities and Commerce, the Copper River Basin Regional Housing Authority, and the Chitochina Land Association, Inc. in May of 2005 to prepare this map. This map was compiled to meet horizontal and vertical accuracy in accordance with national map accuracy standards.

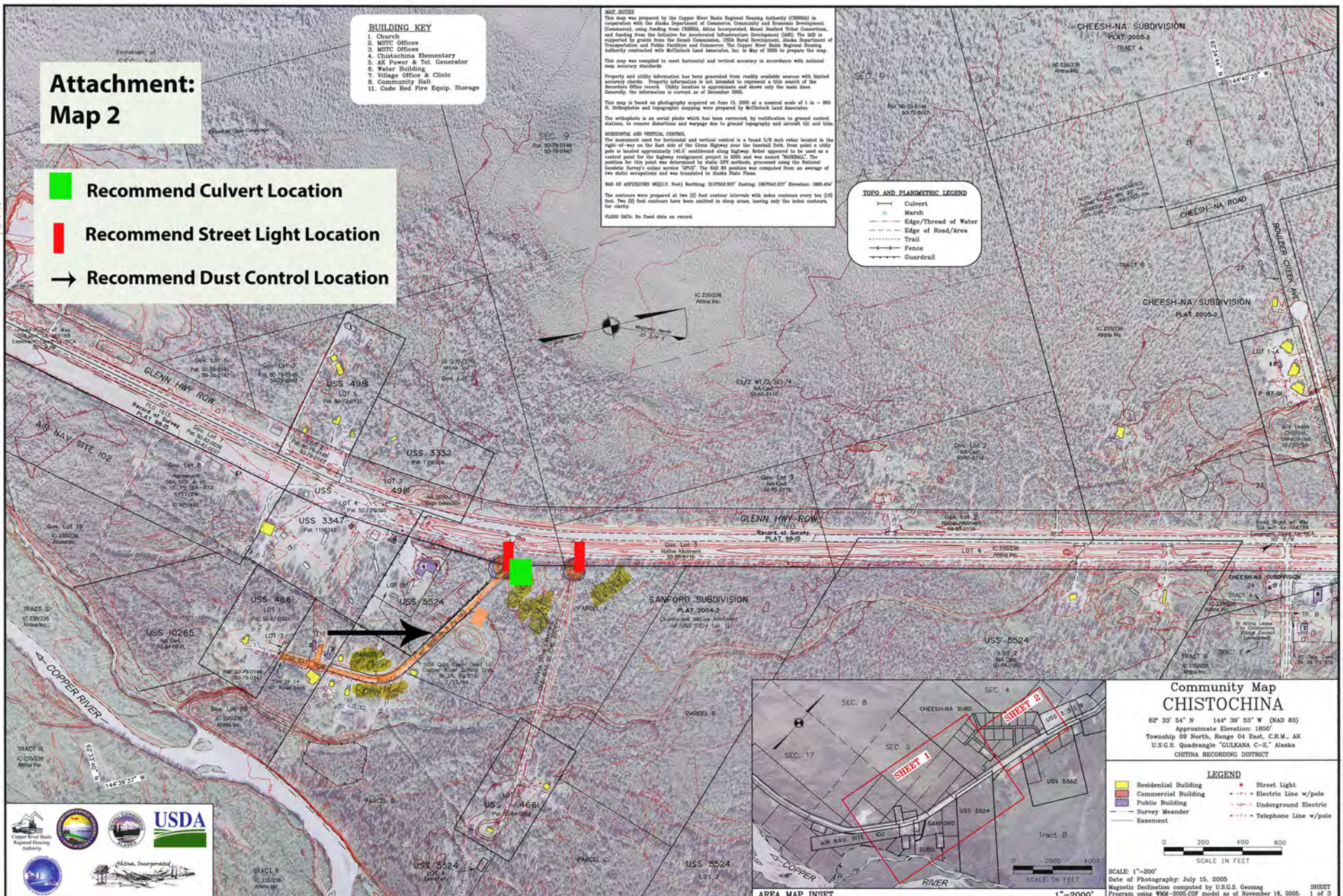
Property and utility information has been generated from readily available sources with limited accuracy checks. Property information is not intended to represent a title search of the Recorder's Office record. Utility location is approximate and shows only the main lines. Generally, the information is correct as of December 2005.

This map is based on photography acquired on June 15, 2005 at a nominal scale of 1 in = 800 ft. Orthophotos are aerial photos which have been corrected, by rectification to ground control stations, to remove distortions and warped due to ground topography and aircraft tilt and trim.

HORIZONTAL AND VERTICAL CONTROL
The monument used for horizontal and vertical control is a front 5/8 inch pole located in the right-of-way on the east side of the Glenn Highway near the beach field, from point a utility pole is located approximately 145' southeast along highway. This pole appeared to be used as a control point for the highway realignment project in 2005 and was named "NATIONAL". The location of this point was determined by Alaska GPS technology, providing the National Geospatial Survey's online service "GPS". The NAD 83 position was computed from an average of five static occupations and was broadcast to Alaska State Plane.
NAD 83 APPENDIX 900(1) 5 Feet Northing: 3075562.507 Easting: 1807042.037 Elevation: 1885.454
The contours were prepared at two (2) foot contour intervals with index contours every ten (10) feet. Two (2) foot contours have been omitted in steep areas, leaving only the index contours, for clarity.
FLOOD DATA: No flood data on record.

TOPO AND PLANIMETRIC LEGEND

- Culvert
- Marsh
- Edge/Threshold of Water
- Edge of Road/Area
- Trail
- Fence
- Guardrail



Community Map CHITOCHINA

62° 33' 54" N 144° 39' 53" W (NAD 83)
Approximate Elevation: 1800'
Township 09 North, Range 04 East, C.R.M., AK
U.S.G.S. Quadrangle "CHITOKA, C-2," Alaska
CHITINA RECORDING DISTRICT

LEGEND


- Residential Building
- Commercial Building
- Public Building
- Survey Meander
- Easement
- Street Light
- Electric Line w/pole
- Underground Electric
- Telephone Line w/pole


0 200 400 600
SCALE IN FEET

SCALE: 1"=800'
Date of Photography: July 15, 2005
Magnetic Declination computed by U.S.G.S. Geomag
Program using WNM-2005.COF model as of November 16, 2005.
SHEET 1 of 3



Attachment: Map 3

 Recommend Culvert Location

 Recommend Street Light Location

Community Map CHISTOCHINA

62° 33' 54" N 144° 39' 53" W (NAD 83)
Approximate Elevation: 1850'
Township 09 North, Range 04 East, C.R.M., AK
U.S.G.S. Quadrangle "CHILKANA C-2," Alaska
CHITINA RECORDING DISTRICT








LEGEND

- | | |
|--|---|
|  Residential Building |  Street Light |
|  Commercial Building |  Electric Line w/pole |
|  Public Building |  Telephone Line w/pole |
|  Survey Meander | |
|  Easement | |



SCALE: 1"=100'
Date of Photography: July 15, 2005
Magnetic Declination computed by U.S.G.S. Geomag
Program using WMM-2005.COF model as of November 16, 2005. SHEET 2 of 3

TOPO AND PLANNING LEGEND

- | | |
|--|--|
|  Culvert | |
|  Marsh | |
|  Edge/Thread of Water | |
|  Edge of Road/Area | |
|  Trail | |
|  Fence | |
|  Guardrail | |

BUILDING KEY

- 9. Recreation Center
- 10. Dumpster & Recycling Center
- 12. Sitonsa Creek RV/Campground

GLENN HWY ROW
Road Right of Way
Subject to Easement
Easement Over to ROW
50' R/W
PLAT 99-15

CHEESH-NA SUBDIVISION
PLAT 2005-2

LENA'S ESTATES
PLAT 94-80

USS 3319A

USS 3319

LOT 1

Pat. 11690117

LOT 1

Pat. 50-72-042

Road Right of Way
Subject to Easement
Easement Over to ROW
50' R/W

Lot
Lena Charley, Jr.

Lot
Lena Charley

Lot
Paveln Becker

Lot
Ernie Charley

Cheesh'na Tribal Council Tribal Safety Plan

AGENDA

December 9, 2011

- 10:00 a.m. Introductions
- 10:30 a.m. Stations
- Defining a Safety Management System
 - SMS Background and Overview
 - FHWA SMS Implementation Plan
 - Discussion of Tribal Safety Plans
 - Q&A
- 11:00 a.m. Tribes existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)
- Documentation of existing programs and approaches
- 11:30 a.m. Break
- 11:45 a.m. Development of a Tribal Safety Plan
- Identification/Discussion of Safety issues and concerns
 - Safety approaches to include
 - Safety approaches to develop
 - Integration with other safety plans
- 12:00 Lunch
- 1:00 p.m. Identification of implementation steps
Identification of responsible parties/champions for specific elements
- 2:15 p.m. Questions/Discussion of process and continued efforts
- 2:30 p.m. Site visit to traffic safety concern or transportation safety issues
- 4:00 Wrap Up



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