



PETERSBURG INDIAN ASSOCIATION

P.O. Box 1418 or 1410

15 North 12<sup>th</sup> Street

Petersburg, Alaska 99833

Phone: 907-772-3636

Fax: 907-772-3637

## GENERAL DESCRIPTION

### Location

Petersburg is located on the northwest end of Mitkof Island, where the Wrangell Narrows meet Frederick Sound. It lies midway between Juneau and Ketchikan, about 120 miles from either community. It lies at approximately 56.812500° North Latitude and 132.955560° West Longitude. (Section 27, T058S, R079E, Copper River Meridian.) Petersburg is located within the Petersburg Borough.

### Background

Tlingit Indians from Kake utilized the north end of Mitkof Island as a summer fish camp. Some reportedly began living throughout the year at the site, including John Lot.

Petersburg was named after Peter Buschmann, a Norwegian immigrant and a pioneer in the cannery business, who arrived in the late 1890s. He built the Icy Strait Packing Company cannery, sawmill, and dock by 1900. His family's homesteads grew into this community, which is populated largely by people of Scandinavian descent. In 1910, a city was formed, and by 1920, 600 people lived in Petersburg throughout the year. During this time, fresh salmon and halibut were packed in glacier ice for shipment. Alaska's first shrimp processor, Alaska Glacier Seafoods, was founded by Earl Ohmer in 1916. A cold storage plant was built by Knut Thompson in 1926. The cannery has operated continuously, and is a subsidiary of Icicle Seafoods, Inc. now known as Petersburg Fisheries. Across the narrows is the town of Kupreanof, which was once busy with fur farms, a boat repair yard, and a sawmill. Petersburg has developed into one of Alaska's major fishing communities.

The community maintains a mixture of Tlingit and Scandinavian history. It is known as "Little Norway" for its history and annual Little Norway Festival during May. An average of 3,000 people live in Petersburg year round. According to the 2013 census, the population of Petersburg was 2,920. Our schools, K-12, currently have 430 students, 143 in high school, 90 in middle school, and 217 in elementary school. The Petersburg Indian Association is composed of several native tribes from around the nation. There are over 500 tribal members; most are Tlingit Indians of the Eagle and Raven Clan. Petersburg native community has proven historical fishing sites that go back 10,000 years, such as south Blind Slough site, and the 5,000 year old traps at Ohmer Creek. Several other sites on Mitkof Island, Thomas Bay, Point Agassiz, Duncan Canal, and Stikine are in traditional hunting and fishing grounds. The Tribe as well as many other tribes followed fish and animal migrations throughout many areas of Southeast Alaska. Until recently tribal members were involved in southeast timber harvest on Mitkof and Kupreanof Islands.



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### Tribal Government Background

The tribal government was first erected in 1936 to promote and provide boat loans for the tribal men, enabling them to better provide for their families. The tribe completed an official incorporation with an organizational constitution and by-laws that were adopted in 1948. This allowed the tribe to help provide support monies to members in buying boats, housing, housing repairs, school tutoring, scholarships for college and vocational training, various social service needs, employment and training, as well as general community health.

### Federal Highway Administration Safety Efforts

The Federal Highway Administration (FHWA) has put forth many Tribal Safety efforts. In 2005, the Strategic Highway Safety Plan for Indian Country and Safety Management system was started. In 2011, FHWA updated the Safety Management System Implementation Plan, and in 2013 the Tribal Transportation Safety Program begun. The TTP Safety Program was developed under MAP-21; 2% of the TTP funds were set aside to be used for Tribal Transportation Safety activities. The funds are distributed across 4 different categories; Safety Planning (40%), Engineering Projects (30%), EMS/Enforcement Activities (20%), and Education Programs (10%). FHWA allows tribes to apply for safety funds each year, with no limit as to how many projects can be applied for. However, each project must applied for separately, and must be included in a safety plan (either State Strategic Highway Safety Plan, or the Tribe's Safety Plan.

## **VISION**

### Mission Statement:

The Petersburg Indian Association Tribal Safety Plan's goal is to decrease the number of fatalities and injuries on our roads, trails and waterways by working with partners throughout the community to promote transportation safety by utilizing the four E's; education, engineering, EMS, and enforcement. This plan will address transportation safety needs, and suggest strategies to help improve transportation safety within our community. PIA is devoted to keeping our tribe, community and visitors as safe as we can.

### Vision Statement:

Stay Smart. Stay Safe. Stay Alive.

### Goal:

It is the Tribe's goal to increase safe transportation practices and decrease injuries and fatalities related to transportation.



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### **SAFETY PARTNERS**

The Petersburg Indian Association Tribal Transportation Safety Program has partnered with a few other agencies. These include:

- ❖ Alaska Department of Natural Resources-Office of Boating Safety –Joseph McCullough
- ❖ Petersburg Borough Parks and Recreation – Donnie Hayes
- ❖ Petersburg School Districts
  - Petersburg High School – Rick Dormer (Principal)
  - Mitkof Middle School – Rick Dormer (Principal)
  - Stedman Elementary School – Teri Toland (Principal)
- ❖ Safe Routes to Schools – Ginger Evans
- ❖ Petersburg Borough Search and Rescue – Bob Carter

### **PROCESS**

The Petersburg Indian Association Tribal Transportation Safety Plan was developed and written by Jaclyn Lyons of the TTP department. Crash data and DWI data were collected from the Alaska State DOT, and safety surveys for the public were generated to obtain data and opinions on safety concerns and practices. A public hearing will be taking place in the future for further input from the community.

### **EXISTING EFFORTS**

The Petersburg Indian Association already has some safety projects in place. These projects can be found in the 2016 Petersburg Indian Association Long Range Transportation Plan (PIA LRTP 2016). The projects are either currently being implemented, will be implemented within 5 years (after the other projects are completed), or proposed for a later date once the funding, time and resources are available. PIA already gets funding for these projects through the TTP program, however, it would be very helpful to get additional funding from the safety fund to help supplement the costs. The existing safety efforts include:

- ❖ Blading and grading of roads
- ❖ Brush removal
- ❖ Sign visibility maintenance
- ❖ Trail construction/maintenance
  - Construction of the USPO to Severson's Subdivision Trail (Pg. 24 of the PIA LRTP 2016)
  - Construction of the Hungry Point Loop Trail Extension (Pg. 24 of the PIA LRTP 2016)
  - Upgrading the City Creek Loop Trail (Pg. 24 of the PIA LRTP 2016)



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- Rerouting, extending and resurfacing of trail
- ❖ Sidewalk construction/maintenance
  - North Harbor Sidewalks Reconstruction (Page 13 of PIA LRTP 2016)
  - Petersburg School District Sidewalks (Page 13 of PIA LRTP 2016)
    - Balder Street
    - Charles W Street
    - 3<sup>rd</sup> Street
  - Howkan and 12<sup>th</sup> Street to Hammer & Wikan (Pg. 14 of the PIA LRTP 2016)
  - Rae C Stedman Elementary School Drop Off Zone (Pg.15 of the PIA LRTP 2016)
- ❖ Snow removal
  - PIA parking lot
- ❖ Bike path construction/maintenance
  - Sandy Beach Bike Path (Page 15 and 16 of the PIA LRTP 2016)
  - North Nordic Bike Path (page 16 and 17 of the PIA LRTP 2016)
- ❖ Upgrading Roads
  - Upgrade Cabin Creek Reservoir Road (Pg. 19 of the PIA LRTP 2016)
    - Brushing, Ditching, and Resurfacing
  - Upgrade Excel Street (Pg. 20 of the PIA LRTP 2016)
    - Construction of a modern road, with a pedestrian sidewalk (concrete), a parking lane (asphalt pavement), and a traffic lane (asphalt pavement)
- ❖ Marine Facility maintenance
- ❖ Remote Cabins (Transportation Terminal Safety Facilities) maintenance (Pg. 28 & 29 of the PIA LRTP 2016)

## DATA SUMMARY

Crash data has been collected from the Alaska DOT for years 2000-2012. Uniform Crime Reports from DOT were collected for years 2000-2014; these reports supplied the number of DWI's. Online surveys were created and distributed to the town through facebook, and our PIA website [www.piatribal.org](http://www.piatribal.org), it was also advertised in the local Petersburg Pilot. The entire datasets and graphs can be found in Appendix A.

### Crash Data Summary

- ❖ There were a total of 152 crashes in the Petersburg area between the years 2000-2012.
- ❖ There were a total of 228 vehicles involved
- ❖ There were a total of 346 people involved in these crashes
- ❖ A little over half the all the drivers [vehicle 2 and vehicle 3 included] were male (51.75%), 118 out of 228



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- ❖ 80 of the 228 were female, 35.09%
- ❖ 30 of the 228 were unknown, 13.16%
- ❖ Half of the drivers considered to be at fault were male, 38.82% female, 11.18% unknown, (pretty close to the same as all the drivers)
- ❖ The younger folks took up the majority of the crashes, so our main focus should be on the age group 16-20.
  - They accounted for 30% (29.82) of the crashes (all vehicles)
  - 32.89% of the Drivers at fault were between ages 16-20
- ❖ Over half (52.63%) of the Drivers at fault were aged 16-30
- ❖ Only 77 of the 224 drivers were recorded wearing a seatbelt (34.37%).
- ❖ 27 of the 152 (17.76%) drivers at fault were under the influence
- ❖ Driver inattention and driver inexperience were the leading human circumstance factors that resulted in a crash

Uniform Crime Report Data Summary (DWI's)

- ❖ There have been a total of 291 DWI's from 2000-2014.
- ❖ In 2012 all of the drinking establishments were giving free cab rides from the bar. The number of DWI's was cut in half from the years 2000-2004 (124 DWI's) and 2010-2014 (68 DWI's)

Online Surveys Data Summary

- ❖ The S-Curve right after Twin Creek was ranked the least safe route on the survey. It received a rank of 2.78 out of 10, where 1 is very unsafe and 10 is very safe.
- ❖ The S-Curve by Alaska Fibre was ranked the second least safe route on the survey. It received a rank of 4.13.
- ❖ The Bottom of Haugen was also ranked unsafe with a rating of 4.44, followed by Howkan (4.67) the corner near the airport (4.89) and 3<sup>rd</sup> Street (5.00).
- ❖ Comments suggest a crosswalk light for Library intersection, 2<sup>nd</sup> and Haugen.
- ❖ Drunk Driving was rated the highest safety concern, with a rating average of 2.64 on a scale of 1-10 where 1 is the highest safety concern and 10 is the lowest safety concern.
- ❖ Unsafe Driving was rated second highest safety concern with a rating average of 2.71
- ❖ Poor walking conditions comes in third, with a rating average of 3.31, followed by poor visibility on the road (3.63) Road Condition (4.15) and Boating accidents (4.43)
- ❖ A lot of the public made comments about people using their cell phones while driving being a huge concern



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- ❖ Reflectivity was also a common subject in the comments, both making the roads more reflective, and pedestrian clothing being more reflective so walkers and bikers can be seen when it is dark
- ❖ A community member commented that the direction of the one-way in front of Kito's Kave should be changed to direct traffic away from the old and rotting Rasmus Enge Bridge, and instead diverts traffic towards the Middle and North Harbors.
- ❖ On a scale of 1-10, 1 being the best, community members ranked More Sidewalks as the best safety solution, with a rating average of 3.5
- ❖ Free CPR/First Aid classes was second with a rating average of 3.63, followed by Better Road Conditions (3.76), Free Boating Safety Courses (4.29), Free Driver's Ed Classes (4.29), Flashing Crosswalk signs (4.72) and Free Car/Driver Safety Presentations (4.86)
- ❖ A community member commented that "It'd be nice to have an easy access walkway from the Libbys bike path to the entrance to the cemetery instead of having to walk along the highway to get there."
- ❖ We have a memorial park dedicated to people who died at sea; there are currently 339 names on plaques in this park area. These do not include all deaths at sea, only those who had people buy plaques for them.
- ❖ 23.5% of the people who took the survey said that they would attend an 8 hour water wise boating safety class, and 47.1% said maybe. However, 41.2% said yes, and 35.3% said maybe if free items and prizes were offered.
- ❖ 70.5% of the people who took the survey do not know all the stages of cold water immersion.
- ❖ Over ¼ (26.5%) of the people who took the survey do not know how to select the correct PFD.
- ❖ According to the survey data, 38.5% wear their seatbelts less than half the time. I have observed that this percentage should be way higher.
- ❖ Survey data shows that 41% of the people who took the survey will text while driving.
- ❖ 74.4% will answer phone calls while driving.
- ❖ 41% of the people who took the survey either do not know how or have never changed a car tire before.
- ❖ 56.4% do not have a complete emergency car safety kit. 35.9% do not have anything, and 20.5% have at least one item, such as everything to change a tire, but nothing else.
- ❖ 25.7% either do not know how, or have never attempted to jump start a car.
- ❖ The data reflects that the people who took the survey are confident in their knowledge of the rules of the road. There were however many comments about Petersburg resident's lack of knowledge of the rules of the road.
- ❖ 66.6% said Yes or Maybe to attending a free defensive/driver safety class.
- ❖ 44.1% of the people who took the survey have felt lost while hiking.





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- ❖ Of the people who took the survey, 53.33% carry a communication or locator device less than half the times they go hiking.
- ❖ 64.7% said that they would rent a SPOT device for when they go hiking, hunting, fishing, etc.
- ❖ 70% of the people who took the survey wear their helmets less than half the time. 40% never wear their helmet while biking.
- ❖ 60% of the people either do not know how or have never maintained their bikes.
- ❖ 45.7% do not have a way to alert their presence, ie a bell or reflectors
- ❖ 74.3% answered either Yes or Maybe to participating in a bike safety rally.

## EMPHASIS AREAS

### Crash Data Driven Emphasis Areas

- ❖ Drunk Driving
- ❖ Unsafe/Distracted Driving
- ❖ Data Entry

### Uniform Crime Report Data Driven Emphasis Areas

- ❖ Drunk Driving (DWI's)

### Online Survey Data Driven Emphasis Areas

- ❖ Howkan Street
- ❖ S-Curve at Twin Creek
- ❖ Poor/unsafe Walking Conditions
- ❖ Boating Safety
- ❖ Lack of Safety Education
- ❖ Communication Devices

### Potential Strategies

#### **1. Continuation of Development of the Tribal Transportation Safety Plan**

- ❖ Description
  - The safety plan is not fully developed, and will need to continue its development for the next FY.
- ❖ Goal
  - To have a complete Petersburg Indian Association Tribal Transportation Safety Plan
- ❖ Strategies



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- Continue developing the Petersburg Indian Association Tribal Transportation Safety Plan

## 2. Unsafe/Distracted Driving

### ❖ Description

- According to the crash data, and the online survey polls, distracted driving is a major safety issue in our community. Many of the community members left comments on the online surveys specifically addressing cell phone use while driving. There were also a number of comments regarding the rules of the road. The people who took the survey believe that they know the rules of the road, but they also feel that other drivers do not. The crash data also indicates unsafe/distracted driving is an issue. According to the crash data, only 1/3 of the people involved were wearing a seatbelt.

### ❖ Goal

- Increase seat belt usage
- Increase knowledge of the rules of the road
- Decrease cell phone usage while driving

### ❖ Strategies

- Hire a Driver's Education Instructor (Myrtle Davidson) to present at the high school auditorium for high school students and the public.
- Offer free Driver's Education classes, or classes at a reduced rate (grant dependent)
- Talk to the DMV, and make it a requirement to take Driver's Ed before you can get a license
- Hang posters at the school and other public areas with the most important and/or most misunderstood rules of the road to remind people.
- Partner with the school videography class to make a video about unsafe driving, and share it with the town. See if the movie theater will play it before movies so that more of the public will see it and hopefully it will make an impact.
- Contact school and/or churches to set aside a time to make personalized decorative seat belt covers. This might increase usage, because they have something that they made and that they are proud of, and want to show off.

## 3. Drunk Driving

### ❖ Description

- According to the Uniform Crime Report data from the Alaska DOT, there have been 291 DWI's from 2000-2014. Over 1/6 of driver's at fault were under the influence.

### ❖ Goal





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- Decrease the amount of drunk driving that occurs to increase road and pedestrian safety.

### ❖ Strategies

- Bring back the free cab rides from the drinking establishments in town.
  - In 2012 all of the drinking establishments were issuing free cab rides home for individuals that were too drunk to drive. This decreased the number of DWI's by half. However, it became too expensive for the bars to keep up with the payments, and the service is no longer available.
  - Form a partnership with the drinking establishments to pay for a percentage, or up to a certain amount annually.
- Start a tribal cab company that will develop into a transit program
- Make a video about drunk driving and play it for the town, see if we can get it on local TV, or at the movie theater
- Make a non-video ad to display at the movie theater.

## 4. Lack of Safety Education

### ❖ Description

- Our community needs to have more opportunities to learn about transportation safety. We are lacking in our knowledge of car safety, boating safety, bike safety, ATV/Snowmobile safety, etc.

### ❖ Goal

- Increase transportation safety education
- Increase practice of safe habits

### ❖ Strategies

- Free Driver's Ed classes
- Free CPR/First Aid Classes
- Boating Safety classes and presentations
- Driving/Car safety presentations
- Create a deck of cards that have a different safety tip or rule on each card, and hand them out to the public
- Free ATV/Snowmobile safety presentations
- Bike Safety Course

## 5. Poor/Unsafe Walking Conditions

### ❖ Description

- There are many areas in town where the walking condition is less than great. Many of our main roads that lead to schools or the hospital are not paved yet. In the winter, the sidewalks are not plowed, and become very difficult and dangerous to traverse. Many people end up walking in the road instead of on the sidewalk, which is very dangerous. Gravel also gets thrown onto the sidewalks by the



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Borough truck that spreads in along the road. There are also roads lacking sidewalks and others that have huge ditches that can be very potentially harmful if someone were to slip and fall into one. It is also sometimes difficult to see when people wish to cross the road, especially during the dark months of the year.

### ❖ Goal

- Increase pedestrian travel safety

### ❖ Strategies

- Pave the roads
- Construct more sidewalks
- Fill in the ditches and replace with shallower, less dangerous drainage ditches
- Snow plow the sidewalks in the winter
- Wash the gravel and dirt and debris off the sidewalks
- Push button crosswalk
- Reflective tape for clothing (to make pedestrians visible to oncoming traffic)

## 6. **Howkan Street**

### ❖ Description

- Howkan Street leads up to the big grocery store, a liquor store, a Pizza establishment, GCI Communications Store, and to the native housing subdivision. This road is very highly used, and has no room for pedestrians to walk. Pedestrians must walk in the deep ditch in order to avoid being hit by a car. Many school children have to walk down this road to catch the bus as well.

### ❖ Goal

- Create a safe route for pedestrians to walk up and down Howkan Street.

### ❖ Strategies

- Construct a sidewalk for pedestrians to safely travel Howkan Street.

## 7. **Boating Safety**

### ❖ Description

- Boating is a huge part of our community. A large percentage of the population depends on boating for their income, and/or for harvesting their food, so boat safety is very important.

### ❖ Goal

- Increase knowledge about safe boating
- Decrease number of boating incidents and deaths

### ❖ Strategies

- Hand out boating safety booklets and pamphlets
- Hang up boating safety posters
- Bring an instructor down to present and teach boating safety classes to the schools and public



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- Provide boating safety equipment

### 8. Communication Devices

#### ❖ Description

- We get a number of tourists and locals who have gotten lost while out hiking, or fishing, boating, or camping, etc. and do not have a communication device to help them get rescued. It is important to be able to contact someone in case of an emergency.

#### ❖ Goal

- Increase ability to communicate with and contact people in areas with no cell service.

#### ❖ Strategies

- Partner with Search and Rescue to obtain SPOT Devices
- Buy and rent out SPOT devices to community members and tourists. These devices can send out a GPS location, text message and/or email to a family member, or a Search and Rescue member, even in areas with no service.

### 9. S-Curve at Twin Creek

#### ❖ Description

- There is a steep S-Curve out the road, right after Twin Creek RV Park. There are always multiple accidents that occur on this curve every year, however, only a few have been reported. This curve is very steep, has sharp turns, and is in the shade of large trees, making icy conditions a lot of the time. It also has a very high suggested speed limit of 40 mph. The highest speed limit in our entire island is 50 mph.

#### ❖ Goal

- Decrease the number of accidents that occur on this curve

#### ❖ Strategies

- Decrease speed limit
- Insert a RWIS system that can alert drivers when conditions are icy, to remind them to slow down
- Put up signs warning people that this curve is dangerous and suggest that they slow down
- Re-route the road

### 10. Data Entry

#### ❖ Description

- The location of the crash data that was entered is very hard to decipher. Better data entry for the location of the crash, such as an accurate Lat/Long is needed. Also, more reporting of accidents, even if they do not result in any damage is needed.



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### ❖ Goal

- Improve crash data entry with more specific location information.
- Have a GIS map of all the crash/accident sites to better the ability to locate emphasis areas.

### ❖ Strategies

- Get a survey-grade GPS unit that can record Lat/Long accurately and precisely.
- Have a better relationship with the Petersburg Police Department, Alaska State Trooper, Search and Rescue, Coast Guard, Harbor Master, etc. so that they will share all transportation related incidents with PIA so they can be recorded on our GIS map.

## EVALUATION & IMPLEMENTATION

The projects will be implemented as soon as funding becomes available. Listed in Table 1 below is the PIA Tribal Transportation Safety Plan Implementation plan. The safety plan will be revised and updated every year to fit the needs of the tribe. PIA will contact the Police Department, the State Troopers, Search and Rescue, and perhaps the Coast Guard to evaluate how the programs are working.



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Table 1. Petersburg Indian Association Tribal Transportation Safety Plan - Implementation Strategies				
Legend: \$ - Low Cost, < \$2,000 \$\$ - Reasonable cost, < \$15,000 \$\$\$ - High Cost, \$15,000 - \$100,000 \$\$\$\$ - Very High Cost, > \$100,000				
Priority	Task/Project	Who	When	Est. Cost
1	Emphasis Area: <b>Continuation of PIA TTSP</b>			
	Continue developing PIA TTSP	PIA	June 2017	\$\$
2	Emphasis Area: <b>Unsafe/Distracted Driving</b>			
	Presentations at the High School	Driver's Ed Instructor, PHS, PIA	Fall, Annually	\$
	Free Driver's Ed classes	Driver's Ed Instructor, DMV, PIA	2017	\$\$
	Driver's Ed Requirement	Driver's Ed Instructor, DMV	2017	\$
	Educational Posters	PIA	June 2016	\$
	Highschool Videography Class video	PHS, Northern Nights Theater, PIA	June 2016	\$
	Personalized/Decorated Seat Belts	Schools, Churches, Library	June 2017	\$
3	Emphasis Area: <b>Drunk Driving</b>			
	Free Cab Rides from drinking establishments	Drinking establishments, PIA, Cab company	June 2017	\$\$\$-\$\$\$\$
	Tribal Cab company	PIA	June 2017	\$\$\$-\$\$\$\$
	Drunk Driving Video	PIA	June 2017	\$\$
	Drunk Driving Ad	PIA	February 2017	\$
4	Emphasis Area: <b>Lack of Safety Education</b>			
	Free Driver's Ed Classes	Driver's Ed Instructor, DMV, PIA	2017	\$\$
	Free CPR/First Aid Classes	PIA, Petersburg Volunteer Fire Department	2017	\$-\$\$
	Free ATV/Snowmobile safety presentations	PIA, Other entity	2017, annually	\$
	Boating Safety Presentations and Classes	PIA, AK DNR OBS, Borough, Schools	Spring, Annually	\$-\$\$
	Driving/Car Safety Presentations and Classes	Driver's Ed Instructor, PHS, PIA	Fall, Annually	\$
	Deck of Safety Cards	PIA	2017	\$
	Bike Safety Course	PIA, Borough	Summer 2017	\$\$
5	Emphasis Area: <b>Poor/Unsafe Walking Conditions</b>			
	Pave Roads	PIA	2020-2025	\$\$\$\$
	Construct more sidewalks	PIA	2017- 2020	\$\$\$\$
	Fill in and replace ditches/culverts	PIA	2020	\$\$\$-\$\$\$\$
	Snow plow sidewalks	PIA	2017	\$\$-\$\$\$
	Wash debris off sidewalks	PIA	2017	\$\$-\$\$\$
	Push Button Crosswalk	PIA, Borough?	2017	\$\$-\$\$\$
	Reflective tape for clothing	PIA, Library, Schools, Churches	2017	\$
6	Emphasis Area: <b>Howkan Street</b>			
	Sidewalk Construction	PIA	May 2017, 2018	\$\$\$\$
7	Emphasis Area: <b>Boating Safety</b>			
	Hand out safety information	PIA, AK DNR Office of Boating Safety (OBS)	2016 and 2017	\$
	Hang up boating safety posters	PIA, AK DNR Office of Boating Safety (OBS)	2016 and 2017	\$
	Safety Instructor for boating safety	PIA, AK DNR OBS, Borough, Schools	Spring, Annually	\$-\$\$
	Boating Safety Equipment	PIA, AK DNR Office of Boating Safety	2017	\$\$
8	Emphasis Area: <b>Communication Devices</b>			
	Buy and Rent SPOT devices	PIA, Search and Rescue	2017	\$\$\$
9	Emphasis Area: <b>S-Curve at Twin Creek</b>			
	Decrease Speed Limit	PIA, State of Alaska	2017	\$-\$\$
	Insert RWIS system	PIA, State of Alaska	2018	\$\$\$-\$\$\$\$
	Increase signage	PIA, State of Alaska	2017	\$-\$\$
	Re-Route the Road	PIA, State of Alaska	2020	\$\$\$\$
10	Emphasis Area: <b>Data Entry</b>			
	Survey Grade GPS unit	PIA, Petersburg Police, State Trooper, SAR	2017, annually	\$-\$\$
	Better relationship with other entities	PIA, Petersburg Police, State Trooper, SAR	2017, annually	\$