



NORTHWAY TRANSPORTATION SAFETY PLAN



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**NORTHWAY
VILLAGE**

With:

WHPacific

Funded by:



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DRAFT

Thank you to all the community members who supported work on Northway Village's Transportation Safety Plan, and to the Federal Highways Administration for funding and providing guidance on the Plan. Your contributions help to create a culture of transportation safety in Northway, preventing injury and saving lives.

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Introduction and Background

I-A. Introduction

Northway Village seeks to provide safe travel options for community members and visitors, to include vehicular, pedestrian, and other means of transportation. Northway Village's Transportation Safety Plan was developed to identify unsafe conditions associated with the community's transportation infrastructure, and establish a plan for protecting the life and safety of community members. This plan was funded by a 2014 Tribal Transportation Program Safety Planning Grant from the Federal Highway Administration (FHWA).

Once complete, this plan will serve as an important resource for reducing crashes on tribal lands. The plan will identify emphasis areas and implementation strategies to improve transportation safety for Northway members. The focus of this Safety Plan will be transportation safety issues and potential improvements on Northway lands.

While other agencies may lead some of the identified safety actions, Northway staff will be instrumental in initiating other safety strategies and will monitor progress on all of the strategies to ensure that the actions are implemented. Additionally, as the Safety Plan is a "living document," it is important that the Tribe reevaluate and update the document on a regular basis.

I-B. Background

The following information was collected from the Alaska Department of Commerce, Community and Economic Development and the Northway Village Council.¹

Location and History

Northway is located on the east bank of Nabesna Slough, 50 miles southeast of Tok. It lies off the Alaska Highway on a 9-mile spur road, adjacent to the Northway airport. It is 42 miles from the Canadian border in the Tetlin National Wildlife Refuge. Northway presently consists of three dispersed settlements: Northway Junction (milepost 1264), Northway (the airport), and the Native village (2 miles north).



¹ Department of Commerce, Community and Economic Development Website:
<https://www.commerce.alaska.gov/dcra/DCRAExternal/community>

Northway is connected to the road system and the primary mode of transportation for residents is private vehicles². It is estimated that 70 percent of households own a vehicle. The 9-mile Spur Road connects the Alaska Highway to the Northway airport and town site. Community members travel to Tok (60 road miles) and Fairbanks (270 road miles) frequently. Travel into Anchorage (390 road miles) is less frequent and mainly occurs for the purchase of big ticket items and major medical needs.

Northway is located in the Northway-Tanacross lowlands which is bound on the north by the steep hills of the Yukon-Tanana Uplands and on the south by the foothills of the Alaska Range. The lowlands are flat, poorly drained flood plain, dotted with thaw lakes, streams, and sloughs. In the poorly drained soil relatively dense stands of white spruce, aspen and birch flourish.

Northway lies in the Continental climate zone, with long, cold winters and relatively warm summers. Temperatures range from -27 to 70 °F. The average low temperature in January is -27 °F; the average high during July is 69 °F. Extreme temperatures have been recorded from -72 to 91 °F. Average precipitation is 10 inches per year; snowfall averages 30 inches annually.

The Native settlement of Northway Village is located 2 miles south of Northway. The Northway area was traditionally Athabascan with the indigenous language being Upper Tanana. The Northway region was first utilized by semi-nomadic Athabascans who pursued seasonal subsistence activities in the vicinity of Scottie and Gardiner Creeks and Chisana, Nabesna, and Tanana Rivers. However, road construction and the airport have brought a

FIGURE 1: NORTHWAY LOCATION MAP

permanent non-Native population. The development and settlement of Northway was due to construction of the airport during World War II. The Northway airport was a link in the Northwest Staging Route, a cooperative project between the U.S. and Canada. A chain of air bases through Canada to Fairbanks were used to supply Alaska during World War II and the construction of the Alcan Highway. A post office was first established in 1941.

Socio-economic Characteristics

Northway is an Unincorporated Census-Designated Place (CDP) located in the Southeast Fairbanks Census Area. Northway Village is a federally recognized tribe. Tribal government affairs are conducted by a Traditional Tribal Village Council. The Village Council provides services through its BIA, IGAP, and ICWA programs. They maintain/operate the fire hall, clinic, washeteria, community hall, landfill and water/sewer haul services.

² Northway Community Profile and Plan, 2015

Northway's village corporation, Northway Native Inc., was formed after the Alaska Native Claims Settlement Act (ANCSA) was enacted in 1971 and is located within the limits of the Doyon, Limited

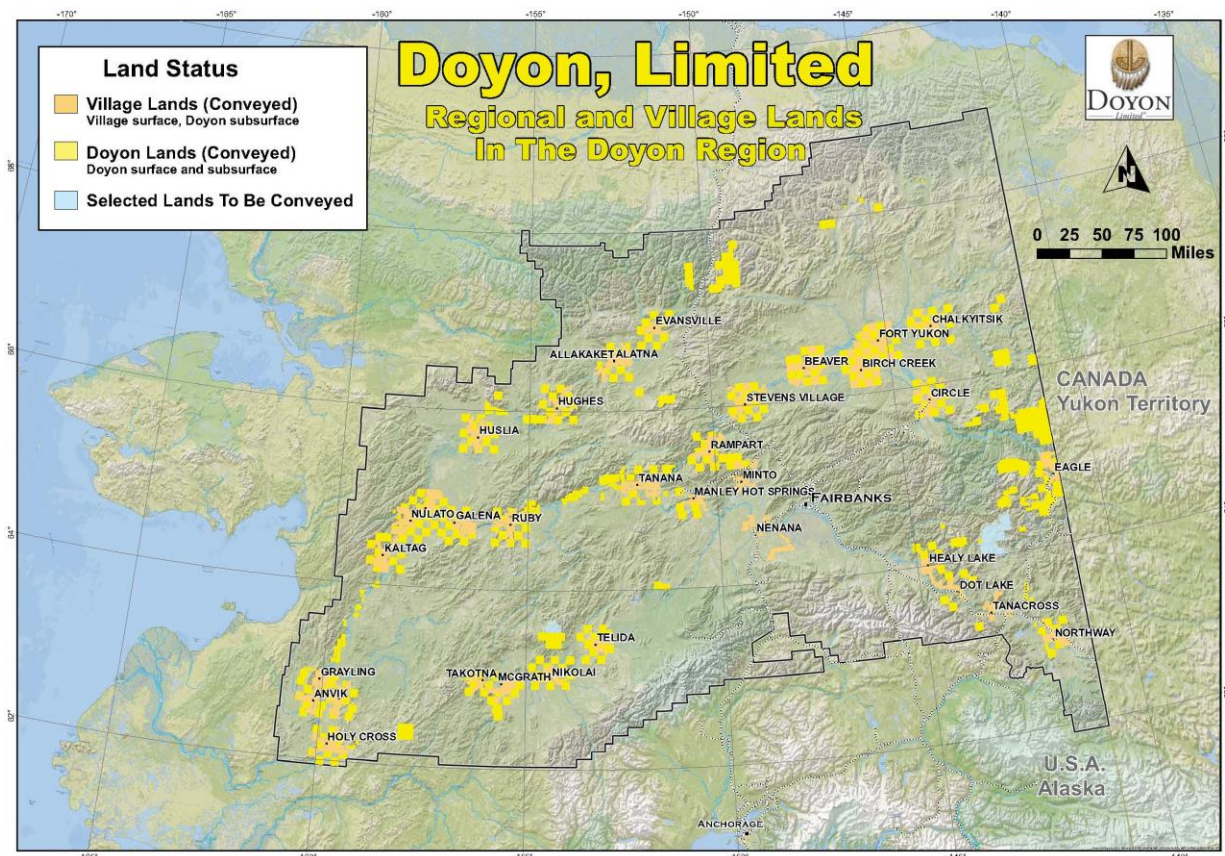


FIGURE 2: DOYON VILLAGE LOCATIONS

Source: https://www.doyon.com/lands/lands_overview.aspx

ANCSA region—shown in Figure 2. As a result, most Native village members are Northway Native Inc. and Doyon, Ltd. shareholders. The Village Corporation, Northway Native Inc., consists of a nine member board and ten full-time staff members and owns approximately 115,200 acres surrounding Northway. According to the U.S. Census Bureau, the population of Northway in 2010 was recorded at 71 residents. Northway's Tribal Council has reported its current population to include 229 residents, largely consisting of youth. Alaska Natives represent 78.9% of the population.

Accessibility

Northway is connected to the State's highway network and has a total of 18 roads and trails in the official BIA inventory that encompass a total of 59.1 miles. Eleven of the official roads are shown as owned by Bureau of Indian Affairs (BIA). Two of the official routes are owned by the State of Alaska. The remaining routes in the BIA inventory are owned by Northway Village.³ Figure 1 shows the location of Northway Village within Alaska and Figure 2 shows its location within the Doyon ANCSA Region.

³ Bureau of Indian Affairs. <https://itims.bia.gov/>. Accessed August 19, 2015.

Roughly 3.5 miles, or 14 roads, of that inventory are considered primitive trails that receive virtually no maintenance. There are 9.8 miles of gravel road in the inventory and 59.1 miles—which consist of the Alaska Highway—are asphalt.

I-C. Mission

The mission of the Northway Transportation Safety Plan is to collect, review, analyze and compile pertinent data to form a safety platform from which the Tribe will launch safety improvements to protect motorists, pedestrians, and other users of the transportation network.

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II. Overview of Existing Resources

Many agencies work together to ensure transportation safety on and near Northway lands. This section includes a list of safety partners who contributed to the development of this plan, along with an overview of transportation safety efforts already underway.

II-A. Safety Partners

The following safety partners provided information and valuable assistance in the development of this plan, and will be important to implementing transportation safety recommendations:

Northway Village – Managed the project; coordinated with safety partners; provided incentives for data collection; provided resources, photos and interviews; reviewed and provided input into the plan.

Bureau of Indian Affairs, Branch of Transportation – Provided Tribal Transportation Program Inventory and route strip maps.

Northway Alaska State Trooper Post – Provided information about emergency services, safety and transportation enforcement procedures, local safety-related dynamics and practices, staffing, and local road hazards.

Northway Clinic – Provided information on existing services and facilities, staffing, response time, training, and community hazards for emergency response.

Tanana Chiefs Conference – Provided information on the Clinic's existing services and facilities, staffing, response time, community outreach and training, and community hazards for emergency response.

Alaska Department of Transportation (ADOT) – Provided crash data for the Northway area and mapping data.

State of Alaska Trauma Registry – Provided information on and valuable assistance with Northway/Tok area crash data.

School District – Northway students attend Walter Northway School in the Alaska Gateway School District. Walter Northway School is a public, Kindergarten through 12th grade school that serves the Village of Northway, Northway Junction, Northway Highway Community, and students from the U.S. border crossing on the Alaska-Canada Highway. Additionally, the school partners with Tanana Chiefs Conference to provide pre-school services. The school may serve as a valuable partner in implementing educational strategies to promote safer conditions for motorists, pedestrians, and other users of the transportation network.

Northway Corporation – The Northway Corporation provided information on bus routes and safety concerns near the school.

II-B. Existing Efforts

This section presents transportation safety documents, planning efforts and other programming currently in place.

Northway Long Range Transportation Plan Update, 2008 – The Tribe updated its Long Range Transportation Plan in 2008. The Plan is intended to provide transportation facilities to enable Tribal leaders to take advantage of development opportunities, protect community resources and traditions, and enhance the use of tribal land. The Plan identified the need to create and operate a road or water-based transit system for the public. The Long Range Transportation Plan identified the tribe's objective to collect additional funding sources and allocate the BIA tribal shares for planning, maintenance, program management, and transit activities. The LRTP also identified routes and sections that the tribe wanted to add to their inventory. Since 2008, many of those routes have become official in the BIA inventory.

Northway Community Profile & Plan, 2015 – This plan was completed through collaboration with the Northway Village Council and Tanana Chiefs Conference (TCC) Village Planning and Development Program (VP&D). The community goals outlining social, economic, health, and infrastructure development were formed through a mass community survey and interviews conducted by Northway Village Council staff. The final plan was reviewed and adopted as an official document by the Northway Village Council on February 10, 2015.

Northway Tribal Government Operations Code, 2015 – The purpose of tribal codes is to provide an orderly framework to govern the activities within the jurisdiction of the Tribe. Codes are based on the customary and traditional values and laws of the people and include guidance as needed by the present population of the Tribe.

II-C. Existing Resources

Emergency response resources for Northway Village include the following:

Northway Clinic –

The community clinic is generally the first stop for health care issues in the village. Northway Clinic is owned and operated by the Northway Village Council. Funding for maintenance and operations are provided through Council funds.

Health aid positions are jointly supervised by TCC. The clinic generally operates with a two person staff, both positions working six hours a day. As of September 2015, there is one staff member on duty. This staff member is in trainee status and cannot provide direct care until training is completed, but can procure aid response and travel arrangements for patients requiring EMS services in Tok and Fairbanks.



Photo: Northway Clinic

Northway Clinic provides the following range of services:

Services offered through the Community Health Aid:	Itinerant/Temporary services:
<input type="checkbox"/> Chronic Disease Treatment	<input type="checkbox"/> Behavioral health
<input type="checkbox"/> Emergency care	<input type="checkbox"/> Dental
<input type="checkbox"/> Primary care	<input type="checkbox"/> Optical
<input type="checkbox"/> Preventive	<input type="checkbox"/> Physician
<input type="checkbox"/> Telemedicine	<input type="checkbox"/> PA Level Services

If a community member requires additional health services, they are referred to Tok, Fairbanks or Anchorage. Medical appointments are set up by the community health representative located in the Village Council office building. Currently, the clinic and the washeteria are located in the same building but maintain separate entrances. The facility was constructed in 1995 with funds received from Alaska Native Tribal Health Consortium (ANTHC).

Interior Region Emergency Medical Services Council, Incorporated (IREMSC) – IREMSC is a private non-profit corporation located in Fairbanks, Alaska with a substation in Tok⁴. IREMSC provides services to 58 distinct communities or EMS service areas, including Northway. IREMSC's region covers 236,000 square miles, providing services from the Brooks Range in the north, to the Alaska Range in the south, and east to west from the Canadian Border to Kaltag on the Yukon River near the Bering Sea. Tok's EMS team which serves Northway includes 3-5 paid positions but is mostly comprised of volunteers.

Volunteer Based Services – Northway does not have its own EMS team but there is an ambulance in the community operated by a separate volunteer organization. The ambulance is offered through a partnership between the Northway Village Council and Tok EMS. The maintenance of the ambulance and reimbursements for the volunteer EMT III position is covered through Tok EMS services. The Village Council maintains ownership of the vehicle and houses the vehicle in the Fire Hall. In extremely urgent situations, an on-call volunteer team in Northway begins transporting patients to Tok and meets Tok EMS at a mid-point where Tok's EMS team transports the patient to Fairbanks Memorial Hospital.

Life Flight – Life Flight services are available for severe emergency situations. In cases that require immediate attention, Tanana Chiefs Conference pays for medivac service providers such as 40 Mile Air, LifeMed Alaska, and Guardian Flight on an on-call basis to provide immediate care and transport.

Alaska State Troopers – The Division of Alaska State Troopers has posts in Tok and Northway, with a dispatch office located in Tok. Although they are technically two separate posts, they operate conjointly as troopers from both posts cover the same area.

Fire Department – Fire response for the community is limited; Northway is served by a volunteer-based fire department but there is no official fire response plan. The community owns two fire trucks but as of

⁴ IREMSC Website: <http://www.iremsc.org/about/aboutus.htm>

2014 they are all in need of maintenance to be fully operational. The Rural Alaska Community Action Program (RurAL CAP) provided the community with a code red system designed for rural firefighting in 2008.

Hospitals – In severe emergency situations, patients are transported to Fairbanks Memorial Hospital and Anchorage-based Hospitals including the Alaska Native Medical Center which is a state-of-the-art, 150-bed facility that provides comprehensive medical services to Alaska Native and American Indian people living in Alaska.

Northway Village Council – The Northway Village Council staff includes approximately 10 annual positions and 6 seasonal positions. Seasonal employment includes summer youth and ASAP workers. The council also jointly supervises the health aides, the

community health representative and the behavior health representatives with TCC.

Tanana Chiefs Conference – Tanana Chiefs Conference (TCC), Dena' Nena' Henash "Our Land Speaks," is the regional non-profit corporation for the Interior region of Alaska. Established in 1962, the organization provides on-going services to meet the health and social service needs of tribal members and beneficiaries of the tribal communities in Alaska's interior.

Area Schools – There is limited transportation safety-related programming in area schools. Where busing is provided, students are typically provided with annual instruction on bus safety and evacuation.



PHOTO 1: NORTHWAY VILLAGE COMMUNITY HALL



PHOTO 2: WALTER NORTHWAY SCHOOL

Documentation of Needs and Priorities

III-A. Community Priorities

Northway community priorities were assessed based on a survey of transportation safety concerns conducted in September 2015. Sixty-two out of seventy adults responded to the transportation safety questionnaire. The transportation safety questionnaire asked Tribal members to prioritize the importance of various safety issues, ranging from high priority, medium priority, low priority, or not an issue. Additionally, Tribal members were asked to rate their concern over several roads and intersections with known safety issues.

The greatest number of respondents indicated that children playing in roads is a high priority. Driving while intoxicated had the second highest number of respondents indicating it as a high priority issue. A related issue, the lack of pedestrian or bicycling infrastructure such as sidewalks or bike lanes, had the third highest number of responses. Full survey results are shown on the following page:

Largely, written comments received with the surveys voiced similar themes. The majority of comments were about pedestrian facilities and children playing in the streets. One response stated, "...Pedestrian and bicycle safety is a big issue...no sidewalks for bicycles or kids at play. [We] need safety education and a new playground to interest the kids off the road." Several respondents stated that sidewalks and bicycle paths in various areas are needed.

Unsafe road conditions, attributed to narrow gravel road width and the lack of guardrails, shoulders, signage, and lighting was another recurrent theme as well, with fifteen different comments dealing with these issues. One respondent stated, "There should be guard rails along Northway Road by Fish Camp Bridge where there's water on both sides of the road." Other high priority issues included intoxicated driving and the need for an evacuation route.

TABLE 1: QUESTIONNAIRE RESPONSE DETAIL

		High Priority	Medium Priority	Low Priority	Not an Issue	I Don't Know
Road Conditions	Unsafe, unmaintained roads	18	24	12	8	1
	Intersection Safety	10	6	23	22	1
	Inadequate Lighting	23	12	11	16	0
	Inadequate road signage	16	13	15	19	0
	Road dust	29	5	10	16	2
Driver Behavior	Speeding motorists	36	16	5	3	3
	Driving while intoxicated	43	9	4	3	3
	Running red lights/stop signs	18	9	11	18	7
	Unsafe young drivers	23	18	12	6	4
	Lack of helmet use	40	11	7	3	2
	Lack of use of seatbelts/car seats	34	6	8	7	7
	Distracted driving	21	10	4	22	6
Boating	Lack of life vests	27	14	11	8	2
	Operator inattention	8	12	22	16	5
	Operating boat while intoxicated	16	18	9	13	7
Off-Road Travel	Lack of GPS/SPOT use	14	13	7	16	11
	Lack of trail marking	17	14	8	15	8
	Lack of emergency shelters	25	7	13	11	7
	Traveling in poor weather	19	12	12	16	4
	Lack of vehicle maintenance	15	15	12	15	5
	Failure to leave travel plans with someone	24	12	9	8	9
	Too many passengers on ATV or snow machine	28	13	9	6	5
Pedestrians/Bicyclists	Pedestrian visibility and reflectivity	26	17	7	9	3
	Lack of bike/pedestrian safety education	31	13	5	9	4
	Lack of sidewalks/trails/safe place for walking	39	12	4	7	1
	Children playing in roads	46	8	5	3	1
Other Hazards	Animal Collisions	25	15	14	7	2
	Inadequate evacuation routes	30	16	2	10	4

III-B. Crash Data Overview

Reliable crash data is important because crash data can pinpoint safety issues at specific locations, identify repeated types of accidents or circumstances contributing to accidents, and support funding requests for transportation safety improvements, which often rely on crash data to demonstrate the need for a project.

However, complete crash data in rural Alaska can be difficult to obtain. Crashes that result in over \$2,000 in property damage or result in an injury must be reported to the DMV. Ideally, Troopers, VPSOs or local police would report each crash that met these thresholds, and submit this data to the Division of Motor Vehicles (DMV). The DMV would then provide the crash data to DOT for inclusion in DOT's crash database. However, in many cases in rural Alaska, VPSOs or local police do not report crashes, particularly if the injuries are minor and property damage is minimal. Further, information for crashes that are reported may be incomplete. Data may include a street or highway name where the accident occurred, but no further information that would pinpoint an exact location. It may be unclear which vehicle hit which vehicle, or whether those involved were wearing helmets or seatbelts. Improving reporting frequency and accuracy could help identify locations and driving practices that are safety hazards.

Besides lack of reporting, there are crash data management challenges. The DMV collects crash reporting forms and provides data to DOT, but DOT must manually enter the data as the DMV and DOT data systems are not readily compatible. A change at the state level appears to be needed to make data flow more easily between agencies. Many project decisions at the agency level are made based on data, so the better data available to agencies, the more likely it is that a safety issue can be addressed. Improved reporting would be very valuable as a means of identifying safety issues in Northway and to support transportation safety funding requests.

Crash data for Northway was received from the State of Alaska Department of Transportation and Public Facilities (DOT), interviews with tribal staff and Northway's State Trooper, and input from Northway residents.⁵ In addition, 2009-2013 trauma data from transportation related injuries was collected from the Alaska Trauma Data Registry.

Crash data obtained from DOT reported 32 crashes in the Northway area between milepost 0 to 59.1 on the Alaska Highway, spanning from the Canadian Border to Tok, and milepost 0 to 9.71 on Northway Road. Of the 32 crashes, two resulted in fatalities. Both fatal crashes were associated with unsafe speed. One crash resulted in an incapacitating injury while 8 crashes resulted in non-incapacitating injuries and the remaining 21 crashes resulted in property damage only.

⁵ *The information in these reports 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 collision data. 23 U.S.C. § 409; 23 U.S.C. § 148(g); Walden v. DOT, 27 P.3d 297, 304-305 (Alaska 2001). This compilation is derived from reports maintained by DMV, and DOT can make no representation about their accuracy. Any caption which says "source: DOT&PF" implies the department validated the graphic or analysis. Since DOT&PF won't be processing the data we've provided you, please do not identify the department as the source of any interpretation for any charts, tables, or graphs unless you have DOT&PF concurrence.*

The Alaska Trauma Registry recorded only one crash over the period of 2009 to 2013. It is important to consider that this does not necessarily reflect the actual number since much of the accident data for the Tok area which includes Northway does not include location information. The one crash in the Trauma Registry, however, did not result in a fatality but drugs and alcohol were suspected to be a causative factor.

The majority (28) of the accidents reported involved passenger trucks and vehicles. Only portions of the data included information about the cause of the crash. Among the causes were alcohol use, speeding, and loss of control (rollovers).

Going forward, it is recommended that Northway Village advocate to improve the overall system of crash reporting, which will require coordination between the Council, State Troopers, and ADOT. Reporting should be thorough, consistent, up-to-date, and accessible. Crash forms should collect complete information on each crash, including GPS coordinates, to help identify trends and problem locations. Data should be collected for each crash, regardless of the amount of property damage involved. Once collected, data should be easily accessible by the tribe and in a format that is readily available for analysis by location (including on- or off-tribal lands) and type of incident.

Because of reporting inconsistencies, the available data may not reflect all crashes within the time period. It is recommended that changes to reporting procedures be considered to best capture all relevant data and support future safety planning.

Emphasis Areas and Implementation Plan

IV-A. Emphasis Areas

Reducing transportation fatalities and serious injuries with any sustained success requires that all four elements of highway safety be addressed – engineering, enforcement, education, and emergency services. A Tribal Safety Program, whether large or small, should work to address the 4 Es, and its foundation, data. Data collection and analysis provide technical staff and decision makers the ability to identify and prioritize safety needs. Crash data, roadway data, and citation information provide a basis for developing the safety plan, proposing strategies, and developing needed education programs on tribal lands. The strategies that follow in this Safety Plan will support the Northway tribal government as they manage the safety program. All actions are geared toward prevention of future incidents.

Northway Village has identified the following Emphasis Areas, in accordance with the plan's mission to provide safer conditions for motorists, bicyclists, and pedestrians traveling in the vicinity of tribal lands. The emphasis areas were selected based on feedback from multiple sources, including the community questionnaire, State Trooper observations, information from Northway's most recent Long Range Transportation Plan, and input from the project team.

The transportation safety emphasis areas for Northway include:

- PEDESTRIAN AND BICYCLIST SAFETY/FACILITIES
- ALCOHOL-IMPAIRED DRIVING
- SPEEDING MOTORISTS
- ROADWAY CONDITIONS
- EMERGENCY RESPONSE
- ANIMAL COLLISIONS

The following section provides background on each emphasis area, outlines the Tribe's goals in improving conditions, and describes specific strategies in the areas of education, engineering, enforcement, and emergency management, along with potential safety partners.

Each emphasis area includes a variety of projects, and it may be that some strategies would be led by more than one agency. In order to address these safety issues, the tribal council will need to advocate for these projects and coordinate with other agencies. Formation of a Northway Transportation Safety Steering Committee – comprised of community representatives and Council members – would help to ensure that these projects are promoted, funded and completed. Where appropriate, the Committee should coordinate with applicable agencies.

Alcohol Impaired Driving

Background: Fifty-two survey respondents noted that driving while intoxicated is a concern. Alcohol was suspected to be involved in the only reported vehicle accident trauma in Northway's Alaska Trauma Registry records from 2009-2013. Many more incidents may have occurred that did not result in hospitalization. State Trooper interviews indicated that alcohol-impaired driving is the most challenging transportation safety issue, reporting that nearly every response call for Northway (transportation-

related or not) is associated with alcohol. Yet, it is possible that the actual percentage of alcohol-related driving is much greater than the official number reported. When impaired driving goes undetected by local law enforcement or only results in minor or single-vehicle accidents, the incidents frequently go unreported. Interview research conveyed that reluctance to report drunk driving is a major enforcement issue but noted that community members have developed a core group named “Take a Stand” to increase accountability, which has improved the problem.

Goal

Reduce and prevent intoxicated driving in the community.

Strategies

Education:

- Participate in nationwide campaigns—led by the Tribe—against driving under the influence. Organizations such as the National Highway Traffic Safety Administration (NHTSA) offer free materials for public awareness campaigns including posters, videos to post on local websites (such as the Tribe’s), and radio spots. See www.nhtsa.gov/Impaired.
- The Tribe can undertake a local DUI prevention campaign. Special events will target middle and high school students, such as the “Day in the Life of a Drunk Driver” program where students are led through a real-life enactment of the consequences of a DUI. Information should be presented both on the dangers of drunk driving, but also of the dangers of riding with drunk drivers. PSAs and information booths at school and community events will be presented to build awareness.
- Visit classrooms and host tables at the community health fair and other public meeting events to communicate the importance of DUI reporting through the distribution of free campaign materials and Northway-specific alcohol abuse and DUI statistics.



Photo 3: 84% of survey respondents indicated that driving while intoxicated is a concern.

Invite State Troopers and community safety leaders to participate in the public education process by giving lectures at the school and campaign events to communicate the importance of reporting incidents.

Support incident and issue reporting by creating an agency directory sheet listing the appropriate contacts for specific issues.

Enforcement:

State Trooper Post shall establish periodic sobriety checkpoints and targeted enforcement.

The Tribe will work with applicable agencies to determine the best means for improving data input, monitoring and availability of data regarding alcohol impaired driving.

Enact stronger and more effective legislation, such as license suspension or mandatory ignition interlocks for first time offenders

Engineering:

The Tribe will install signage to discourage alcohol-impaired driving.

The Tribe will work with BIA to assess areas where rumble strips might work to help alert drivers when they are leaving the confines of their traffic lane.

Potential Partners: Northway Tribe, schools, State Troopers, NHTSA, Take a Stand Core Group

Pedestrian and Bicyclist Safety/Facilities

Background

People who travel by foot—such as children, the elderly and the disabled—are among the most vulnerable users of the road. As pedestrians, children are at even greater risk of injury or death from traffic crashes due to their small size, inability to judge distances and speeds and lack of experience with traffic rules. Nearly one in four traffic deaths among children ages 14 and under are pedestrian deaths. Late detection of other road users is one of the basic driver failures responsible for collisions.

Aids to improve pedestrian and cyclist visibility should be used to avert potential collisions.⁶ Pedestrian visibility (reflectivity) and safety are closely related, as drivers often fail to see the pedestrian or cyclist until it is too late. Drivers and pedestrians share responsibility for avoiding these types of collisions. Approximately 22% of pedestrian/vehicle collisions occur when a pedestrian darts into the road; whereas, 16% of such collisions are due to driver violations.⁷

In recent years, reflective garments, flashing lights, and other visibility aids have been used to try to prevent pedestrian/vehicle collisions.

Research suggested two main areas of concern for Northway residents:

Children playing or walking in streets, particularly near the school bus turn around area.

Lack of paths, sidewalks or designated areas for pedestrians and bicyclists.

Lack of visibility of pedestrians.

Improving transportation safety in and around the community through the creation of walkways and easements on existing roads for pedestrian safety was listed as a priority in Northway's 2015

⁶ "Cochrane." Increasing Pedestrian and Cyclist Visibility to Prevent Deaths and Injuries. Web. 22 Sept. 2015.
<http://www.cochrane.org/CD003438/INJ_increasing-pedestrian-and-cyclist-visibility-to-prevent-deaths-and-injuries>.

⁷ Ibid.

Community Plan. Pedestrians and bicyclists need designated facilities to safely walk to school and tribal facilities. Children have limited availability of playground equipment and space to play on. It is hoped that better pedestrian and bicycling facilities will safely accommodate users and encourage Northway residents to walk and bike more frequently.

Education about wearing reflective clothing, walking off the road, and not playing in the roadway will alleviate the possibilities of pedestrian injury. Northway's Head Start Program plans to incorporate pedestrian safety rules and practice exercises into their curriculum to reinforce transportation safety skills and knowledge.

Goal

The goal of this emphasis area is to reduce and prevent pedestrian/vehicle conflicts by improving pedestrian/bicycling infrastructure, creating play areas for children away from the roads and educating all tribal members about safe pedestrian/vehicle interaction. A secondary goal is to promote healthy living for Northway residents by being active.

Limited playgrounds in the village and the lack of pedestrian and bicycle education encourages children in the village to play on the roads, increasing the risk of injury.



Strategies

Education

Support annual bike events designed to attract youth. These events could include a bicycle safety clinic featuring instruction in safe bicycling practices, related traffic laws, bike safety inspections, minor repairs, helmet fit test, a safety lecture, drawings, and prizes. Events could include a “Community Ride” on a short route through the area.

Explore a partnership with Schwinn’s “Helmets on Heads” program, a comprehensive initiative from Schwinn meant to encourage and educate bike riders of all ages on the importance of wearing helmets.⁸

Partner with the school to promote National Bike to School Day.⁹

Explore the possibility of a Safe Routes to School grant. The program seeks to ensure safe routes for children to walk and bike to school.

Organize a bicycle helmet distribution program. Approximately 70-80% of bicycle fatalities involve head injuries.

Develop and distribute brochures highlighting pedestrian and bicycle safety guidelines (e.g. walk opposing traffic, wear reflective gear at night, use crosswalks, don’t walk along the railroad tracks, etc.).

Engineering

The Tribe should pursue design and construction of a playground to provide a safe play area for children. As an interim approach, signage and speed bumps as discussed below should be installed as soon as possible in areas where this is an issue.

Install “children at play” signs and streetlights to improve drivers’ awareness and visibility of children playing in or near roads.

Install speed bumps in areas where there are many pedestrians or children playing.



PHOTO 3: NORTHWAY'S ONLY "CHILDREN AT PLAY" SIGN, AMONG THE BRUSH AT THE TOWN ENTRANCE, IS DIFFICULT FOR MOTORISTS TO SEE FROM THE ROADWAY.



PHOTO 4: PEDESTRIAN WALKWAYS AND BICYCLE PATHS LIKE THIS ONE IN GULKANA COULD BENEFIT NORTHWAY VILLAGE.

⁸"Helmets on Heads | Schwinn Bicycles." Schwinn Bicycles. Web. 7 Apr. 2015. <http://www.helmetsonheads.org/>

⁹ Bike to School Day: <http://www.walkbiketoschool.org/ready/about-the-events/bike-to-school-day>. Accessed April 7, 2015.

Seek funding for installation of pedestrian and bicycle facilities such as sidewalks, curbs, and bike trails where residents could walk or ride bicycles for exercise. A one-mile walking/bicycling path between the village and the airport would provide a safe option for residents.

Potential partners: Tribal Council, Schwinn, Northway School, Head Start

Speeding Motorists

Background

FHWA reports that speeding is a contributing factor in nearly one-third of vehicle collisions, and speeding is a concern among 52 or 70% of community members that responded to the safety questionnaire.¹⁰ Pedestrians as well as motorists are in danger when anyone enters the village travelling over the speed limit. Not only can excessive speeds contribute to crashes, it impacts the condition of the roadway (creates washboard effect) that can impact driving ability and can cause dust. When driving conditions are less than ideal due to traffic, driving surface, road width or weather, a driver should travel at a speed appropriate to the conditions.

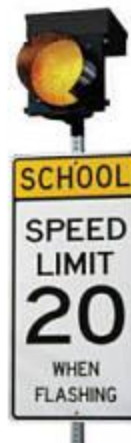


PHOTO 5: FLASHING SCHOOL ZONE LIGHT

Goal

The goal under this emphasis area is to reduce and prevent the incidence of speeding motorists in the village.

Strategies

Education

- Northway Village will work with the school to educate new drivers on the dangers of speeding.
- As with other emphasis areas, the Tribe will organize PSAs on this topic area, as well as hold informational tables at health fairs and other local events.

Engineering

- Install signs to slow traffic and alert drivers when children are present.
- Seek a contractor to design and construct speed humps on local streets as needed.

Enforcement

- State Troopers should increase the enforcement of speed laws. Even intermittent enforcement (e.g. once a month or so) will likely have a positive effect, as drivers will soon learn that there is a possibility of being ticketed.

¹⁰ FHWA website: <http://safety.fhwa.dot.gov/speedmgt/>

Potential partners: Alaska State Troopers, schools, Federal Highway Administration, Army Corps of Engineers, and Northway Village Council.

Emergency Response

Background

The fourth “E” - Emergency Response – is discussed as its own category, as the strategies apply uniformly to each of the emphasis areas discussed previously. Forty-six out of seventy residents (74%) conveyed that inadequate evacuation routes in the event of an emergency or natural disaster was a concern.

Emergency response times and procedures require improvement. The Tok EMS, State Troopers, and Fire Department work closely with other public safety agencies to quickly respond to accidents and transport injured parties to area medical facilities.

Research identified four needs relating to effective emergency response capabilities for Northway residents: improving emergency medical, police, and fire response times, improving telecommunications services to increase immediate reporting and record management, improving the conditions of existing routes, and constructing an evacuation route.

Emergency response times:

The lack of cell phone service and vast size of the Northway coverage area presents unique challenges for emergency responders and community members seeking immediate attention and assistance. There is no cellular phone service in Northway Village or much of the surrounding area outside of Tok. This hinders residents and travelers from calling in and reporting incidents of an urgent nature when they are away from landline phone service. In the 2015 Northway Community Plan, the community made it a priority to improve telecommunications within the community by introducing cell phone coverage and increasing internet band width.

From receipt of call to arrival, the current average response time for Tok EMS and State Troopers is one hour. Due to the large distances between communities and an abundance of winding roads within the coverage area, it generally takes emergency responders 40 minutes to 1 hour to respond to an emergency call in Northway. Reductions to response time could be made by improvements to frequently used routes, including straightening and widening Northway Road for improved maneuverability. Straighter, widened roads would allow for faster emergency response by both fire respondents and Troopers.

While Trooper posts do not provide coverage 24-7, there are four troopers able to respond to calls in the area. Three of those troopers are based in Tok and one is assigned to the Northway Post. There is a distance of 100 miles just one way from Northway to Dot Lake. Tok is closer to Northway but troopers still travel 50 miles one-way to respond to a call in Northway.

Northway currently does not have a search and rescue team so these duties are the responsibility of the State Trooper post and is often assisted by community volunteers. During a search and rescue mission, the State trooper will receive an investigation request when someone is overdue. An investigation is initiated in the village and if the missing person has not been found, the Trooper will then assemble a search and rescue team to search for the missing person. If the person is still missing, the Trooper will contact Trooper headquarters in Anchorage to recruit additional resources and assistance.

The obstacles of inadequate response times were addressed in the 2015 Community Plan where hiring additional clinical staff and creating a permanent Village Public Safety Officer (VPSO) position for properly trained community members was listed as a priority.

Fire response for the community is limited as there is no official fire response plan. The community does own two fire trucks, but as of 2014, they are in need of maintenance to be fully operational. Recent local



PHOTO 6: LONG LAKE FIRE, JUNE 2015

Photo Source: Alaska Division of Forestry

wildfires during the summer of 2015 have spurred efforts to complete truck reparations and obtain additional funding resources to establish a volunteer-based fire department. The Rural Alaska Community Action Program (RurAL CAP) provided the community with a code red system in 2008. The code red system is designed for rural firefighting; however, the existing code red trailer is not functional on gravel roads, which is the material most of the roads are comprised of.¹¹ Operating a local fire department was listed as a priority in the 2015 Community Plan for improving emergency response.

Questionnaires and interviews suggested the need for an evacuation route and repairs to existing routes. The Long Lake Wildfire of June 2015 highlighted the absence of viable evacuation routes for residents as fires approached within a half mile of the Village and residents did not have viable options to escape the village apart from natural waterways and rescue flights. The fire reached an expanse of 17,100 acres before a Type 3 team used Blackhawk helicopters to dump 800-gallon buckets on the fire to keep it from reaching the village (NBC KTUU Local News, 2015). Even though residents escaped harm, they became aware of the potential dangers associated with insufficient evacuation routes and procedures. Other than planes and boats, which are in limited supply to provide sufficient evacuation for everyone in the village, there are no alternative routes to exit the village apart from Northway Road.

The tribe should seek potential safety partners and resources that will help mitigate the damages from future wildfires and other natural disasters. One way to do this is by developing a Hazard Mitigation Plan. The tribe can apply for a hazard mitigation plan grant through FEMA's Pre-Disaster Mitigation Grant Program (PDM).

The following description of the PDM program was retrieved from FEMA's website:

"The PDM Program, authorized by Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, is designed to assist States, territories, Federally-recognized tribes, and local communities in implementing a sustained pre-disaster natural hazard mitigation program. The goal is to reduce overall risk to the population and structures from future hazard events, while also reducing reliance on Federal funding in future disasters. This program awards planning and project grants and provides opportunities for raising public awareness about reducing future losses before disaster strikes.

¹¹ Northway Community Profile and Plan, 2015

PDM grants are funded annually by Congressional appropriations and are awarded on a nationally competitive basis.¹²

The Department of Defense Innovative Readiness Training (IRT) program may be another potential partner and resource in constructing an alternate evacuation route and/or improving the condition of existing roads.

Goal

Reduce average emergency response times throughout Northway Village and the surrounding Northway region, resulting in improved outcomes for injured parties following vehicle collisions or other health and safety emergencies.

Strategies

Engineering

Obtain and install adequate street signs alerting outside travelers to be adequately prepared with emergency supplies such as vehicle repair and first aid equipment in case of an emergency or collision outside village boundaries.

Work with providers (ACS, GCI and AT&T) to install cellular phone service in the region to allow for immediate call placement following emergencies.

Work with providers (ACS, GCI and AP&T) to improve internet services in the village for improved safety-related data entry, tracking, and management.

Pursue design and construction of an appropriate evacuation route and the implementation of existing road improvements. Seek opportunities to collaborate with the Department of Defense Innovative Readiness Training (IRT) program.

Education

Organize annual training event for various public safety / EMS agencies (e.g. police, fire, EMTs) to help coordinate response procedures.

Enforcement

- Create and fill a permanent Village Public Safety Officer (VPSO) position within the community with adequate infrastructure (e.g. housing, holding cell, office space, equipment, etc.).

Planning

- Apply for a hazard mitigation plan grant through FEMA's Pre-Disaster Mitigation Grant Program (PDM). See <https://www.fema.gov/pre-disaster-mitigation-grant-program>.

Potential partners: Tok EMS, Tok Fire Department, State Troopers, Northway Village, Bureau of Indian Affairs Tribal Transportation Program, Federal Highway Administration, Alaska Department of Transportation and Public Facilities.

¹² FEMA website: <https://www.fema.gov/pre-disaster-mitigation-grant-program>

Roadway Conditions

Background

The condition of many roads in the Village is poor. Forty-two individuals, 66%, of questionnaire respondents indicated concern over unsafe, unmaintained roads. There are concerns about insufficient and deteriorating guard rails, inadequate road shoulders, narrow roads, sharp curves, erosion, insufficient lighting and signage, potholes, and unpaved roads that cause road dust and wear and tear on vehicles. The combination of poor road conditions increases the potential for safety incidents such as rollovers or collisions. This is especially true when poor road conditions are coupled with unsafe driver behavior such as speeding or intoxicated driving.

Alaska Department of Transportation maintains Northway roads that are utilized by the school bus.



The unpaved trails behind the housing area are adjacent to a natural waterway. Erosion from flooding is eating away at the river banks very near the houses and causes trails to become sodden and impassible, creating hazard risks for pedestrians and vehicles.

Erosion:

Flooding and erosion of Northway roads is a concern for residents. Northway Village is highly susceptible to flooding and erosion since it is situated on lowlands along a flat, poorly drained flood plain that is surrounded by thaw lakes, streams, and sloughs. Reports from tribal administrators and survey respondents indicate erosion is prevalent along unpaved roads near the village housing area.

Damaged or flooded road sections increases the risk of vehicle damage and getting stuck or sliding off road. Unpaved roads can develop deep ruts, or washboards, from erosion, which can make it difficult to steer and may result in sudden loss of control or drifting sideways¹³.

¹³ Retrieved 6/5/15 from http://vivoni.asu.edu/sonora/www/pages/safety_considerations_when_driving_on_rural_roads.pdf

Winding Roads:

The paved road system in Northway Village and leading into Northway Village is characterized by a series of winding roads with sharp curves. In addition to the winding nature of the roads, many of the roads are very narrow and lack adequate signage as well as guard rails and shoulders to keep cars from skidding, rolling over, or running off the road and landing into the surrounding brush and lowlands. State Troopers reported that multiple vehicles have lost control when approaching the sharp curves, especially in winter when roads are slick from snow and ice cover, and landed in the surrounding marsh lands or mud flats. Two areas of particular concern, reported in questionnaire responses and interviews, include the span of road by Fish Camp Creek Bridge situated on Northway Road and the span of road near Moose Creek and surrounding lakes. Troopers reported sharp curves where several drivers have slid or tumbled off road exist between Northway Road and the Alaska Highway, between mileposts 1295 and 1296.

Several examples of the hazardous roads are shown in photos, below.

Prevalent Roadway Condition Issues



Several respondents reported the roadway near Fish Camp Creek to pose a safety hazard for motorists.



Curve with steep drop off to water and rip rap.



This roadway section lacks protective guard rails to prevent vehicles from sliding into the slough when driving in slick conditions.



This narrow road shoulder is inadequate for pulling off to the side of the road in emergencies.



Unpaved Roads:

Unpaved roads that are unmaintained on a regular basis contribute to road dust in the summer and cause wear and tear on vehicles in the village. One road in particular, the dump road leading into the sewage lagoon, is in poor condition and is used on a regular basis by residents and at least twice a week by Northway's sewage truck. The road, however, is not in BIA inventory so it cannot benefit from BIA funding for maintenance and repair although it is in constant use. This road would benefit from inclusion into Northway's BIA inventory.

Inadequate Road Signage:

In the questionnaire twenty-nine respondents, 46%, indicated that inadequate road signage is a concern. One survey comment reported the need for signage on the corner of milepost 1265.5 (Northway Road) to alert drivers of an intersecting lane perpendicular to Northway Road. This area poses a potential hazard due to traffic entering Northway without stopping. The lack of adequate road signage is an issue that affects several aspects of transportation safety. Signage issues and improvement strategies are thus addressed in further detail throughout the plan as they relate to specific emphasis areas (e.g. pedestrian safety, speeding, animal collisions, etc.).



Photo: Hazardous intersections needing signage.

Goal

Provide safe, well-maintained roadways in order to prevent crashes related to compromised roadway facilities.

Strategies

Engineering

- Install and/or replace guard rails on road sections with sharp curves where rolling over, skidding, and running off road is a known issue, with particular regard to Fish Camp Creek Bridge and the road section adjacent to Moose Creek.

- Install more signage alerting drivers of areas with sharp curves and prone to erosion or flooding. Signs should have a reference to the specific direction and characteristic of the curve or defining road surface type (e.g. sharp right turns, sharp left turns, washboard, ruts etc.).
- Hire a contractor to widen and straighten village roads to allow for improved maneuvering, with particular emphasis on areas with known sharp curves near the airport and Fish Camp Creek.
- Install and/or widen shoulders on Village roads that will adequately fit vehicles that need to pull over in case of emergencies and provide more road surface in case of sliding.
- Address potholes, dips, and other surface concerns as quickly as possible to limit expense and extent of roadway damage and prevent safety hazards to drivers.
- Stripe roads where needed to clearly define the safe driving corridor.
- Consider paving where possible, particularly on regularly occupied roads.

Enforcement:

- Reevaluate and reduce speed limits in the village, with special attention to problematic areas with sharp turns.

Planning

- Add the dump road leading into the sewage lagoon to BIA Road Inventory so BIA maintenance funds can maintain and repair the road.

Potential partners: Northway Village, Bureau of Indian Affairs Tribal Transportation Program, Federal Highway Administration, Alaska Department of Transportation and Public Facilities.

Inadequate Street Lighting

Background

In Alaska, darkness descends early in fall and winter months. More than 40 percent of intersection fatalities occur during the late-night/early-morning hours. Further, the probability of being killed in a crash during late-night/early-morning hours is as much as three times greater than during the day¹⁴. A primary reason for this difference in crashes is poor intersection visibility, where drivers are not able to see conflicting traffic and other road users. Increasing the luminance levels of existing lighting systems, or providing overhead lighting where necessary, can reduce late-night/early-morning crashes at intersections.

Northway Village has a limited number of intersections where traffic may easily conflict due to lack of lighting; however, several safety survey respondents indicated that inadequate lighting was an issue. Thirty-five respondents, 56%, indicated inadequate lighting was a concern. Likewise, forty-three survey respondents, 69%, indicated that addressing poor pedestrian visibility and reflectivity is a high priority. Creating additional street lighting to improve visibility and reduce the number of accidents was another

¹⁴ Traffic Safety Facts Annual FARS, National Highway Traffic Safety Administration, 2008. Retrieved from <http://safety.fhwa.dot.gov/intersection/resources/casestudies/fhwasa09017/>

priority listed in the 2015 Community Plan. Recently, in 2015, 16 additional streetlights were installed in Northway Village, with 5 more planned for installation soon.

Goal

To have well-lit streets, making safer transportation routes for vehicles and pedestrians in the village.

Strategies

Engineering

Secure funds for improving street lighting in the village.

Contract with a design engineer to plan correct lighting for the village.

Potential partners: Northway Village, Bureau of Indian Affairs, Federal Highway Administration.

Animal Collisions

Background

Northway residents experience two types of animal vehicle hazards. Roaming dogs present a risk to motorists, pedestrians and cyclists in and around the village. Enforcement officers are limited in their ability to detain stray dogs, as the Tribe does not have an animal control program or facility. Consequently, they have little recourse besides talking to pet owners and reminding them to keep their pets on leash. The Council is developing an animal control ordinance. Northway residents reported that loose dogs in the village can be a safety issue for drivers.



Photo: Moose in Roadway Cause the Majority of Animal Crashes in the region.

Perhaps a more imminent threat is the wildlife in the area. Moose and caribou frequently cross the highways near Northway, and despite generally low traffic volume, vehicle/animal collisions are not uncommon. It is impractical to light each highway or fence the highway, so signage warning about wildlife crossing the road is in place. Avoiding collisions with wildlife becomes the responsibility of vehicle operators in such wide open areas. Attentive driving can prevent collisions.

Goal

The goal of this emphasis area is to reduce and prevent animal conflicts on and near tribal lands.

Strategies

Education

- The Tribe will distribute information on responsibilities of pet owners to contain their animal, along with the dangers of conflicts between motorists, pedestrians, and bicyclists and roaming dogs.
- The Tribe will promote spaying and neutering of pets through distribution of brochures and on-line, and explore partnerships with animal welfare organizations to provide periodic low cost, on-site spay and neuter clinics.
- The tribe will provide information regarding alternatives to stock headlights that make seeing animals in the road much easier, have a longer and wider light path and are more energy efficient.

Engineering

- In locations where conflicts with roaming dogs are frequent, the tribe will install signage to alert motorists.
- Tribe will work with DOT to install warning signs on the highway where moose and caribou are known to cross.

Enforcement

- The Tribe could enforce an ordinance for animal control in the village.
- The Tribe could invite free spay/neuter clinics to the village if the local dog situation gets out of control.

Potential partners: Animal welfare organizations such as Alaska SPCA Spay/Neuter Clinic, 549 West International Airport Road #B-2, Anchorage, AK 99518, (907-562-2999).

Boating Safety

Background:

Limited availability and limited use of personal flotation devices and swimming by adults have both been identified as safety issues in Northway.

The drowning rate for children and teenagers in Alaska is almost 2½ times the national average (including both boating and non-boating fatalities). Nine of ten fatalities are adult males. Approximately half of the fatalities occur on freshwater; half on saltwater. More than two-thirds of all boating fatalities are drowning incidents and 90% of drowning victims were not wearing a life jacket. Five of six boating fatalities experience swamping, capsizing or falling overboard.

Forty-one questionnaire respondents (66%) in Northway emphasized that there is a lack of available life vests in the community. Life vests are provided free of charge to the community in the summer and collected for storage in the fall.

Goal:

Develop awareness of the importance, availability and correct usage of life vests.

Strategies:

Education:

- Develop community awareness, understanding and appreciation for Alaska's cold water and the hazards it presents.
- Develop community awareness of the importance of wearing life jackets while on a boat or around the water.
- Provide residents with the skills necessary for the proper selection and use of life jackets.
- Encourage safe and responsible behavior when on a boat or participating in outdoor water-related activities.
- Develop a community campaign about boating safety and life preservers, including the importance of properly fitting life jackets.
- Collaborate/apply for Alaska's Kids Don't Float Program.

Potential Partners: State of Alaska (Kids Don't Float program), Northway Village Council, Northway Alaska Gateway School District

IV-B. Implementation

The Northway Village Tribal Transportation Safety Plan is now ready for implementation. The plan should be disseminated in the community to potential safety partners and made available to residents. The first step for Northway Village is to appoint a local transportation safety champion. That champion will contact each potential safety partner to meet in regard to the appropriate emphasis area. The champion will ensure that there is necessary buy-in from partners and can map steps to effectively implement the transportation safety strategies.

Most projects will require outside funding to accomplish, so it will be necessary to monitor funding cycles from the Federal Highways Administration, Alaska Department of Transportation, and Bureau of Indian Affairs Tribal Transportation Program. As needed, the Transportation Safety Champion can help safety partners identify appropriate funding sources.

As work continues on Safety Plan action items, it will be necessary to evaluate success of the efforts. The plan should be reviewed on an annual basis and, after five years, updated to reflect current conditions.

Evaluation

Ongoing evaluation is important to the success of any plan. The purpose of ongoing evaluation is to determine if safety plan goals are being met, if action items for emphasis areas are being pursued, and if new issues have developed since the plan was created. To provide accountability on the action items identified in this transportation safety plan, a safety planning committee should be established. The standing committee – led by the Transportation Safety Champion – should include representatives of the significant transportation safety entities in the community, including the Tribe, the Police, and Public

Works/Roads Department. Meeting frequency can be determined by the Committee, but the group should meet annually, at a minimum.

The Safety Planning Committee will be responsible for monitoring progress on action items through interviews with agencies or staff responsible for each emphasis area. For instance, an interview with local police will provide data what actions recommended in the Safety Plan have been pursued, and whether citations for DUI or speeding have decreased. Findings from interviews will be reported to the committee. If the results suggest that sufficient progress is not being made, the committee will take steps to accelerate work on the action item. The Transportation Safety Planning Committee can assist safety partners with identifying potential funding sources or assign this responsibility to someone at the tribal level.

Results of the evaluation of the safety plan should be shared with the community as a “progress report” on transportation safety.

Updates

The Transportation Safety Plan should be reviewed annually and updated at least every five years to reflect completed projects, new safety data collected, and any additional safety issues that need to be addressed. Past efforts to address safety issue should be described in the plan in order to streamline future approaches.

This Transportation Safety Plan is the first step in a series of steps needed to improve transportation safety in Northway. With diligent advocacy, evaluation and updates, the Plan can be a strong foundation for improved transportation safety.