

Rampart Community Street Safety Plan

2015

Prepared by Rampart Village Council/Mary Ann Wiehl



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Introduction

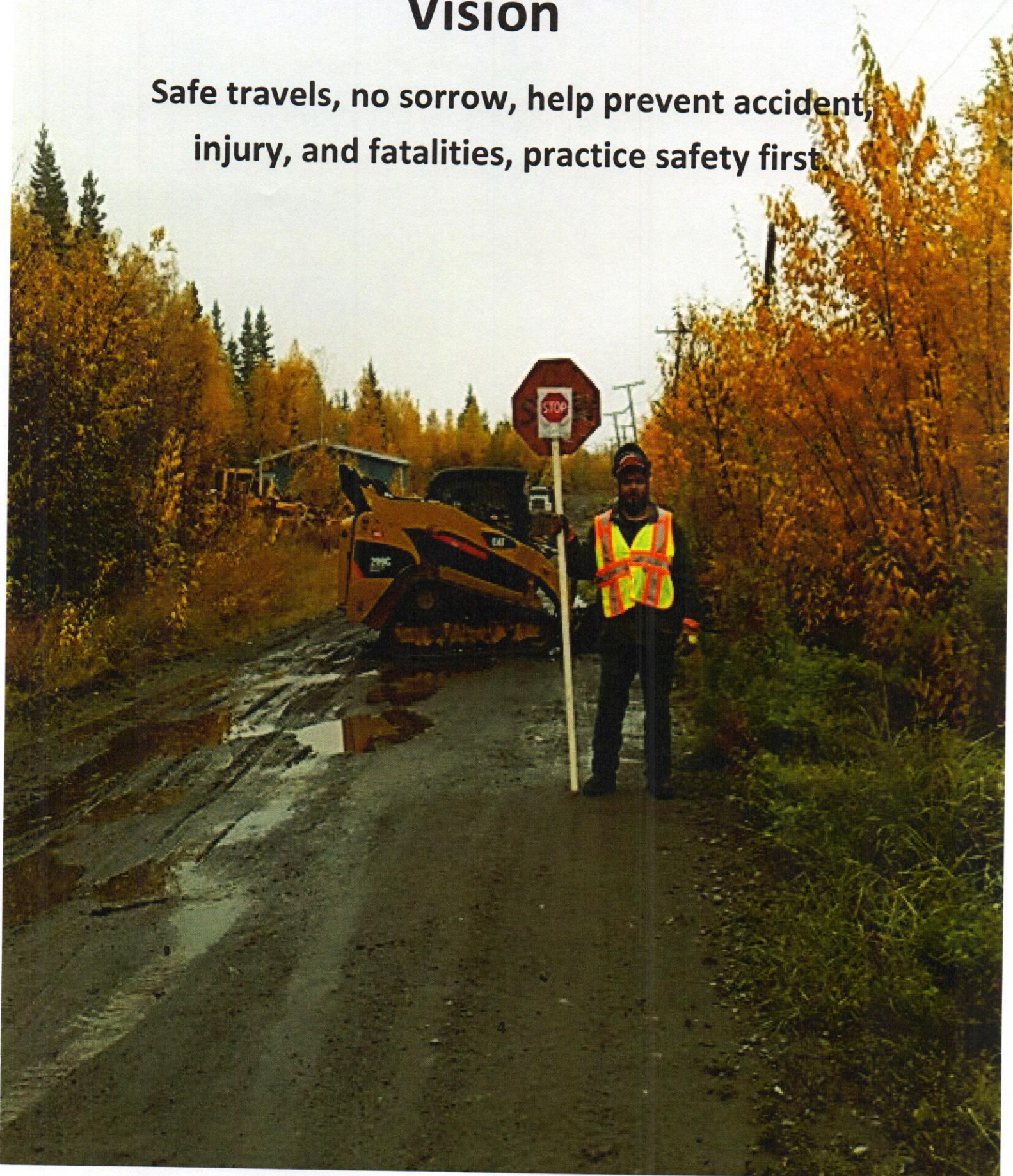
Rampart Village Council is the only governing entity here in Rampart, Alaska and is committed to improving transportation safety to reduce the risk of death and serious injury that may result from incidents on our transportation systems. Implementation of the plan will improve transportation safety for the tribe, residents, and visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from local residents and several safety partners (see Safety Partners listed below).

All means of transportation are used to reach Rampart. In the summer months when the Yukon River is flowing, most people travel the Dalton Highway to the Yukon River Bridge and launch their boats. It is a 65 mile boat ride down the river to reach Rampart. In the winter months when the Yukon River and all the creeks are frozen the Rampart Historical Trail is commonly used to reach Rampart via snow machine. Air transportation provides the only year round access to Rampart. A state owned 3,500' long by 75' wide lighted gravel airstrip is available. Everts Air has two flights a week scheduled to Rampart to deliver mail and supplies, weather permitting. The Rampart Village Council is dedicated to transportation safety for tribal members and visitors in our community.



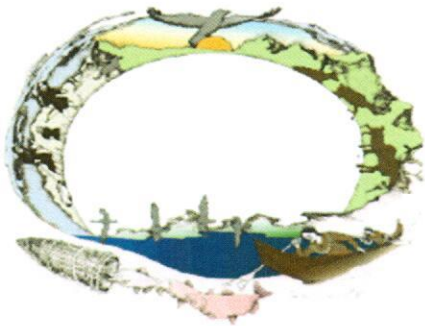
Vision

**Safe travels, no sorrow, help prevent accident,
injury, and fatalities, practice safety first.**

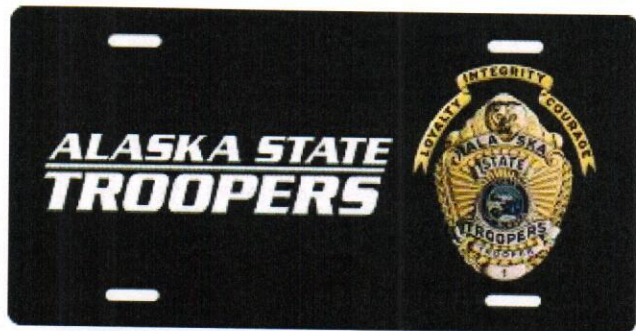


Safety Partners

- Tanana Chiefs Conference
- Alaska State Troopers
- Federal Highway Administration (Tribal Transportation Program)
- Tanana Search and Rescue
- Manley Search and Rescue
- State of Alaska DOT



Tanana Chiefs Conference



**Federal Highway
Administration**



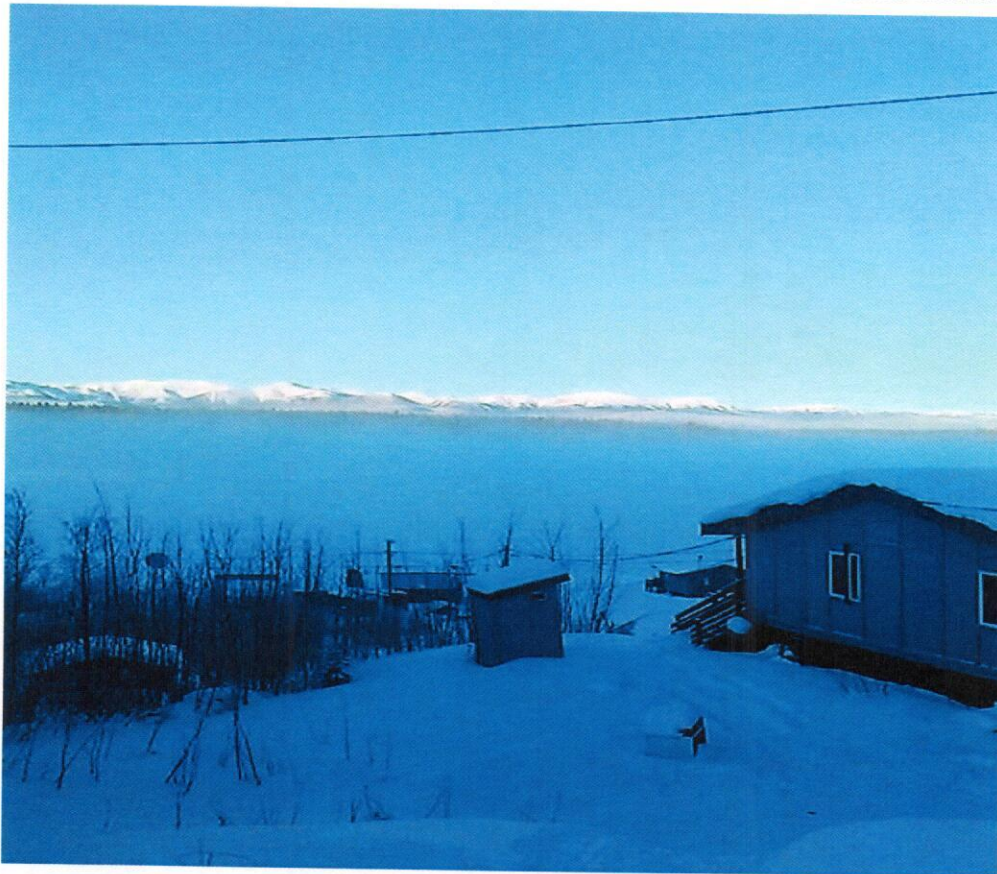
Alaska Department of
Transportation & Public Facilities

Process

All safety partners involved were identified and contacted to verify if they wished to be included as safety partners in Ramparts Community Street Safety Plan. Collaborated with the first Chief/Tribal Administrator, Floyd L. Green to ensure all the safety partners were identified and all aspects of the Community Street Safety Plan were being addressed. A community meeting was held to discuss safety issues and identify solutions. A Community Street Safety Plan Survey was developed and distributed to local residents. The results were evaluated to determine top safety priorities.

Existing Efforts

Rampart Village Council in partnership with Tanana Chiefs Conference and the State of Alaska is in the process of reviewing a SCERP plan for this community. SCERP stands for Small Community Early Response Plan. SCERP will identify safety partners and have a plan in place for any type of emergency situation or natural catastrophe. Residents of Rampart abide by all State and Federal laws, when a problem arises, local people handle the situation quickly and efficiently. When necessary, Alaska State Troopers are called upon to assist local community members. When a traffic accident occurs the proper steps are taken to get a medivac flight for injured persons to receive needed medical attention.



Data Summary

- 2015, Snowmobile accident with injury requiring medivac flight to treat a broken arm.
- 2007, ATV accident with injury requiring medivac flight to treat a broken arm.
- 2004, ATV accident with injury requiring medivac for major concussion.
- 2001, Fuel Truck accident resulted in fatality on Rampart Historical Trail.

Most accidents are due to operator error and could be prevented by simply reducing speed and practicing caution. Alaska State Troopers are called when necessary to provide assistance to residents.



Emphasis Area 1:

Community streets are very dark for long hours in the winter months. During the winter Rampart has very little daylight so when residents are walking on the street they are unable to see. Drivers have difficulty seeing residents walking on the street, in the late 1980's an accident occurred where a driver of a snow machine struck someone walking on the street due to the fact that the driver didn't see him.

Goals for Emphasis Area 1:

- New LED energy efficient streetlights put up all over town.
- Reflector tape for residents and their children to be put on to their winter gear.

Strategies for Emphasis Area 1:

- This emphasis area will be addressed by seeking funding for new energy efficient LED street lights.
- Contact IHS/Injury prevention program to promote safety awareness and distribute reflective tape to put on winter gear so people can be seen walking on the dark streets.

Emphasis Area 2:

The community streets here in Rampart, Alaska are lacking stop signs, street signs and speed limit signs. A few of the places where stop signs are necessary are located at the bottom of a steep hill. The main street in the middle of town is commonly used by most residents, it is located at the bottom of the hill, and the community children play near the street. This has been a source of concern for many local drivers. A four way stop is needed at this location and in at least two other locations for safety purposes. Some drivers tend to speed due to a lack of posted speed limit signs. In residential areas where children play this could cause major safety issues so signs need to be placed in various locations.

Goals for Emphasis Area 2:

- With local residents in-put, it will determine where street signs, stop signs and speed limit signs need to be placed.
- Collaborate with IRR Tribal Transportation Program and other resources to get funding for stop signs and speed limit signs.

Strategies for Emphasis Area 2:

- This emphasis area will be addressed by seeking funding for signs.
- Order speed limit signs, stop signs and street signs.
- Have Rampart Village Council Maintenance personal place signs in appropriate areas.

Emphasis Area 3:

Blind corners here in the community of Rampart are an ongoing problem. Some drivers using excessive speed place themselves and others in danger by turning the blind corners at high rates of speed.

Goals for Emphasis Area 3:

- Remove brush to make all street corners visible.
- Remove large vehicles and equipment so all street corners are visible.

Strategies for Emphasis Area 3:

- Delegate IRR funds or seek other funding sources for another brush cutting project.
- Move all large vehicles and equipment to one general location.
- Remove anything obstructing view of drivers on street corners.

Emphasis Area 4:

Dust in Rampart in the summer months is almost unbearable on the local community streets. When residents are walking along the road and are passed by vehicles driving at even moderate speeds a large cloud of dust will cover them. Some of the younger children and elders have asthma and the dust creates a health and safety issue.

Goals for Emphasis Area 4:

- Develop plan for Dust Control.
- Purchase a Water truck to distribute water on dusty streets.

Strategies for Emphasis Area 4:

- Delegate IRR funds or seek other funding sources for Dust Control plan.
- Delegate IRR funds for Dust Control Device to be mounted on back of a truck for watering roads.
- Water community streets for dust control.

Emphasis Area 5:

Many local residents and visitors travel long distances to get to Rampart. In the summer months travelers go to the Yukon River Bridge and boat down the river to Rampart. In the winter months travelers drive vehicles to Eureka and drive 26 miles by snow machine or 4 wheeler over Ramparts historical trail to reach the village. A system needs to be put in place for search and rescue if someone is overdue in arriving in Rampart.

Goals for Emphasis Area 5:

- Develop a Search and Rescue Plan.

Strategies for Emphasis Area 5:

- Post on Ramparts Facebook page and in local news letter who point of contact is if you are traveling to or from Rampart.
- Adopt a Plan for local Search and Rescue.
- Have quarterly search and rescue meetings.

- Seek funding to purchase a Snow Machine for search and rescue.

Emphasis Area 6:

No official data collection is kept on accidents in or in route to Rampart. Data Collection and preservation is needed and a process and location needs to be designated for this purpose.

Goals for Emphasis Area 6:

- Clear and accurate data documented and kept in the Tribal Office for use with future plans and for grant writing purposes.

Strategies for Emphasis Area 6:

- Develop a plan for data collection.
- A documentation system for accidents with injury kept at local clinic or office.
- A Search and Rescue log for all overdue travelers.



Evaluation & Implementation

Rampart Village Council will review and evaluate the Rampart Community Street Safety Plan to ensure implementation. When each of the Emphasis Areas are addressed the safety plan will need to be updated.

- Yearly review and evaluation of Rampart Community Street Safety Plan by Rampart Village Council
- When each Emphasis Area is addressed the plan will need to be updated.
- The IRR administrator will be responsible for overseeing the implementation of the Rampart Community Street Safety Plan.



CERTIFICATE OF ADOPTION

The Rampart Village Council five year Community Street Safety Plan was submitted for a vote from the Council on August 21, 2015 and were duly adopted by a vote of 4 in favor of adoption, and 0 opposed. Notice for the meeting was posted and members had an opportunity to be present at the meeting and voice any concerns they may have had.

Certified by: Lloyd Green

Title: 1st chief

Attested by: Elizabeth Wehl

Title: Sec/Treas.