

# Tribal Transportation Safety Plan - 2024



## Kokhanok Village

### **Kokhanok Village**

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**Resolution No. 2024-04-01**

**Resolution approving the Kokhanok Village Tribal Transportation Safety Plan**

WHEREAS, the Kokhanok Village Council recognizes the importance of ensuring the safety of its tribal members and visitors when traveling on Kokhanok Village lands; and

WHEREAS, the Kokhanok Village Council has developed a comprehensive Tribal Transportation Safety Plan aimed at improving transportation safety within the tribal community; and

WHEREAS, the Tribal Transportation Safety Plan includes strategies and initiatives to address various transportation safety issues; and

WHEREAS, the Tribal Transportation Safety Plan has been reviewed and endorsed by the Kokhanok Village Council and the Tribal Transportation Program Manager; and

WHEREAS, the approval of the Tribal Transportation Safety Plan by the Kokhanok Village Council is necessary to implement the proposed strategies and initiatives;

NOW, THEREFORE, BE IT RESOLVED, that the Kokhanok Village Council hereby approves the Kokhanok Village Tribal Transportation Safety Plan 2024, as presented, and authorizes the implementation of the strategies and initiatives outlined in the plan; and

BE IT FURTHER RESOLVED, that the Kokhanok Village Council directs the Tribal Transportation Program Manager and Tribal Administrator to allocate the necessary resources and collaborate with the Bureau of Indian Affairs and other relevant organizations and stakeholders to ensure the successful implementation of the Tribal Transportation Safety Plan.

This resolution was adopted by the Kokhanok Village Council at a duly convened meeting held on March 28, 2024.

  
Tribal President

  
Tribal Secretary

# Tribal Transportation Safety Plan - 2024

## Kokhanok Village

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*Submitted By:*

**Kokhanok Village Council**

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Phone: (907) 282-2202, Fax: (907) 282-2221

*Submitted to:*

**Bureau of Indian Affairs, Branch of Transportation**

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This Transportation Safety Plan was prepared by EBSC engineering, with assistance and support from the Kokhanok Village and Bureau of Indian Affairs. The plan aims to benefit and communicate the vision, commitment, and leadership of the Kokhanok community.



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## Acronyms and Abbreviations

|                |   |
|----------------|---|
| ADEC.....      | Alaska Department of Conservation                         |
| AKDOT&PF ..... | Alaska Department of Transportation and Public Facilities |
| ANTHC .....    | Alaska Native Tribal Health Consortium                    |
| ATV .....      | All-Terrain Vehicle                                       |
| BIA .....      | Bureau of Indian Affairs                                  |
| DCED .....     | Department of Community and Economic Development          |
| DCRA .....     | Division of Community & Regional Affairs                  |
| EPA .....      | National Environmental Protection Agency                  |
| °F .....       | Degrees Fahrenheit  |
| FAA .....      | Federal Aviation Administration                           |
| FHA .....      | Federal Highways Administration                           |
| FY .....       | Fiscal Year   |
| HUD .....      | Alaska Housing and Urban Development                      |
| LRTP .....     | Long-Range Transportation Plan                            |
| NEPA .....     | National Environmental Policy Act                         |
| O&M .....      | Operations and Maintenance                                |
| ROW .....      | Right-of-way  |
| SWPPP .....    | Storm Water Pollution Prevent Plan                        |

## INTRODUCTION

In October 2023 the Kokhanok Village hired EBSC Engineering, LLC to develop this Tribal Transportation Safety Plan, as well as updating their Long-Range Transportation Plan (LRTP).

This safety plan aims to prevent injuries, promote safety, and improve the overall wellbeing of the community by reducing and preparing against transportation safety threats. The intended mission of this plan is to create safer conditions for those travelling within Kokhanok's transportation system. This plan identifies transportation safety needs and priorities of the community and provides strategies of appropriate actions of key emphasis areas. Each strategy addresses the Federal Highway Administration's (FHWA) 4 E's of Safety: Engineering, Education, Enforcement, and Emergency Medical Services (EMS).

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### *Background*

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#### **Location:**

The village of Kokhanok is a small, remote community located on the south shore of Iliamna Lake. The village sits 22 miles south of Iliamna, 88 miles northeast of King Salmon, and is approximately 200 air miles from Anchorage.



#### **History & Culture:**

Adjacent to Lake Iliamna and Katmai National Park, Kokhanok is rich in cultural history. Subsistence has played a major role in the community, with residents often harvesting fish, caribou, moose and other wildlife. The current population of Kokhanok is 170 and is predominantly Alaska Native.

Kokhanok first appeared on the 1890 U.S. Census as a native unincorporated village named "Kakhonak." [7] It next returned in 1950. The name was changed to the present spelling of Kokhanok in 1980, when it was made a census-designated place.

The population is a mixture of Aleut, Yup'ik and Athabaskan. Unlike Iliamna, the sport fishing industry doesn't reach Kokhanok, and the economic activity is based on subsistence hunting and fishing.

**Climate:**

Kokhanok, AK is known for its cold climate. The area experiences very long, cold winters with temperatures often dipping below zero. Snowfall averages range from 20 inches to 50 inches annually. Summers are short and cool, with temperatures rarely rising above 65 degrees Fahrenheit (18°C). Temperatures can also drop significantly during the summer months as well. The area is prone to heavy winds and other adverse weather conditions throughout the year so it is important to be prepared for any type of weather when visiting Kokhanok.

Kokhanok, Alaska gets 28 inches of rain, on average, per year. The US average is 38 inches of rain per year.

**Population:**

According to the United States Census Bureau, the 2023 population of Kokhanok is 109 residents. Approximately 75% of the population is Native American/Alaska Native.

**Transportation:**

Kokhanok is accessible by air and water. There is a state-owned gravel airstrip and a protected lake utilized as a seaplane base. Residents can generally travel to Iliamna and Anchorage through scheduled air service. Local travel is done primarily by ATV, skiff, or snowmobile.

There are no roads to surrounding communities. Roads within Kokhanok are primarily gravel.

**Governance:**

| Summary of Kokhanok Governance                  |  |
|---|--|
| <b>Local Tribal Government (BIA recognized)</b> | Kokhanok Village Council                   |
| <b>Village Corporation</b>                      | Alaska Peninsula Corporation               |
| <b>Regional Native Corporation</b>              | Bristol Bay Corporation                    |
| <b>Regional Health Corporation</b>              | Nilavena Subregional Clinic                |
| <b>Borough</b>                                  | Lake and Peninsula Borough                 |
| <b>School District</b>                          | Lake and Peninsula Borough School District |

## Existing Resources

### *Emergency Response Resources and Safety Partners*

In the case of an emergency, the community of Kokhanok utilizes community members first to aid where possible. If the community is in greater need, the listed resources below support their efforts. The following resources are currently available, or in the process of being developed to more successfully prepare Kokhanok in the face of a crisis:

|                        | Resource   | Service   |
|------------------------|--|---|
| <b>Kokhanok</b>        | Search and Rescue  | Volunteers  |
|                        | Fire Department  | Trained and organized Volunteer Fire Department   |
|                        | Medical Clinic   | Kokhanok Community Health Center is one of seven designated Federally Qualified Health Centers that is associated to the Nilavena Subregional Clinic.   |
|                        | Tribal Council   | The Council generally meets every month to discuss the community needs and interests. Village safety hazards that are presented at this meeting allows the council to help resolve safety concerns.   |
| <b>State of Alaska</b> | Troopers/VPSO  | The State of Alaska Department of Public Safety is responsible for public safety throughout the State of Alaska. The Alaska State Troopers (AST) carries out this responsibility throughout the Borough. The Alaska State Troopers provide oversight on the road system.  |
|                        | Dept. of Transportation and Public Facilities (AKDOT&PF) | The State of Alaska records all reported crashes in Alaska. According to the Dept. Of Transportation and Public Facilities, there are no reported crashes in Kokhanok.<br><b>Note:</b> This is not to say that there were no crashes, only that AKDOT&PF did not receive any incident reports of crashes occurring on a public roadway.   |
|                        | Division of Homeland Security and Emergency Management   | Provides planning, reporting, supporting, preparing, and assisting in all aspects of emergency preparedness and rapid recovery.   |
| <b>Non-Profits</b>     | Nilavena Subregional Clinic                              | Nilavena Subregional Clinic serves seven Iliamna Lake Villages: Port Alsworth, Igiugig Tribal Village Council, Kokhanok Village Council, Iliamna Village Council, New Halen Tribal Council, Nondalton Tribal Council, and Pedro Bay Village Council. Southcentral Foundation directly provides all health programs, services, functions, and activities funded by Indian Health Service. Nilavena Subregional Clinic provides high-quality services, family wellness, and shared responsibility for everyone (regardless of IHS status) at any stage of life. |
|                        | American Red Cross of Alaska                             | As a member of the local, national and international network of the Red Cross Movement, the American Red Cross of Alaska is committed to providing relief to victims of disasters and helping people prevent, prepare for and respond to emergencies.   |



| Resource                    |                                  | Service   |
|-----------------------------|----------------------------------|---|
| Regional Medical Facilities | Kokhanok Community Health Center | Kokhanok Community Health Center is one of seven, designated Federally Qualified Health Centers that is associated to the Nilavena Subregional Clinic. The Health Center provides high-quality services, family wellness, and shared responsibility for everyone (regardless of IHS status) at any stage of life.   |
|                             | Nilavena Subregional Clinic      | Nilavena Subregional Clinic serves seven Iliamna Lake Villages: Port Alsworth, Igiugig Tribal Village Council, Kokhanok Village Council, Iliamna Village Council, New Halen Tribal Council, Nondalton Tribal Council, and Pedro Bay Village Council. Southcentral Foundation directly provides all health programs, services, functions, and activities funded by Indian Health Service. Nilavena Subregional Clinic provides high-quality services, family wellness, and shared responsibility for everyone (regardless of IHS status) at any stage of life. |

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***Previous Planning and Implementation***

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**Alaska Department of Transportation and Public Facilities: Kokhanok Airport Inspection Report, 2021**

The Alaska Department of Transportation and Public Facilities identified the following safety issues for Kokhanok Airport:

- Airport is unsecure
- caution for wildlife
- pedestrians, vehicles and ATV traffic on the airport.
- Brush encroaching on the runway edges.
- Runway is potentially very soft in spring and during periods of heavy precipitation.
- Some of the runway and taxiway markers are damaged or out of service.
- Brush encroaching on the windsocks and segmented circle.
- Heavy rutting on the runway and ramp due to vehicle traffic.

**Alaska Long-Range Transportation Plan & Freight Plan (LRTP), 2021**

The Alaska Statewide LRTP called “Alaska Moves 2050: Public Involvement Plan” committed to a Public Involvement Plan that achieves the following goals:

- **Transparency & Accountability:** provide access to information and opportunities to participate. Stakeholders can track the project process with access to information to better understand the decision-making process.
- **Inform:** inform Alaskans so they can purposefully engage and provide feedback into the LRTP/FP update process.
- **Innovate and Listen:** Provide robust and creative opportunities for all Alaskans to engage and provide feedback from the comfort of their own homes at a time convenient to them. Everyone is heard.
- **Equity:** Make everyone feel welcome to participate by providing a variety of opportunities so that traditionally underrepresented and hard-to-reach Alaskans can engage in the LRTP/FP update process.

## **Lake and Peninsula Borough Comprehensive Plan Update, 2012**

This plan was prepared by the Lake and Peninsula Borough to develop and identify goals, policies, and implementation actions to support the villages in the region. The plan focuses on five broad areas: strategies for more jobs for locals in and out of the village; strategies to reduce the cost of living and increase the quality of rural life; to push ahead with regional-benefiting capital projects; find new approaches to providing a quality education; and to encourage hard work, high standards, consequences and rewards. Some of the specific examples of actions identified in the plan include:

- Creation of a regional jobs and housing clearinghouse, where residents and communities could post information on skills and resources available (e.g. housing for rent) and employers or others seeking services to post job announcements and requests for proposals.
- Plans for new job training partnerships, and new job supporting programs and infrastructure, focused on jobs in tourism, commercial fishing, energy and local service provision.
- Plans for key infrastructure projects, including a dock at Chignik Bay, work on the Williamsport Pile Bay Road, and support for small energy projects – wind, hydro, and solar – in villages where this is practical.

## **A Well-Made Basket: The Kokhanok Community Plan, 2004**

This plan was developed by the residents of Kokhanok, Alaska, and funded by the Kokhanok Village Council. The community plan outlines Kokhanok's community values, vision statement, goals and measures of success, and a community needs assessment. The community needs assessment designated the following as top priorities of Kokhanok:

- Capital project and infrastructure priorities
- Social and cultural priorities
- Economic development priorities
- Job training, education and capacity building priorities

## Data Summary

Information from both the State of Alaska, Department of Transportation, and from local knowledge and experience was gathered to assess the safety of local roads.

### Crash Record

DATA PENDING FROM STATE OF ALASKA

### Survey Overview

The Kokhanok Transportation Safety Survey, conducted in November 2023, were stationed for pick up and drop off at the Village Council Office and distributed at a community safety meeting. Questions were asked regarding the transportation modes, safety concerns, facility needs, and previous accidents. A total of 38 surveys were returned and used as part of this report. The following results are presented.

#### TRANSPORTATION MODE

**Question 1:** How do you get around the community?

The results below show that most of the community travels by 4-wheeler and truck. When considering the response to safety questions, these two modes of travel should be kept in mind.

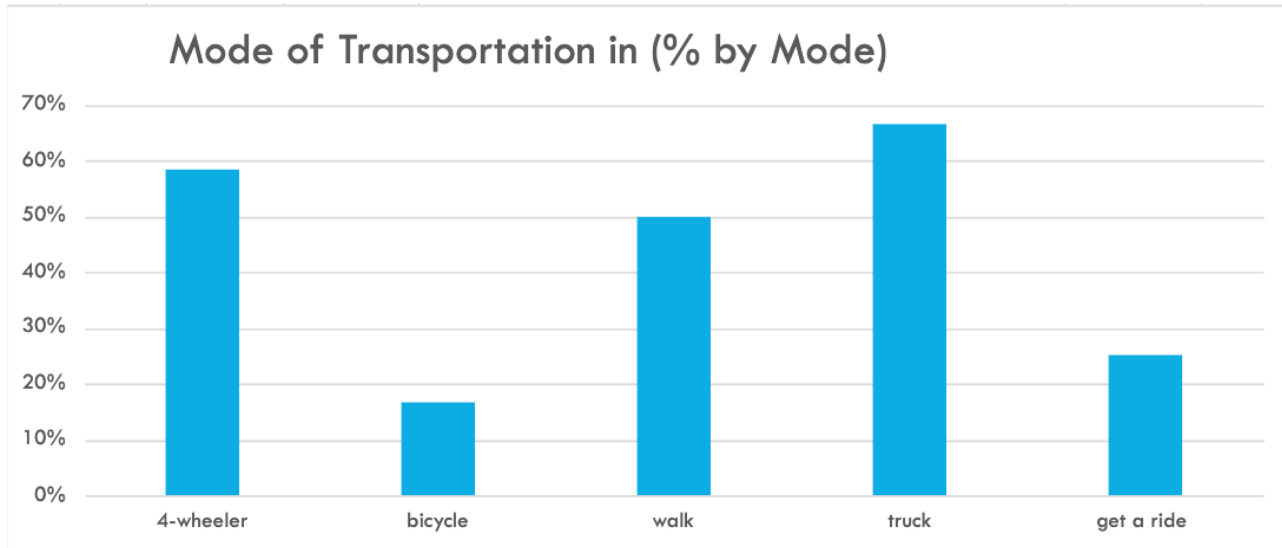


Figure 1: Mode of Transportation in Kokhanok (percent by mode)

## TRANSPORTATION SAFETY CONCERN

**Question 2:** Please help us prioritize safety issues within Kokhanok. “Safety issues” are problems that cause death, injury or illness, and “transportation system” means all modes of travel including roads, airplanes, ocean and river travel, trails, pedestrians, etc. For each type of safety issue below, identify if it’s a high, medium, or low priority for your community by circling either “H” “M” or “L”:

| Types of Safety Issues                        | High Priority | Medium Priority | Low Priority |
|---|---------------|-----------------|--------------|
| Road dust                                     | H             | M               | L            |
| Unsafe, unmaintained roads                    | H             | M               | L            |
| Lack of use of life vests                     | H             | M               | L            |
| Excessive rates of speed                      | H             | M               | L            |
| Inadequate road signage                       | H             | M               | L            |
| Intersection safety                           | H             | M               | L            |
| Children in road                              | H             | M               | L            |
| childr  | H             | M               | L            |
| Lack of helmet use for ATVs/bicycles          | H             | M               | L            |
| Lack of bicycle/pedestrian facility           | H             | M               | L            |
| Inadequate street lighting                    | H             | M               | L            |
| Pedestrian visibility/reflectivity            | H             | M               | L            |
| Lack of seatbelts/child seats                 | H             | M               | L            |
| Animal collision                              | H             | M               | L            |
| Lack of trail marking                         | H             | M               | L            |
| Lack of bicycle/pedestrian education          | H             | M               | L            |
| Lack of vehicle maintenance                   | H             | M               | L            |
| Traveling in poor weather                     | H             | M               | L            |
| Distracted driving                            | H             | M               | L            |
| Unsafe young drivers (<18yr)                  | H             | M               | L            |
| Too many passengers on ATV/snow machines      | H             | M               | L            |
| Erosion                                       | H             | M               | L            |
| Lack of emergency rescue vehicles             | H             | M               | L            |
| No officer or ambulance to respond to crashes | H             | M               | L            |
| Inadequate firefighting equipment             | H             | M               | L            |
| Other _____                                   | H             | M               | L            |
| Other _____                                   | H             | M               | L            |

The community of Kokhanok prioritized the safety issues shown above from highest to lowest. The responses assisted in distinguishing the emphasis areas in this plan. The results, displayed in the following figure, show that the top HIGH PRIORITY safety issue is ROAD DUST. The second, third and fourth highest priorities were: DRIVING WHILE INTOXICATED, LACK OF HELMET USE

FOR ATVS/BICYCLES, PEDESTRIAN VISIBILITY/REFLECTIVITY, and INTERSECTION SAFETY.

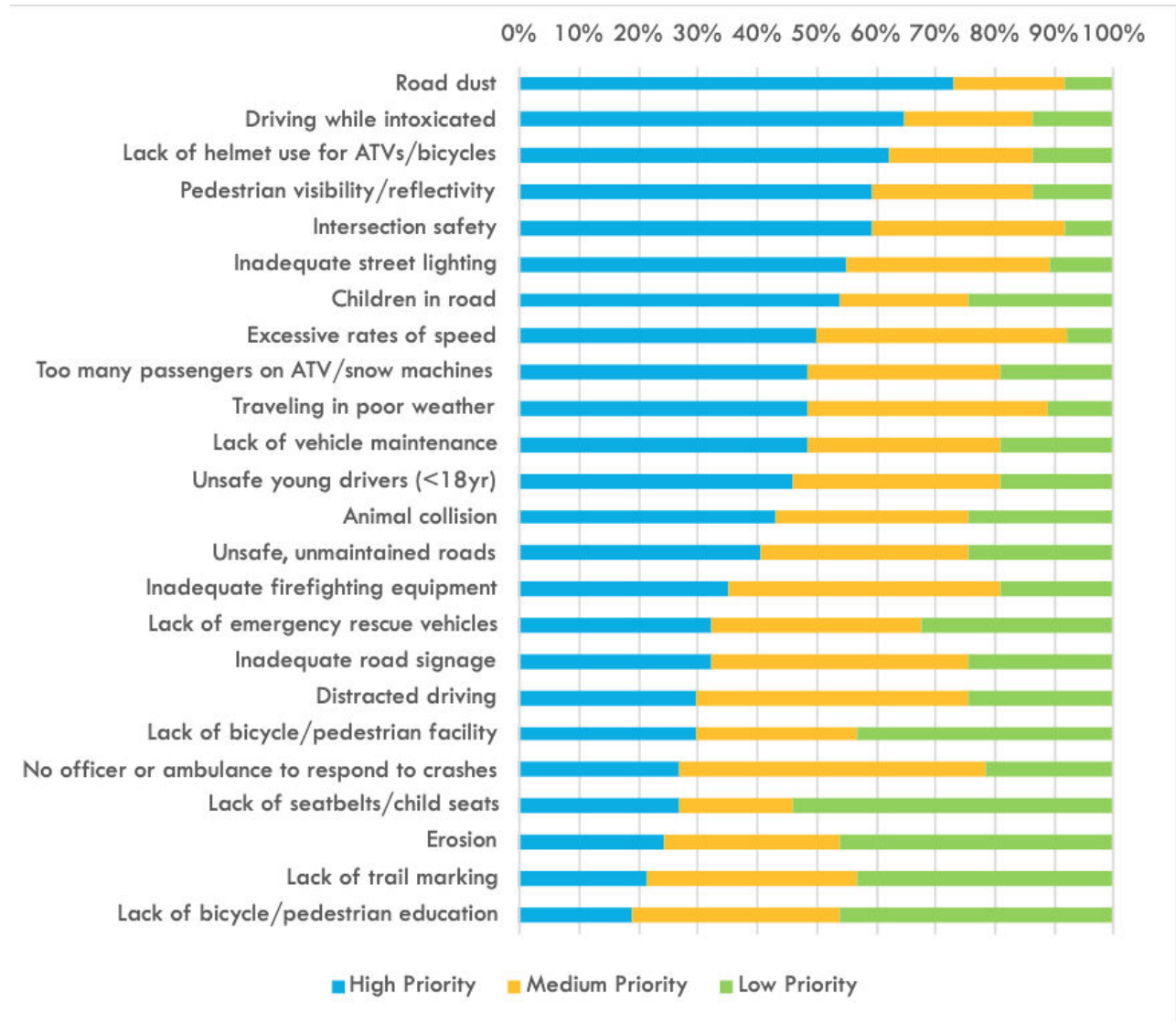


Figure 2: Kokhanok Transportation Safety Priorities – Survey Results

## TRANSPORTATION SAFETY NEEDS

**Question 3:** *What transportation facilities do you think are needed most to reduce safety hazards?*

| Types of Safety Facilities                                | High Priority | Medium Priority | Low Priority |
|---|---------------|-----------------|--------------|
| Airport with phone  | H             | M               | L            |
| Permanent boat launch and ramp                            | H             | M               | L            |
| Maintenance/storage building for safety equipment         | H             | M               | L            |
| Dock access road improvement                              | H             | M               | L            |
| Evacuation route to higher ground                         | H             | M               | L            |
| Communication tower at top of mountain for better service | H             | M               | L            |
| Emergency shelter and meeting place                       | H             | M               | L            |
| Dedicated search and rescue vehicles                      | H             | M               | L            |
| New location for main road away from erosion              | H             | M               | L            |
| Local Village Public Safety Officer (VPSO)                | H             | M               | L            |
| Other _____   | H             | M               | L            |
| Other _____   | H             | M               | L            |

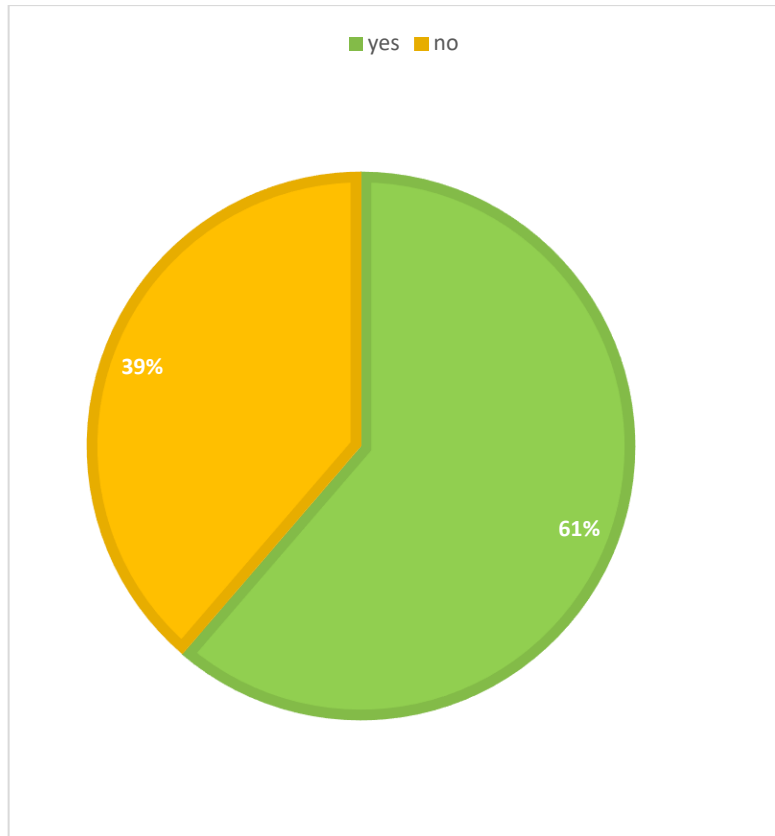
The community of Kokhanok prioritized the safety facility needs shown above from highest to lowest. The results, displayed in the following figure, show a consensus on the need for more “COMMUNICATION TOWER AT TOP OF MOUNTAIN FOR BETTER SERVICE” and “AIRPORT WITH PHONE.”



**Figure 3: Kokhanok Transportation Safety Facility Needs – Survey Results**

## TRANSPORTATION ACCIDENTS

**Question 4:** Have you or someone you know been in an accident on roads in or around Kokhanok within the last 5 years?



Can you please explain the incident(s)? Include: the age of the person/people involved, location, type of vehicles involved, severity of injuries, cause of accident, was a medivac required, were drugs or alcohol involved?

61% of the surveys indicated knowledge of a local accident within the past 5 years. Several respondents provided further details (see below).

*Honda crash, caused death due to drinking.*

*Intoxicated driving by community members, resulted in crashing.*

*There are too many kids driving hondas. Need to have an age limit.*

*There are probably drugs and alcohol driving involved especially at later hours.*

*DUI*

*Seen one elder avoid running over a dog*

*I have had an accident twice!*

*Intoxicated driving*

*30 years old going to fish camp tipped on snogo going down the trail by the airport.*

*"I was driving down the beach up to the village on ATV; I hit a tree stump buried in the gravel and it launched me off my ATV and I flew forward. If we removed the big/fixed objects on the beach (including the angled iron that is stuck in the gravel) it would improve safety of that route."*

*A young girl tipped an ATV over on the beach when she hit something sticking out of the gravel/sand.*

*I've seen an ATV flip when hitting something on the beach.*

*2 people involved in an honda accident with a dog.*

*Ran over a dog in the road with an ATV and again in a few months later with truck. Dog was injured.*

*By the church on a mini bike a cable was struck and crashed in a ditch.*

*Colleen Williams got in a severe accident, resulting in her death. She was severely intoxicated and had no control.*



**Question 5:** *Please share any other safety concerns and/or indicate specific transportation routes with safety hazards within and around Kokhanok. Please explain the conditions and possible accident prevention for the specific hazard.*

This last question provided survey takers space to share concerns over any unmentioned safety issues. The responses below help create an image of the frustration of community issues, such as road conditions, and instills a direction:

*Need street lights along the main roads.*

*Need a youth center.*

*Need lights along the main roads—It can be dangerous for pedestrians who are walking along the road, especially when wearing dark clothing.*

*We'd like to see a building down at the airport that has heat.*

*Winter, icing is dangerous*

*It is hazardous to haul trash up to dump road.*

*Brush along the road*

*Need more streetlights*

*Lots of potholes, can't keep up with maintenance due to equipment not working sometimes.*

*People walking at night: no reflectors on their clothes. Sometimes you don't see them right away.*

*There are several blind spots where brush has just over grown and people tend to drive fast. (around the corner by Wassilles/airport corner).*

*Icy roads during the winter.*

*Elders need rides sometimes because of no vehicles or vehicles not working.*

*Conditions and possible accident prevention for the specific hazard.*

*More street lights needed.*

*Signage needed.*

*Walking path along main road needed.*

*More road maintenance needed for snow clearing and gravel spreading.*

*More street lighting.*

*Electrical line clearance needed.*

*There are blind spots.*

*Church has too many roads—high spot for collision with too much traffic.*

*Lots of dust*

*Road lighting would really improve visibility on community roads. Especially at intersections and trail heads.*

*DUI all the time.*

*Too much brush from airport road to man camp.*

*I think we should get more streetlights further down towards the lagoon area.*

*Get more speed limit signs. Quite a few kids and elders walk on the roads, and its important they feel safe enough to walk on the roads during the night.*

*Dogs try to bite pedestrians.*

*Too many blind spots and potholes.*

## Emphasis Areas

Upon assessing the community survey responses and discussing transportation needs with the Tribe, the following emphasis areas were selected for further planning:

- Road dust
- Driving while intoxicated
- Lack of helmet use for ATVs/bicycles
- Pedestrian visibility/reflectivity

Each emphasis area is provided with a brief background, goal statement, strategic plan, and potential resources. Each strategic plan provides action items for the four E's of Safety (Engineering, Education, Enforcement, & EMS), target outputs, a timeline, and estimated budget.

The Kokhanok Tribal Administrator and council members are responsible for successful execution of each strategic plan. FHWA, BIA, and AKDOT&PF are potential primary resources for financial support. However, the greatest resource for the village is the community itself. To create transportation safety changes in the community, each member must be willing and motivated to adhere to such changes. Therefore, creating a collective conscience on the importance of transportation safety is the most effective strategy for community safety.

In addition, [The Alaska Community Coastal Protection Project: Potential Sources of Funding and Technical Assistance](#) provides an exhaustive list of other funding types for coastal resiliency-related projects (link provided in References). The suggested timelines for each plan should be further discussed and set by responsible parties.

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### ***Road Conditions - Dust Control***

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**Background:** According to the SAFETY SURVEY, road dust is a high priority safety issue in the community. Dust aggravates people with existing heart and lung disease and can damage lung tissue. Children, seniors, and people with asthma and other respiratory or heart conditions are more susceptible to health problems from breathing in dust. Dust in rural villages can be created by a mixture of wind and driving on exposed riverbeds, gravel roads, shorelines, un-vegetated lots, gravel pits, gravel stockpiles, and unpaved airport runways.

Eight potential dust suppression techniques, listed below, vary greatly in cost and effectiveness. The displayed costs below are associated with various dust control practices and products per linear mile of roadway.

| Dust Control Category  | Specific Product  | Control Cost (\$ per mile of road treated) | Control Effectiveness Range | Control Duration |
|------------------------|-------------------|--|-----------------------------|------------------|
| Moisture Increase      | Watering          | \$32                                       | 0% - 50%*                   | 1-2 hours        |
|                        | Calcium Chloride  | \$26,000                                   | 0% - 70%**                  | 6 months         |
| Particle Agglomeration | EK-35             | \$20,000                                   | 0% - 99%***                 | 1 year           |
|                        | Lignosulfonate    | \$22,000                                   | 0% - 90%*                   | 2 months         |
| Soil Coverage          | Gravel            | \$84,000                                   | 0% - 30%*                   | 3 months         |
|                        | Geotextile        | \$27,000                                   | N/A                         | 10 years         |
|                        | Asphalt Paving    | \$2,700,000                                | 90% - 99%                   | 15 years         |
|                        | Fiberglass Plates | \$2,800,000                                | 90% - 99%                   | 10 years         |

Example of a cost estimate for different dust suppressant options. Table from "Alaska Rural Dust Control Alternatives" report prepared for the Alaska Department of Environmental Conservation in 2006.

In general, the options for reducing airborne dust in populated areas includes:

1. Reduce the traffic
2. Reduce the speed
3. Improve the road design
4. Water the road (palliatives-1)
5. Cover the road with quality aggregate
6. Increase moisture content of the road surface (palliatives-2)
7. Bind the road particles together (palliatives-3)
8. Seal unpaved roads
9. Reduce exposed ground
10. Slow the wind by installing windbreaks like hedges, plants, fences, or berms.

### Goals and Strategies:

| Objective  |  |  |                       |                                    |
|--|--|--|-----------------------|------------------------------------|
| Reduce creation and exposure of airborne dust on local roads and runways |  |  |                       |                                    |
|  | Actions  | Target Output  | Champion              | Timeline                           |
| Education  | Present issue at community meeting. Hang up health hazard educational posters (see Appendix) | Increase awareness about the health hazard of dust and pumice    | Tribal Roads Director | Winter 2025                        |
| Enforcement  | Place 'pop-up' 15 mph speed limit signs on every street around town                          | Lower speeds to reduce the intensity of suspended dust particles | Tribal Roads Director | Spring 2025                        |
| Engineering  | Add surface course material to the roadway and apply EK-35.                                  | Reduce dust potential  | Tribal Roads Director | Spring 2025 (Maintenance on-going) |
|  | Create a vegetation plan.  |  |                       | Spring 2025                        |

| Objective  |  |  |                       |             |
|--|--|--|-----------------------|-------------|
| Reduce creation and exposure of airborne dust on local roads and runways |  |  |                       |             |
| Actions  |  | Target Output  | Champion              | Timeline    |
| EMS  | Give out free dust masks at the health clinic and community meetings | Protect sensitive people (elderly, asthma victims, etc.) | Tribal Roads Director | Spring 2025 |

**Potential Resources:**

The State of Alaska Department of Conservation Division and the U.S. Environmental Protection Agency created “A resource for community in rural Alaska to use in determining strategies for managing road dust”. This is found in their report titled RURAL ALASKA DUST TOOLKIT, June 2018.

- EPA: “Road Dust”, fact sheet (see Appendix)

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***Driving while Intoxicated***

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**Background:** Driving while impaired could lead to the driver being arrested, or worse—be involved in a traffic crash that causes serious injury or death.

About 31% of all traffic crash fatalities in the United States involve drunk drivers (with BACs of .08 g/dL or higher). In 2021, there were 13,384 people killed in these preventable crashes. In fact, on average over the 10-year period from 2012-2021, about 10,850 people died every year in drunk-driving crashes. In every state, it’s illegal to drive drunk.

Education in the Village of Kokhanok about the dangers of driving under the influence, can reduce the potential for driving while intoxicated.

**Goals and Strategies:**

| Objective   |   |   |                       |             |
|---|---|---|-----------------------|-------------|
| By DEC 2025, decrease the incidents of residents driving while intoxicated by 75% |   |   |                       |             |
| Suggested Actions   |   | Target Output   | Champion              | Timeline    |
| Education   | Hold training courses and discussions on the importance of not driving intoxicated. | By Spring 2025, 90% of Kokhanok drivers will have taken the training courses on safe driving practices. | Tribal Roads Director | Spring 2025 |

| Objective   |  |  |                       |             |
|---|--|--|-----------------------|-------------|
| By DEC 2025, decrease the incidents of residents driving while intoxicated by 75% |  |  |                       |             |
| Suggested Actions   |  | Target Output  | Champion              | Timeline    |
| Enforcement<br>Engineering  | Enter youth drivers into the Alaska Division of Motor Vehicles Off-Highway Licensing Program   | By Spring 2025, 90% of driving community members will obtain an off-highway driver's license or permit.                | Tribal Roads Director | Summer 2025 |
|   | Discuss hiring VPSO  | Patrolled roads holding responsible drivers accountable for their behavior and protecting the greater community.       | Tribal Administrator  |             |
| Engineering   | Install speed limit and hazardous area road signs  | Signs on roads to inform and warn the community of safety hazards and preferred driving behavior.                      | Tribal Roads Director | Summer 2025 |
| EMS   | Apply for safety grants and state programs to receive funds for safe driving curriculum and to install speed limit/speed reduction measures. | Funding is secured to develop and instruct safe driving curriculum to community members and install speed limit signs. | Tribal Roads Director | Summer 2025 |

**Potential Resources other than FHWA & BIA:**

- State of Alaska:
  - Division of Motor Vehicles- Guide to Rural Driving Information
    - <http://doa.alaska.gov/dmv/akol/rural.htm>
  - Division of Public Health
    - <http://dhss.alaska.gov/dph/>
  - Division of Parks and Outdoor Recreation
  - Section of Injury Prevention and EMS

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***Lack of helmet use on ATV's and bicycles***

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**Background:** Wearing a helmet is the best way to protect your head and reduce the risk of a Traumatic Brain Injury (TBI). Adults can set a positive example for our youth by driving safely and always wearing a helmet (ANTHC “Helmet On”).

TBI is caused by a blow, bump, jolt, or other head injuries that causes damage to the brain. From 2012 to 2016 Alaska Native people:

- Had an average of 200 hospitalizations for TBI every year.

- Of those hospitalizations, about 1/5 of TBIs were from ATV, snowmachine and bicycle

**Goals and Strategies:**

| Objective   |   |  |             |
|---|---|--|-------------|
| Target the youth to instill safety habits and provide safety gear for those traveling within and around the community |   |  |             |
| Suggested Actions   |   | Target Output  | Timeline    |
| Education   | Hold youth training and discussions on safe driving, boating, and winter trail use              | Youth wearing safety gear and learning about driving hazards and safe practices              | Spring 2025 |
| Enforcement   | Enter youth drivers into the Alaska Division of Motor Vehicles Off-Highway Licensing Program    | Every driving community member obtains an off-highway driver’s license or permit             | Fall 2025   |
| Engineering   | Install speed limit and hazardous area road signs   | Signs on roads to inform and warn community of safety hazards and preferred driving behavior | Fall 2025   |
| EMS   | Apply for safety grants and state programs to receive funds for ATV helmets and reflective gear | Supply helmets and reflective gear to community  | Fall 2025   |

**Potential Resources other than FHWA & BIA:**

- ANTHC: “Helmets On” initiative
- State of Alaska:
  - Division of Motor Vehicles- Guide to Rural Driving Information
  - Injury Surveillance Program

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***Improve Pedestrian Visibility / Reflectivity***

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**Background:** Insufficient lighting along pedestrian and school routes exposes the community to hazardous travelling conditions, especially in the dark of winter.

According to Anchorage’s LED Street Light Energy Initiative, in which the city replaced 16,000 streetlights with LED lights, the total energy and maintenance cost saving amount to over 50%. In addition to the monetary gain, LED lights improve visibility and overall safety.

The Rampart Village Council drafted the [Strategic Energy Plan: 2015-2020](#), which may be found online. According to the energy plan, several state and national level programs offer financial programs, technical assistance, and procurement support to help Native Alaska communities

achieve their energy goals. This plan outlines energy-specific funding agencies and grants, in addition to the community’s energy goals. Solar-powered LED lighting solutions harness the sun’s energy to provide high-quality illumination without needing AC grid access. These reliable street lights quickly pay back the low initial investment with substantial energy savings.

**Goals and Strategies:**

| <b>Objective</b>   |  |  |                 |
|--|--|--|-----------------|
| Improve pedestrian safety for users traveling in dark conditions |  |  |                 |
|  | <b>Suggested Actions</b>   | <b>Target Output</b>   | <b>Timeline</b> |
| <b>Education</b>   | Present issue at community meeting. Hang up educational posters (example attached in appendix) | Increase awareness about the hazard of traveling in the dark | Fall 2025       |
| <b>Enforcement</b>   | Assign a Tribal representative to actively campaign wearing reflective gear and head lamps     | All pedestrians wearing reflective gear in dark conditions   | Fall 2025       |
| <b>Engineering</b>   | Equip existing light poles with solar-powered LED lights                                       | Improve community lighting system                            | Fall 2027       |
| <b>EMS</b>   | Provide head lamps and reflective gear to all community members                                | Prevent sight-restricted accidents                           | Fall 2025       |



## **Implementation**

Implementing the Kokhanok Transportation Safety Plan requires a Transportation Safety Leader to represent and inform the community of all safety planning implementation efforts. The Transportation Safety Leader will partner community members and safety planning stake holders to build multiple 'working groups' focused on implementing each strategic plan. The organized strategies presented in the previous section shall guide each designated working group.

Many strategies may require outside funding. Potential resource information is provided for each strategy in the previous section. The Transportation Safety Leader will monitor funding cycles of the FHWA, AKDOT&PF, and BIA Tribal Transportation Safety Program and identify other appropriate funding sources for the working groups.

The following actions are recommended to initiate the implementation plan:

1. Develop an official resolution to adopt this plan
2. Apply for safety project funding and, possibly, a safety audits to assess existing facilities
3. Involve the public in safety decisions via community meetings and announcements
4. Develop working groups
5. Select and commence enactment of high priority strategies outlined in this plan
6. Develop detailed project schedules
7. Monitor, evaluate, and record all project activities and as-built documents
8. Update plan and repeat steps for following plan upon project completion, or every 5 years

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## ***Evaluations and Updates***

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The future of transportation safety in Kokhanok relies on the success of performing the 4 E's of Safety, while learning and sharing along the way. At a minimum, yearly safety plan reviews and five-year updates will evaluate each emphasis areas' overall strategic plan and progress.

Reviews will be performed by a safety planning committee, established and led by the Transportation Safety Leader, with assistance from members of the working groups, Emergency Response Planning Committee, Village Council, and other significant safety entities. Evaluations and updates to the safety plan will focus on completed projects, newly obtained safety data, and any arising safety issues detailing past efforts for future approaches.

## REFERENCES

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*Alaska Statewide Long-Range Transportation Plan (LRTP), 2016*

*Lake and Peninsula Borough Comprehensive Plan Update, 2012*

*A Well-Made Basket: The Kokhanok Community Plan, 2004*

*Potential Cooperators and Funding. State of Alaska Department of Conservation Division of Air Quality. [http://dec.alaska.gov/air/anpms/comm/rural\\_pm10.htm](http://dec.alaska.gov/air/anpms/comm/rural_pm10.htm).*

## Appendix A: Emphasis Area Implementation Plans

| Emphasis Area |         | Strategic Linkage  |                     |                    |                      |                           |
|---------------|---------|--------------------|---------------------|--------------------|----------------------|---------------------------|
|               |         |                    |                     |                    |                      |                           |
| Objective     |         | Success Indicators |                     |                    |                      |                           |
|               |         |                    |                     |                    |                      |                           |
|               | Actions | Target Output      | Responsible Parties | Date of Completion | Performance Measures | Monitoring and Evaluation |
| Education     |         |                    |                     |                    |                      |                           |
| Enforcement   |         |                    |                     |                    |                      |                           |
| Engineering   |         |                    |                     |                    |                      |                           |
| EMS           |         |                    |                     |                    |                      |                           |

## Appendix B: Community Survey

# COMMUNITY SURVEY - Respond for a Chance to Win!

Thank you for participating in the 2023 Kokhanok Transportation Safety Plan.

We know a little incentive never hurts, so we are raffling off TWO **\$50 Amazon Gift Cards!!!** All you need to do is respond by the deadline. Drop off boxes are located at the Village Office. We really appreciate your efforts and look forward to hearing from you.

THANK YOU 🙏

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

**4-wheeler      bicycle      walk      truck      car      get a ride**

**other** \_\_\_\_\_

2. Please help us prioritize safety issues within your community. “Safety issues” are problems that cause death, injury or illness, and “transportation system” means all modes of travel including roads, airplanes, ocean and river travel, trails, pedestrians, etc. For each type of safety issue below, identify if it’s a high, medium, or low priority for your community by circling either “H” “M” or “L”:

| Types of Safety Issues                        | High Priority | Medium Priority | Low Priority |
|---|---------------|-----------------|--------------|
| Road dust                                     | H             | M               | L            |
| Unsafe, unmaintained roads                    | H             | M               | L            |
| Lack of use of life vests                     | H             | M               | L            |
| Excessive rates of speed                      | H             | M               | L            |
| Inadequate road signage                       | H             | M               | L            |
| Intersection safety                           | H             | M               | L            |
| Children in road                              | H             | M               | L            |
| Driving while intoxicated                     | H             | M               | L            |
| Lack of helmet use for ATVs/bicycles          | H             | M               | L            |
| Lack of bicycle/pedestrian facility           | H             | M               | L            |
| Inadequate street lighting                    | H             | M               | L            |
| Pedestrian visibility/reflectivity            | H             | M               | L            |
| Lack of seatbelts/child seats                 | H             | M               | L            |
| Animal collision                              | H             | M               | L            |
| Lack of trail marking                         | H             | M               | L            |
| Lack of bicycle/pedestrian education          | H             | M               | L            |
| Lack of vehicle maintenance                   | H             | M               | L            |
| Traveling in poor weather                     | H             | M               | L            |
| Distracted driving                            | H             | M               | L            |
| Unsafe young drivers (<18yr)                  | H             | M               | L            |
| Too many passengers on ATV/snow machines      | H             | M               | L            |
| Erosion                                       | H             | M               | L            |
| Lack of emergency rescue vehicles             | H             | M               | L            |
| No officer or ambulance to respond to crashes | H             | M               | L            |
| Inadequate firefighting equipment             | H             | M               | L            |
| Other _____                                   | H             | M               | L            |
| Other _____                                   | H             | M               | L            |



I like to be put in for the drawing please fill out the following:

Name: Savannah

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Connor Gomez

Contact: 907-282-4071

I like to be put in for the drawing please fill out the following:

Name: Loreta M. Wassilie

Contact: 907-764-7527

I like to be put in for the drawing please fill out the following:

Name: Jackie Woods

Contact: Jack

I like to be put in for the drawing please fill out the following:

Name: Elayne Cole-Edwards

Contact: (907) 220-3578

I like to be put in for the drawing please fill out the following:

Name: Mary **Arden**

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Nancy N. Wassilie

Contact: (907) 282-4041

I like to be put in for the drawing please fill out the following:

Name: NATHAN Hill

Contact: SMOKE SIGNAL

I like to be put in for the drawing please fill out the following:

Name: Maitha Rernate

Contact: mail

I like to be put in for the drawing please fill out the following:

Name: Blank 2

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: George King III

Contact: text 907 244 1774

I like to be put in for the drawing please fill out the following:

Name: Nicholas Mike

Contact: 282-6082

I like to be put in for the drawing please fill out the following:

Name: Joe Woods

Contact: Phone 282-4084

I like to be put in for the drawing please fill out the following:

Name: Clint **Roch**

Contact: (907) 282-4230

I like to be put in for the drawing please fill out the following:

Name: Paul Hobson

Contact: (907) 282-4104

I like to be put in for the drawing please fill out the following:

Name: blank 1

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: **Joe** **By**

Contact: all

I like to be put in for the drawing please fill out the following:

Name: **Pedrin** **Andre**

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Miley Rachel

Contact: 282-2245

I like to be put in for the drawing please fill out the following:

Name: Kyle Aguiar

Contact: 907-469-1119

I like to be put in for the drawing please fill out the following:

Name: blank 3

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Agnes Mike

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: blank 4

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Beth Hill

Contact: phone 282-4032

I like to be put in for the drawing please fill out the following:

Name: Robert Hill

Contact: 907 282 4031

I like to be put in for the drawing please fill out the following:

Name: Irene Wilson

Contact: 907-282-4026

I like to be put in for the drawing please fill out the following:

Name: Moses Mike

Contact: 1-907-282-4045

I like to be put in for the drawing please fill out the following:

Name: Lisa Aguiar

Contact: 907 282 4232

I like to be put in for the drawing please fill out the following:

Name: Charlene Rouse

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Jacsz Rachel

Contact: Cell

I like to be put in for the drawing please fill out the following:

Name: Janessa Woods

Contact: 907 282 4231

I like to be put in for the drawing please fill out the following:

Name: Annie Hester

Contact: \_\_\_\_\_

I like to be put in for the drawing please fill out the following:

Name: Catherine Wassilic

Contact: 907-282-4018

I like to be put in for the drawing please fill out the following:

Name: MARISA HOBSON

Contact: ME (717-8295)

I like to be put in for the drawing please fill out the following:

Name: Gerald Andrew

Contact: 907-282-4043

I like to be put in for the drawing please fill out the following:

Name: Conan Hester

Contact: 907 282 4056

I like to be put in for the drawing please fill out the following:

Name: Brenda Ndawatak

Contact: 287 6077

I like to be put in for the drawing please fill out the following:

Name: Megan Klopp

Contact: 282 4054



## **Appendix C: Road Safety Assessment Report**