NOME ESKIMO COMMUNITY

2022-2027 FINAL-ADOPTED

TRIBAL TRANSPORTATION SAFETY PLAN

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Prepared for:

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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
%	Percent
AADT	Average Annual Daily Traffic
AHSO	Alaska Highway Safety Office
ARRA	American Recovery and Reinvestment Act of 2009
ATV	All-terrain vehicle
BIA	Bureau of Indian Affairs
Bristol	Bristol Engineering Services Company, LLC
BUILD	Better Utilizing Investments to Leverage Development
CDBG	Community Development Block Grant
CDC	Centers for Disease Control and Prevention
CDP	Census Designated Place
Community	Nome
CPO	City Police Officer
CU	Causal unit
DCCED	Department of Commerce, Community, & Economic Development
DHSS	Department of Health and Social Services
DMV	Department of Motor Vehicles
DOT&PF	Department of Transportation & Public Facilities
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EPA	Environmental Protection Agency
ETT	Emergency Trauma Technician
FAA	Federal Aviation Administration
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FLTP	Federal lands transportation program
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HES	Hazard Elimination Program
HPR	Highway Planning and Research
HSIP	Highway Safety Improvement Program
HSO	Highway Safety Office

IM	Interstate Maintenance
in	Inches
ITS	Intelligent Transportation System
LRTP	Long-Range Transportation Plan
LTAP	Local Technical Assistance Program
mph	Miles per hour
NEC	Nome Eskimo Community
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
NPD	Nome Police Department
NTSB	National Transportation Safety Board
NTTFI	National Tribal Transportation Facilities Inventory
RN	Registered Nurse
RSA	Road Safety Audits
RTAP	Rural Transportation Assistance Program
SHSP	Strategic Highway Safety Plan
SMS	Safety Management Systems
STIP	Statewide Transportation Improvements Program
STP	Surface Transportation Program
THSIP	Tribal Highway Safety Improvement Program
TTAP	Tribal Technical Assistance Program
TTP	Tribal Transportation Program
TTPSF	Tribal Transportation Program Safety Funds
TTSP	Tribal Transportation Safety Plan
US	United States
WRCC	Western Regional Climate Center

1.0 INTRODUCTION

This strategic Tribal Transportation Safety Plan (TTSP) was developed by Bristol Engineering Services Company, LLC (Bristol) for the Nome Eskimo Community (NEC), a federally recognized Tribal government in Nome, Alaska. The TTSP was developed through the Federal Lands Transportation Program (FLTP) using Tribal Transportation Program Safety Funds (TTPSF). This TTSP has been coordinated with the Alaska Strategic Highway Safety Plan (SHSP), developed in accordance with Federal Highway Administration (FHWA) standards, and was outlined in reference to the FHWA manual titled "Developing Safety Plans: A Manual for Local Rural Road Owners." The NEC plans to apply for funding through this plan for transportation safety projects in subsequent years.

The purpose of this plan is to use existing data to identify transportation safety issues, prioritize activities to address these issues, and identify potential funding sources to implement the activities. The TTSP evaluates all modes of transportation including, but not limited to ferry and water systems, local roads, seasonal trails, pedestrian transportation, bus and transit systems, and aviation systems. This project helps develop a model process for a wide variety of tribal and state level circumstances to provide Tribes with a plan for the development of successful future transportation projects. Resources and strategies identified in this plan will improve the Tribe's ability to identify hazardous roadway locations and features, and to develop and prioritize transportation safety projects.

1.1 MISSION

The mission of this TTSP is to save lives and prevent injuries on the local transportation system by implementing strategies using the 4E's of Safety:

The 4E's of Safety

Education **E**nforcement **E**ngineering **E**mergency services

The TTSP prioritizes these strategies through evaluation of crash data, public involvement, and the condition of existing transportation facilities. Development of this plan enables the Tribal Council to identify risk, evaluate corrective measures, and seek funding for safety projects that maximize safety to prevent deaths and major injuries.

1.2 PROCESS

This TTSP was developed through guidance from Nome Eskimo Community Tribal Council (Council), following the process outlined below:

1. Collect community background information from available resources such as existing community planning documents
2. Conduct an initial meeting with the Council and/or interview Council members to collect preliminary information about safety issues and local safety resources
3. Research available transportation safety data such as traffic counts, crash data, and hospital records
4. Develop and distribute a community survey to collect additional data regarding transportation safety issues and community priorities
5. Use data and survey results to identify safety emphasis areas for the TTSP
6. Develop a Draft TTSP and an implementation plan for the Council to review
7. Hold a public meeting to present the Draft TTSP and emphasis areas to the Community and collect public comment
    a. A public meeting was held virtually in October 2021. Public involvement documentation is provided in Appendix A.
8. Develop a Final Draft TTSP for the Council to review, incorporating Council and Community comments from the public meeting
9. Develop and adopt a Final TTSP

1.3 BACKGROUND

This section provides background information about the Community including location, history and culture, transportation and access, and climate data.

1.3.1 Geography & Climate

Nome, Alaska is situated on the southern side of the Seward Peninsula, along the northern shores of Norton Sound. The community is located approximately 525 miles northwest of Anchorage and 510 miles west of Fairbanks. The geographical coordinates for Nome are 64 degrees 30 minutes north, 165 degrees 25 minutes west. The City contains 12.5 square miles of land and 9.1 square miles of water (Department of Commerce, Community, and Economic Development [DCCED], 2021).

Exhibit 1: Community Location Map

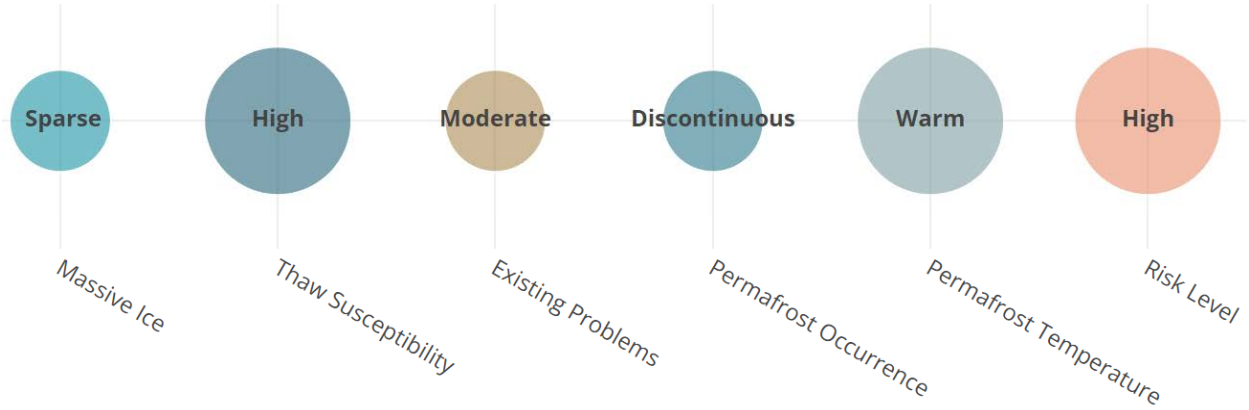
Image source: Bing Maps, 2021

Nome falls within the transitional climate zone, characterized by tundra interspersed with boreal forests, and weather patterns of long, cold winters and shorter, warm summers. January temperatures range from -3 degrees Fahrenheit (°F) to 11°F, while July temperatures are typically 44°F to 65°F. Average annual precipitation is 18 inches, with 56 inches of snowfall.

Northern communities such as Nome enjoy extended daylight hours during the summer, but Alaskan winters are dark and lengthy. In Nome, light diminishes through the fall to a low of approximately 3.5 hours of daylight at the winter solstice, and combined with limited streetlighting around the community, this creates challenges for transportation safety.

Data from the Scenarios Network for Alaska and Arctic Planning (SNAP) shows that discontinuous permafrost around Nome is Warm with a high thaw susceptibility and risk level.

Exhibit 2: Permafrost Risks in Nome



1.3.2 History & Culture

The Seward Peninsula has historically been occupied by Malemiut, Kauweramiut, and Unalikmiut Inupiat, with a well-developed culture adapted to the environment. Gold discoveries in the Nome area had been reported as far back as 1865 by Western Union surveyors seeking a route across Alaska and the Bering Sea, but it was a $1500-to-the-pan gold strike on tiny Anvil Creek in 1898 by three Scandinavians that brought thousands of miners to the "Eldorado." Almost overnight an isolated stretch of tundra fronting the beach was transformed into a tent-and-log cabin city of 20,000 prospectors, gamblers, claim jumpers, saloon keepers, and prostitutes. The City of Nome was formed in 1901. By 1902 the more easily reached claims were exhausted and large mining companies with better equipment took over the mining operations.

The NEC was formed in 1939 under the Indian Reorganization Act (IRA). The Alaska Native people who lived in Nome at that time came from all of the villages in the Bering Strait Region, primarily seeking employment. Initially, NEC operated in a political manner, functioning as the Tribal governing body for the area. Over time, their focus has expanded to provide social services and programs to improve the quality of life for Tribal members, Alaska Natives and Native Americans who reside in Nome (NEC, 2020).

Today, Nome is first class city and a regional hub for communities across the Seward Peninsula and Norton Sound, providing medical and jet services for locals and residents of the surrounding communities. The population of Nome, which was approximately 3,690 in 2019, is home to Inupiat and non-native residents. Subsistence activities are prevalent in the community. Nome experiences an influx of approximately 1,800-2,200 visitors in the spring and summer months.

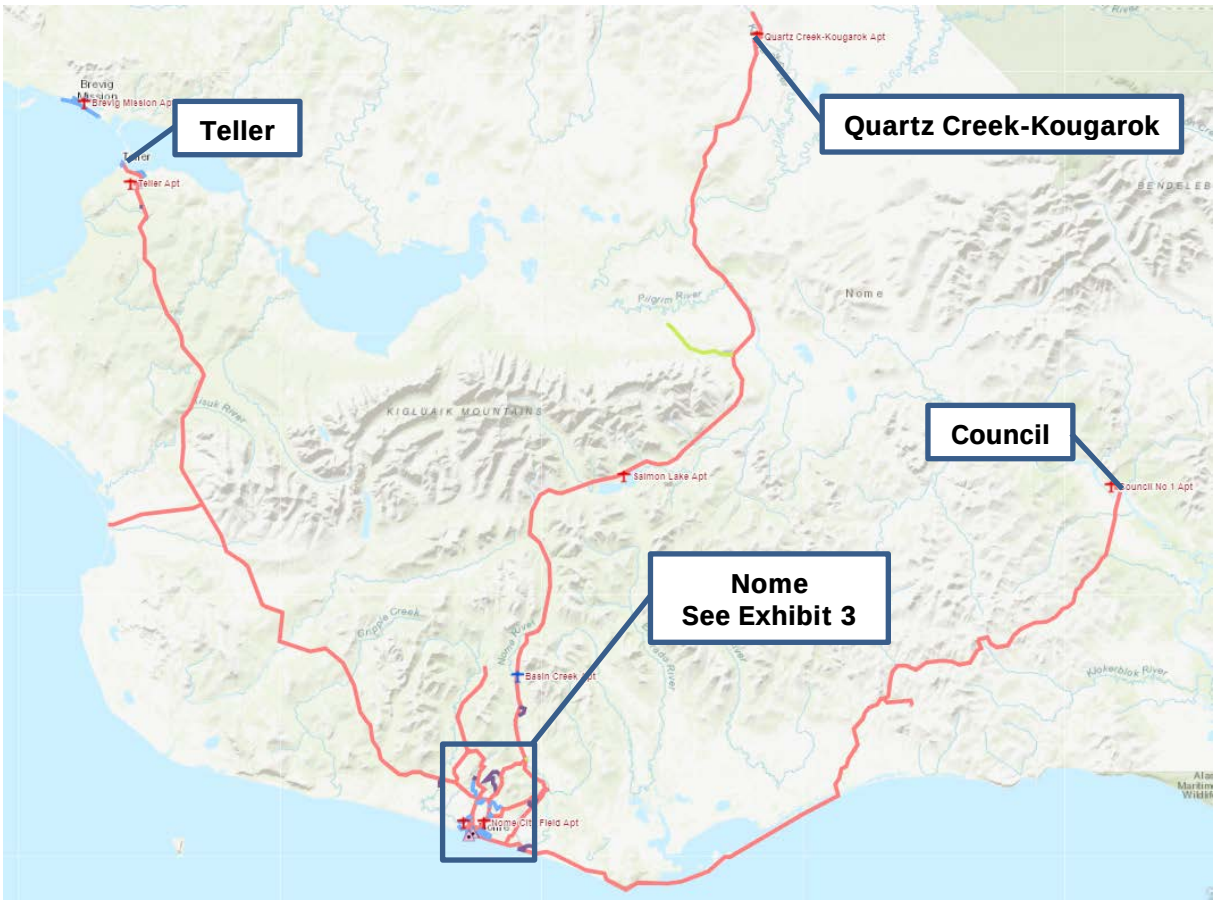
1.3.3 Transportation & Access

Nome is a regional center of transportation for surrounding villages. Nome is primarily accessible by air and water, and also has a regional road network.

There are two state-owned airports in the community. The Nome Airport, located one-mile northwest of the City, has two paved runways and is the main airport facility that accommodates commercial jet liners and cargo planes. Nome City Field, less than one mile north of the City, offers an additional 1,950-foot-long gravel strip utilized primarily by local small aircraft. Scheduled jet flights are available, as well as charter and helicopter services.

The Port of Nome plays an essential role in regional transportation infrastructure, providing containerized household goods, building materials, vehicles, heavy equipment, and all petroleum products during summer months. There are 10-12 cargo barges and 8-10 fuel barges/tankers that make scheduled deliveries each season. An additional trans-loading facility in the Inner Harbor was built in 2013 to address congestion at the existing barge ramp and allow more efficient transfers of cargo and rolling stock. The Small Boat Harbor plays host to about 25 commercial fishing vessels and a large offshore mining fleet which at times exceeds capacity. Alaska Department of Transportation and Public Facilities (ADOT&PF) Snake River Bridge Replacement Project was completed in 2013 and will facilitate the increased traffic to and from the Port.

Exhibit 3: Regional Road Map



Nome's city streets are set up in a north-south and east-west grid pattern and consist of both gravel and asphalt surface types. Regional travel is facilitated by a network of 230 miles of gravel roads between Nome and the communities of Teller, Solomon, and Council. Three state highways radiate from Nome to access different parts of the Seward Peninsula including the Bob Blodgett Nome-Teller Highway that provides access to Teller; the Nome-Taylor Highway that ends at the Kougarok River and provides access to mining areas, Pilgrim Hot Springs, and nearby Serpentine Hot Springs, which is located in the Bering Land Bridge National Preserve; and the Nome-Council Highway and that provides access to Solomon, Council, and other mining areas. Additionally, a network of winter trails link outlying communities during winter months.

Exhibit 4: Nome Transportation Facilities Overview Map

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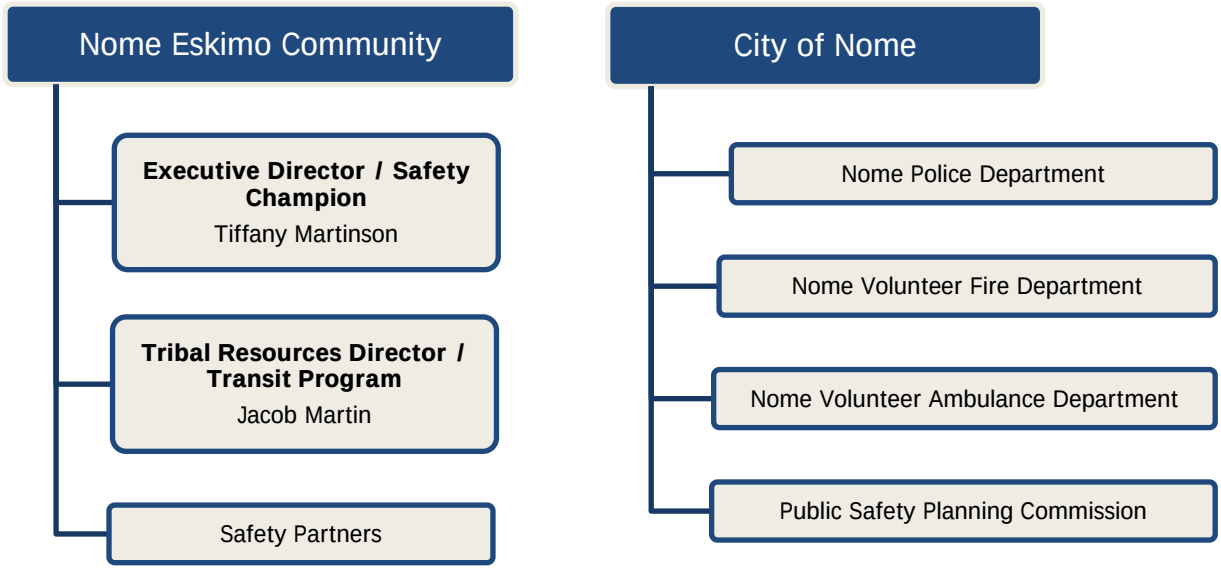
2.0 EXISTING RESOURCES

This section discusses existing safety resources that are valuable to improving transportation safety within the Community.

2.1 SAFETY TEAM

The NEC Executive Director acts as the "Safety Champion" for the Tribe, managing safety projects, updating this Safety Plan, and coordinating with local safety partners listed in the following section. The NEC has a Tribal Resources Director, who is responsible for managing the Tribe's Transit program, among other programs. The Tribe is currently seeking a Transportation Director to manage tribal transportation improvement projects and act as the Safety Champion for the community. The Tribe also works closely with the City of Nome that administers several safety programs and departments, as discussed in Section 2.4.2.



2.2 SAFETY PARTNERS

Safety partners are essential to a successful safety plan. The following safety partners work together to improve transportation safety and provide safety resources to the public:

- Nome Eskimo Community
    - The local Tribal Government is responsible for managing this project and updating this Plan, as well as coordinating with the other Safety Partners to manage safety and transportation projects in and around Nome.

- City of Nome
    - The City works with the Tribe and other local agencies to plan and organize safety improvement projects, as needed. The City is responsible for road maintenance activities on City-owned roads. The City also operates several emergency service programs including the Nome Police Department, Volunteer Fire Department, Volunteer Ambulance Department, and the Public Safety Advisory Commission, among others.
- Nome Police Department (NPD)
    - The NPD responds to transportation accidents, injuries, and other emergencies within City limits. They enforce speed limits, ATV safety, and other local codes and ordinances.
- Alaska State Troopers
    - Troopers provide law enforcement, police services, and state highway patrol outside of Nome City limits. They also assist the NPD with local emergencies and search and rescue operations, as needed. Nome also has a Wildlife Trooper who monitors hunting activities.
- Alaska Department of Transportation & Public Facilities (DOT&PF)
    - The State's DOT&PF provides numerous resources for transportation safety including safety programs and grants. They are also responsible for maintaining the Nome Airport and local state-owned roadways.
- Norton Sound Health Corporation (NSHC)
    - The NSHC provides a range of safety and health services for Nome and regional communities. The NSHC Regional Hospital provides hospital services in Nome and administers the Injury Prevention Program.
- Nome Joint Utility System (NJUS)
    - NJUS operates the utility systems in Nome including water, wastewater, and power. They work with NEC and the City to coordinate streetlight improvements and ensure safety of utilities within transportation corridors.
- Alaska Department of Environmental Conservation (ADEC)
    - The ADEC provides health and safety resources regarding road dust in rural communities.
- US Army Corps of Engineers (USACE)
    - The USACE performs annual dredging of the inner harbor at the mouth of the Snake River to ensure safe access for all vessels. They also work with local

agencies regarding repairs and new construction of boat launches, docks, ports, and harbors.

- US Coast Guard
    - The US Coast Guard participates in search and rescue missions, as needed. They provide boating accident data for major incidents.
- US Army National Guard
    - The US National Guard assists with search and rescue missions, as needed.

Many of these safety partners helped provide background information for this Plan. They also helped identify existing safety resources, safety needs within the community, and potential strategies to improve transportation safety.

2.3 OVERVIEW OF EXISTING EFFORTS

The following recent efforts have contributed to improved safety in Nome.

2.3.1 School Zone Safety Audit

The NEC received a TTPSF grant to conduct a Roads Safety Audit (RSA) of the Nome School parking lot area and the school zone along 6th Avenue and 5th Avenue between H Street and N Street. The RSA will evaluate existing safety concerns and recommend strategies to improve safety. The primary safety concerns include congested parking areas, unorganized traffic flow during pickup/drop off, congestion at the 4-way stop on 5th Avenue/K Street, and insufficient lighting. This project was identified as a priority for the community, supported by NEC, the City of Nome, and the Nome School District. The RSA project is being conducted simultaneously with this TTSP development; results of the RSA may be discussed in the Final TTSP.

2.3.2 NSHC Regional Hospital and Injury Prevention Program

The NSHC Regional Hospital located on Greg Kruschek Avenue in Nome was constructed in 2012. The hospital provides medical and emergency services, including inpatient and emergency treatment, preventive care, laboratory services, and more. Current medical staff who work in Nome and nearby village clinics consists of 20 hospital service physicians, 11 primary care physicians, 38 mid-level providers, and 7 dentists. Air ambulance are also available through NSHC.

The NSHC also administers an Injury Prevention Program that strives to reduce injuries in Nome and the region by providing safety education and resources. They provide resources at low cost such as bicycle and ATV helmets, as well as educational videos and public service

announcements regarding pedestrian and ATV safety. Recently, this program has been focusing its resources on the COVID-19 pandemic, but in the past the program has conducted a Safety Prize Patrol in Nome that offers prizes to people who exhibit safe behaviors such as wearing a helmet, using a life vest, and proper traffic signaling. They occasionally make safety announcements on the radio and post flyers around town.

The NSHC is also responsible for renewing the Kid's Don't Float program in Nome. This program provides flotation devices (life vests) of all sizes, available for children to borrow at water recreational sites in Nome. Safety informational signs are posted in these locations.

2.3.3 Broadband Internet Service

In 2013, GCI completed its TERRA Northwest system and connected Nome to a system of fiber optic cable and a series of microwave towers that allow for faster internet speed than previously available via satellite connection. This service improves emergency communications and accident reporting.

2.3.4 Planning Documents

The Community has access to various local, regional, and state planning documents for transportation, safety and community development, as listed below. These plans were referenced to ensure this TTSP is consistent with other local planning efforts.

- Nome Eskimo Community 2018 Long-Range Transportation Plan (LRTP)
- Nome Eskimo Community 2021 Transit Plan
- City of Nome 2017 Hazard Mitigation Plan
- City of Nome Emergency Operations Plan
- Port of Nome Strategic Development Plan
- Alaska's Strategic Highway Safety Plan (SHSP)
- Alaska's Highway Safety Improvement Program (HSIP)
- Alaska Statewide Transportation Improvement Program (STIP)

2.4 EMERGENCY RESPONSE RESOURCES

2.4.1 Contacts Overview

Access to emergency response resources is essential for transportation safety. This section discusses existing local, regional, and state safety resources. If a transportation accident or emergency occurs within City limits, call 911 immediately, or contact the appropriate agency, as listed below. This list may not contain all available emergency response resources for the community, and should be updated often.

Table 1: Emergency Response Contacts

Local	Regional / State
Car Crash / Emergency **911**	**Car Crash / Emergency** State Troopers, Nome Post 907-443-5525
Police Nome Police Department 907-443-5262 (non-emergency)	**Natural Disaster & Search and Rescue** State Emergency Operations Center 1-800-478-2337 (toll free) 907-428-7100 (local Anchorage area)
Fire & Volunteer EMS Services Nome Volunteer Fire Department 907-443-8522	**Boating Emergencies** US Coast Guard, Western Alaska 907-463-2000 (17th District command center) VHF-FM Channel 16 (marine-band radio)
Medical Services Norton Sound Regional Hospital 907-443-3311	
Division of Motor Vehicles 907-917-4061	**Wildland Fire** Northern Region Forestry Office 907-451-2660 Or Alaska Interagency Coordination Center 1-800-237-3633
Public Works 907-443-6642 (Public works supervisor) 907-443-6663 (City Clerk's office) 907-443-6604 (Building inspector)	**Spill** Alaska Department of Environmental Conservation 907-269-3063 (Anchorage)
Port of Nome 907-443-6619	**Recovery-Needs Support** American Red Cross of Alaska 1-888-345-4376

Note: Local resources were obtained from the City of Nome website. Regional and State resources were obtained from the "Alaska Emergency Response Guide for Small Communities."

More information can be found in the "Alaska Emergency Response Guide for Small Communities" prepared in March 2013 by the State of Alaska Military and Veterans Affairs, Homeland Security and Emergency Management.

2.4.2 Municipal

The City of Nome manages several departments related to transportation and safety.

Nome Police Department

The Nome Police department is a full-service department, serving the City limits of Nome, comprised of a Chief of Police, Deputy Chief, two Patrol Sergeants, seven Sworn Police Officers, two full time Investigator's, one Community Service Officer, and a professional

dispatch center employing Communications Officers. The department responds to car crashes, emergencies, and helps with search and rescue.

Nome Volunteer Ambulance Department

The Nome Volunteer Ambulance Department (NVAD) is the City's primary Emergency Medical Service responder, with professional staff operating two modern 4-wheel-drive ambulances that carry state-of-the-art equipment. NVAD is on-call 24 hours a day, every day. The department is state certified as a Basic Life Support service with part-time Advanced Life Support Service. The Department is staffed with two full-time professional Emergency Medical Technicians (EMT) and more than 30 volunteers, all of whom are expected to sign up for eight twelve hour "on call" shifts per month. Most volunteers are state-certified EMTs, and some have earned optional national accreditation. Many NVAD volunteers also have advanced EMT-II, EMT-III, and paramedic ratings.

NVAD averages around 600 calls per year, and volunteers are usually on-scene within 5 minutes of a call to 911. NVAD also provides "medevac" transportation service between local airlines and Norton Sound Regional Hospital. Depending on road conditions, NVAD can also respond to emergencies outside the city limits. On certain calls involving cardiac and respiratory emergencies, vehicle and aircraft accidents, marine emergencies and fires, NVAD responds simultaneously with the Nome Volunteer Fire Department (NVFD). NVAD also provides assistance to NVFD on most search and rescue operations. The NVAD has distributed free ATV helmets to promote injury prevention. Additionally, NVAD volunteers cover most local snowmachine races including the Nome-Golovin.

Nome Volunteer Fire Department

The Nome Volunteer Fire Department (NVFD) is responsible for fire protection, search and rescue, hazardous material (hazmat) response, and related emergencies around the City of Nome and the Nome Airport. The NVFD is also responsible for non-emergency functions including fire investigating, fire safety, fire prevention, and fire education. The NVFD excels in the area of search and rescue. A majority of searches and rescues occur in the winter months with teams of fire department volunteers using snowmobiles. There are currently 42 members in the department. They protect over 14 square miles and over 3500 people.

Emergency Services Administrator

The Emergency Services Administrator (ESA) currently works for the Fire and Ambulance departments. The ESA is responsible for all administrative duties associated with those departments. The ESA handles the billing of all ambulance runs for the City of Nome, in addition to insuring that both fire and ambulance departments are compliant with the Health Insurance Portability and Accountability act of 1996 (HIPAA). The ESA submits National Fire Incident Reports to the State of Alaska on a quarterly basis for the NVFD.

The ESA also coordinates the Local Emergency Planning Committee quarterly meetings. The Local Emergency Planning Committee is comprised of 23 local organizations and agencies that meet monthly to develop, broaden and enhance the communities Emergency Operations Plan. The LEPC also chairs one seat on the Statewide Local Emergency Planning Committee Association, which is comprised of local, municipal and borough wide LEPC's. One of the responsibilities of the LEPC is to assess and collect Extremely Hazardous Substances Tier II reports from business, organizations or agencies that store various types of chemical substances within Nome area. To find out if your business, organization or agency needs to complete the Tier II form please visit the Local Emergency Planning page, once there click on Tier II forms and FAQs. Please remember that these forms are due the beginning of March each year. The LEPC usually meets the third Thursday every other month, 12 noon at the Public Safety Building. Lunch is provided and the public is welcome to attend.

Local Emergency Planning Commission

The Nome Local Emergency Planning Commission is a committee forum made up of local citizens dedicated to improving communications and cooperation between local and regional entities to enhance our local and regional disaster planning and response efforts. The committee consists of representative members of the community: public officials, facility owners and operators, hospital, fire, and EMS service workers, law enforcement, broadcast and media, and transportation personnel. Their mission is to collect and maintain information on hazardous material, analyze associated risks and vulnerabilities and develop an effective emergency plan, make planning information readily available to responders and general public, and provide continuous forums for the local community to discuss hazardous materials issues. The committee meets every other month on the third Thursday noon at the Public Safety Building.

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3.0 DATA SUMMARY

Crash data and other safety data are valuable to any transportation safety plan. The data is used to identify safety issues, select appropriate countermeasures, and evaluate performance. Other data sources may include traffic citations, hospital records, insurance claims, traffic counts, and anecdotal evidence from safety partners. At least three years of data is recommended to evaluate the overall traffic patterns.

This section summarizes and evaluates available data for Nome, which includes vehicle crash and traffic count data from the Alaska DOT&PF and boating accident data from the US Coast Guard. Results from a community survey and interviews with local safety partners are also included.

3.1 CRASH DATA

Safety emphasis areas are chosen based on evaluation of crash data. The Alaska DOT&PF provided crash data for years 2013 through 2020. There was no crash data available for 2021 at the time of the query. Only data between 2013 through 2017 has been vetted and confirmed accurate; crash data from 2018 through 2021 has not been reviewed and therefore may have errors.

The data was reported by various agencies including the Nome Police Department, the Alaska State Troopers, and driver reports. Data collection methods may differ by agency. Each crash record includes data regarding the timing, location, environmental conditions, occupants and vehicles involved, and crash severity information such as collision type, harmful events, and suspected drug or alcohol use. Many crash records have missing data marked either "Unknown" or "Null Value," which could mean the field was not applicable, not entered, or unknown at the time of the incident. Data labeled "CU" stands for "causal vehicle," the vehicle determined to be the primary cause of the incident.

A total of 98 crashes were reported between January 1, 2013 and August 9, 2021. This section summarizes the car crashes by evaluating the various statistics of each crash.

3.1.1 Location

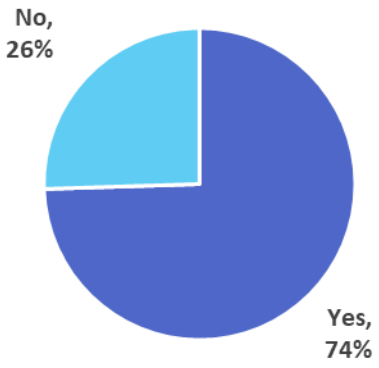
Location of a crash can indicate the need for roadway improvements or better traffic controls. All but three of the crash reports included a latitude and longitude for the crash location, although ten of these reports had estimated latitude and longitude data (e.g. 64 degrees latitude vs. 64.45235 degrees latitude). The attached figures show crash locations between years 2013 and 2020 using available location data.

Exhibit 5: Excerpt of Figure 4

Full Figure attached.

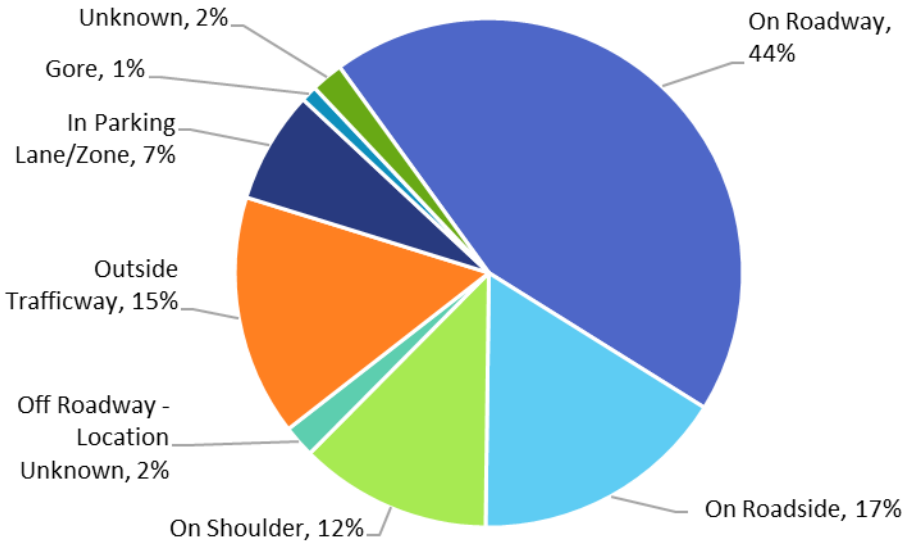
Most crash clusters appear along Bering Street between West 5th Avenue and Front Street, and along Front Street between Bering Street and Campbell Way. Additionally, 74% of crashes occurred at an intersection, which can include an intersection between two or more streets, driveway access points, entrance/exit ramps, and other junction types.

Exhibit 6: Percent of Crashes at an Intersection



Approximatley 44% of crashes occurred directly on a roadway, while the remainder of crashes occurred in an off-roadway location such as the road shoulder, in a parking lot, or in the gore, which is the triangular spaced shape typically seen between lanes at a road fork or merge lane.

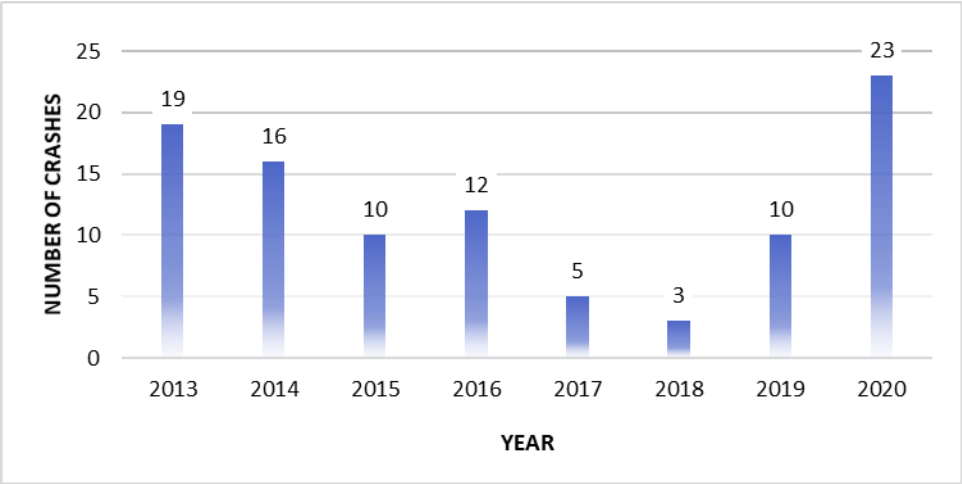
Exhibit 7: Percent of Reported Crashes per Relation to Roadway



3.1.2 Timing

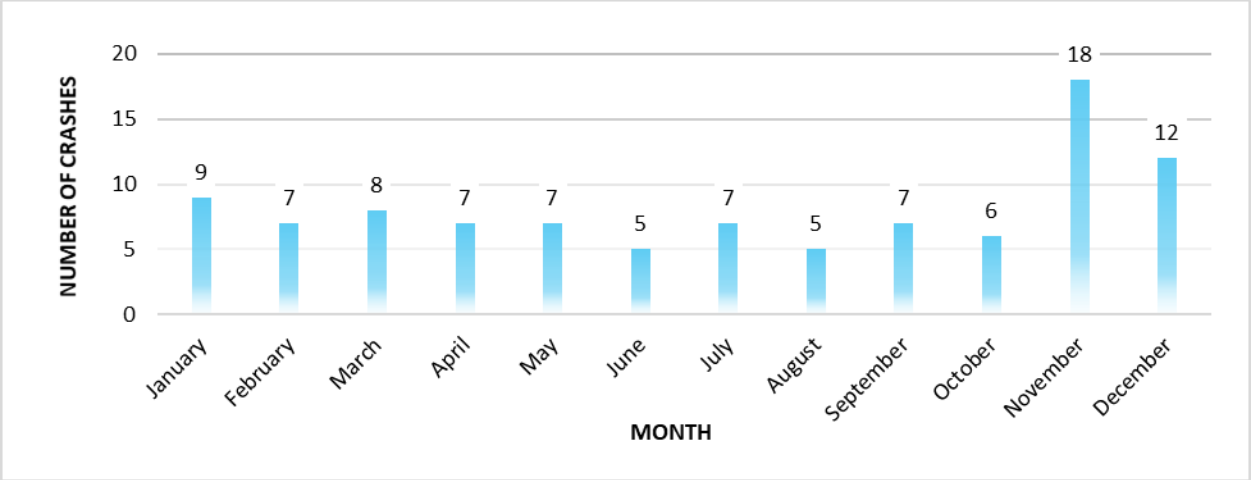
Timing of a crash includes the time of year, day of the week, and time of day. Yearly distribution of historical crashes can indicate improvements or deterioration in transportation safety. Data shows the number of crashes was on a steady decline from 2013 through 2018, after which it began to increase again in 2019. The worst crash year in Nome in the last 7 years was 2020 with 23 crashes. It is unknown what causes crash numbers to spike or decline in certain years. Potential factors could include a lax in safety education or enforcement, or deteriorating road conditions.

Exhibit 8: Number of Reported Crashes per Year



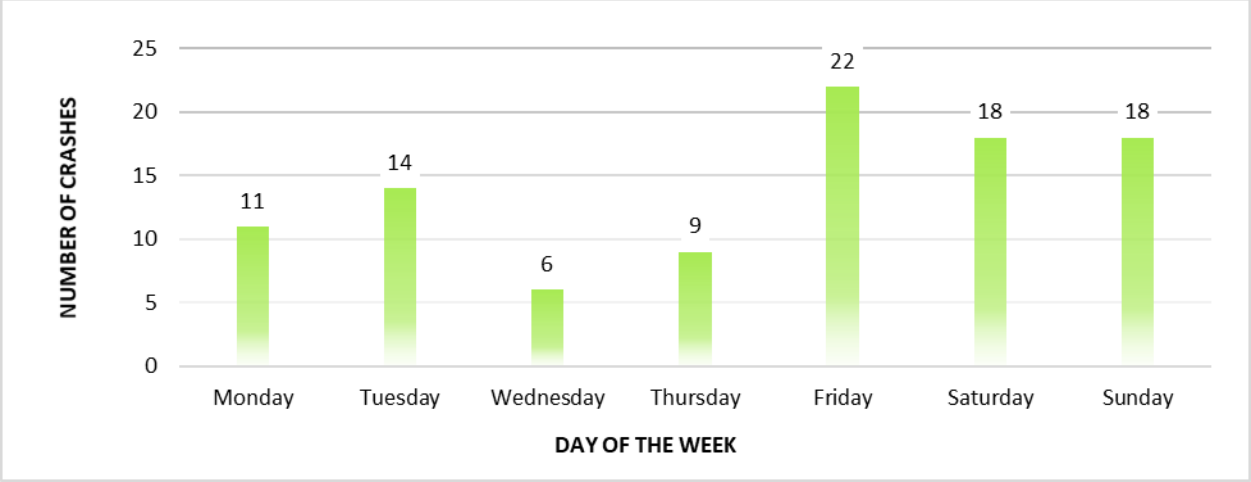
Examining the number of crashes per month can help indicate the time of year to prioritize safety. In Nome, more crashes seem to occur in November and December. This could be correlated with the transition from fall to winter and icy road conditions.

Exhibit 9: Number of Reported Crashes per Month



The number of crashes per day of the week was also evaluated. The data indicates that approximately 22% of crashes occurred on a Friday and 36% occurred on a weekends (Saturday or Sunday).

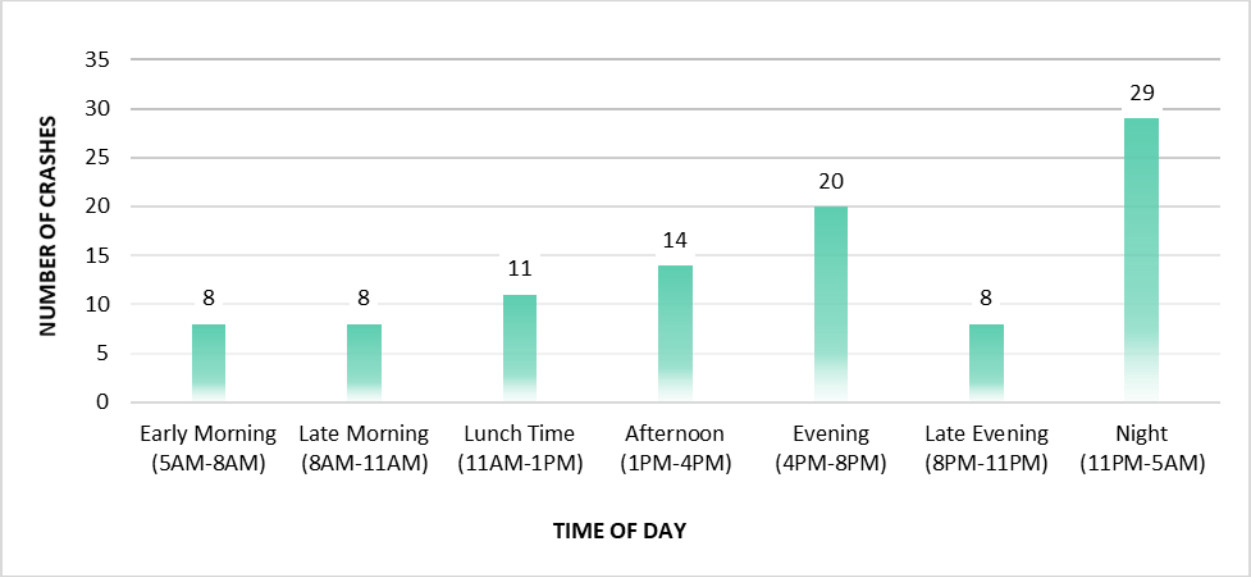
Exhibit 10: Number of Reported Crashes per Day of the Week



The time of day at which the crash occurred can be correlated to traffic volume (e.g. rush hour) or lighting along the roadway. A high number of crashes occurred during the evening, between 4-8 PM, around the time when people are getting off work. During the summers, there is daylight through the evening, but in the winters, the sun is set by this time. Even more crashes

occurred at night, between 11PM-5AM, which is the darkest time of day, year-round, but also likely the time with the lowest traffic volume.

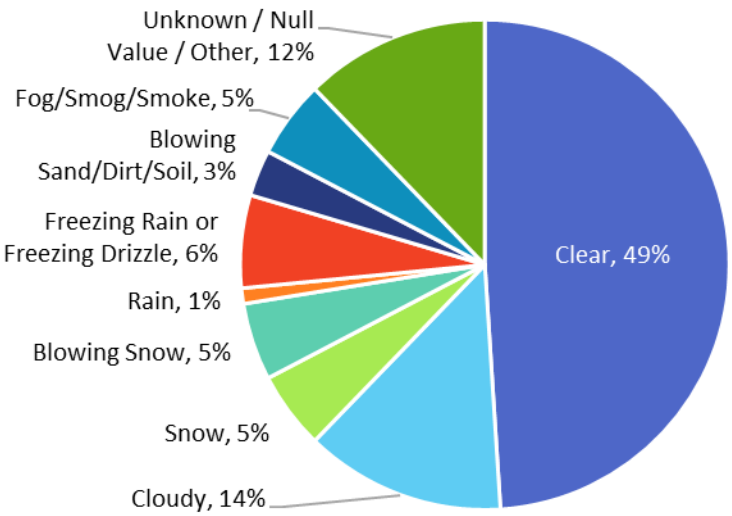
Exhibit 11: Number of Reported Crashes per Time of Day



3.1.3 Environmental Conditions

Environmental conditions such as weather and lighting can often cause car crashes. This data can help determine where to focus road maintenance efforts or streetlights.

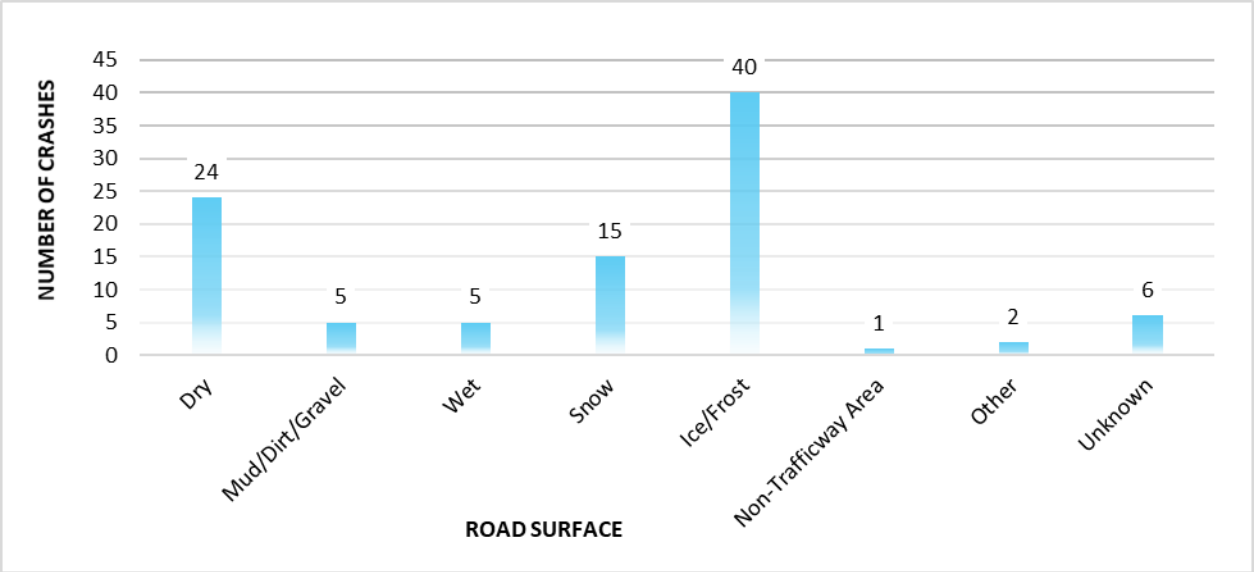
Exhibit 12: Percent of Crashes by Weather



Weather, especially in Alaska, can have a huge impact on transportation safety. The data shows that approximately 17% of crashes in Nome occurred during some type of rainy or snowy weather. Additionally, 3% occurred during blowing sand/dirt/soil, which could indicate dusty roads are an issue.

The road surface can also impact safety and is often related to weather, although not always. For example, it could be a clear, sunny day, but the road could be icy due to freezing temperatures or snow from the day before. In Nome, over half (approximately 56%) of crashes occurred on roadways with snow or ice.

Exhibit 13: Number of Crashes by Road Surface



Lighting is another important factor for Alaskan communities in particular. On the longest day of the year (usually June 21st), Nome receives approximately 21 hours and 19 minutes of daylight, between sunrise and sunset. This includes dusk and dawn when the light in the sky can be dim. On the shortest day of the year, however, (usually December 21), Nome only receives about 4 hours and 2 minutes of daylight.

Summer Solstice

Sunrise @ 4:23 AM
Sunset @ 1:42 AM

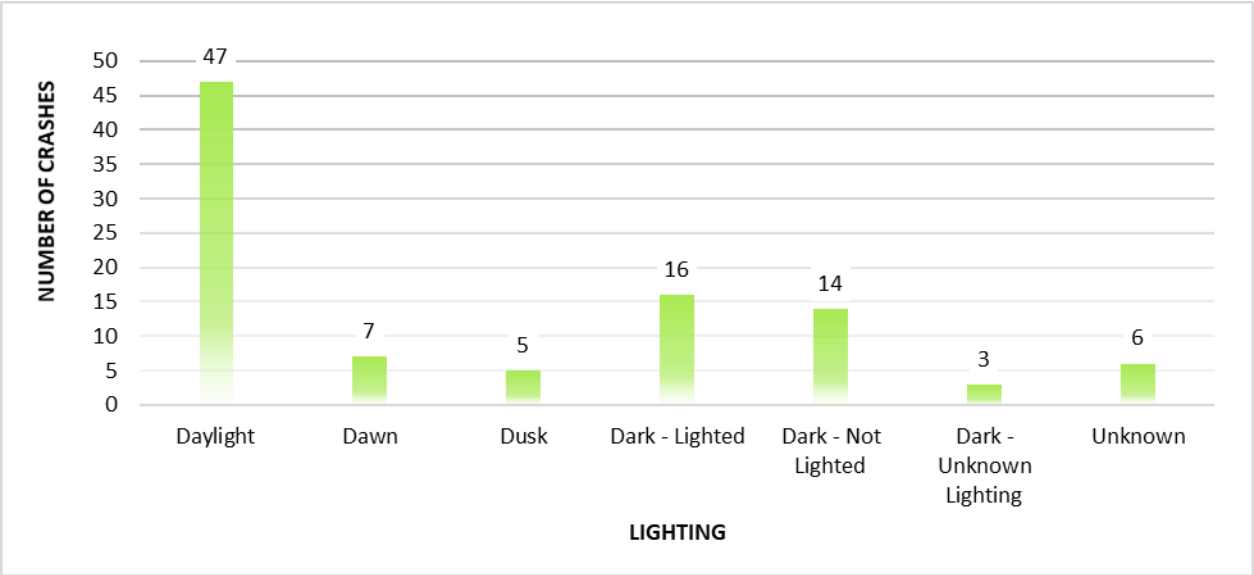
*Times may vary slightly per year.

Winter Solstice

Sunrise @ 11:58 PM
Sunset @ 4:00 PM

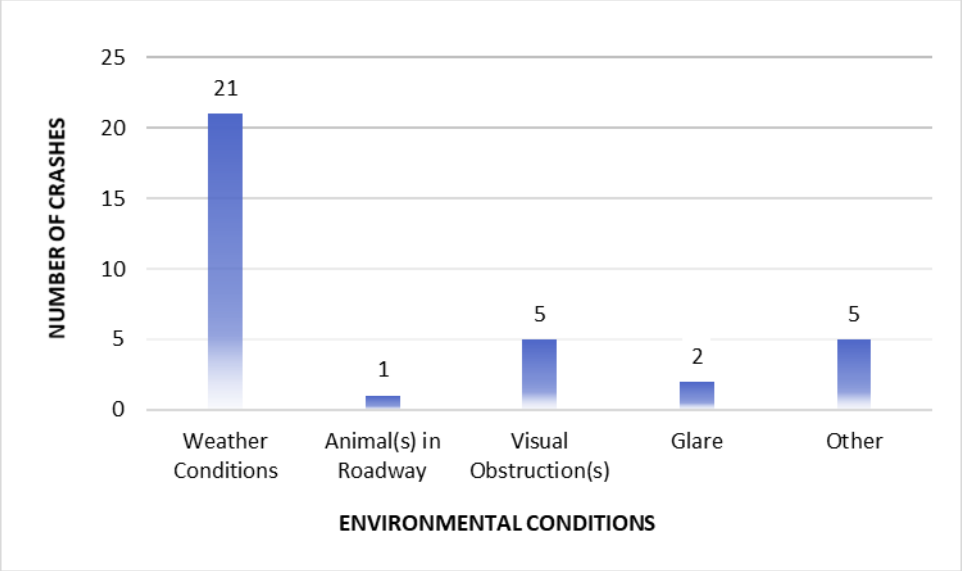
About 17% of crashes in Nome occurred when it was dark with no other sources of lighting or unknown lighting, 12% occurred during low light conditions (dawn and dusk), and 16% occurred when it was dark with lighting.

Exhibit 14: Number of Crashes by Lighting



Other environmental conditions could be at play during a crash. According to the crash data, 40% of crashes had at least one and up to two environmental conditions listed. Of those, weather conditions were mentioned most, while a handful crashes listed another type of environmental conditions such as animals in the road, visual obstructions, or glare.

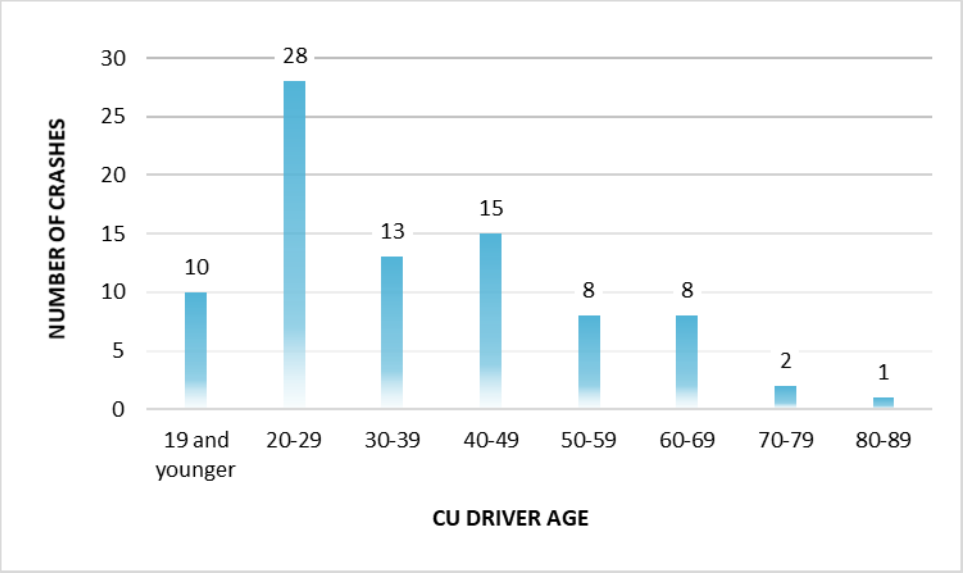
Exhibit 15: Number of Crashes with Environmental Conditions



3.1.4 Occupants

Evaluating driver demographics can help determine where and how to focus driver safety and education. Of the 98 crashes in Nome, the average number of occupants involved in a crash was 2, including 5 crashes listed with no drivers present. The maximum number of occupants involved in a single crash was 9, where a 69 year old driver with one other passenger was leaving a parking position and hit another vehicle leaving a parking position with 7 occupants. The rear-to-side collision resulted in no injuries.

Exhibit 16: Number of Crashes by CU Driver Age

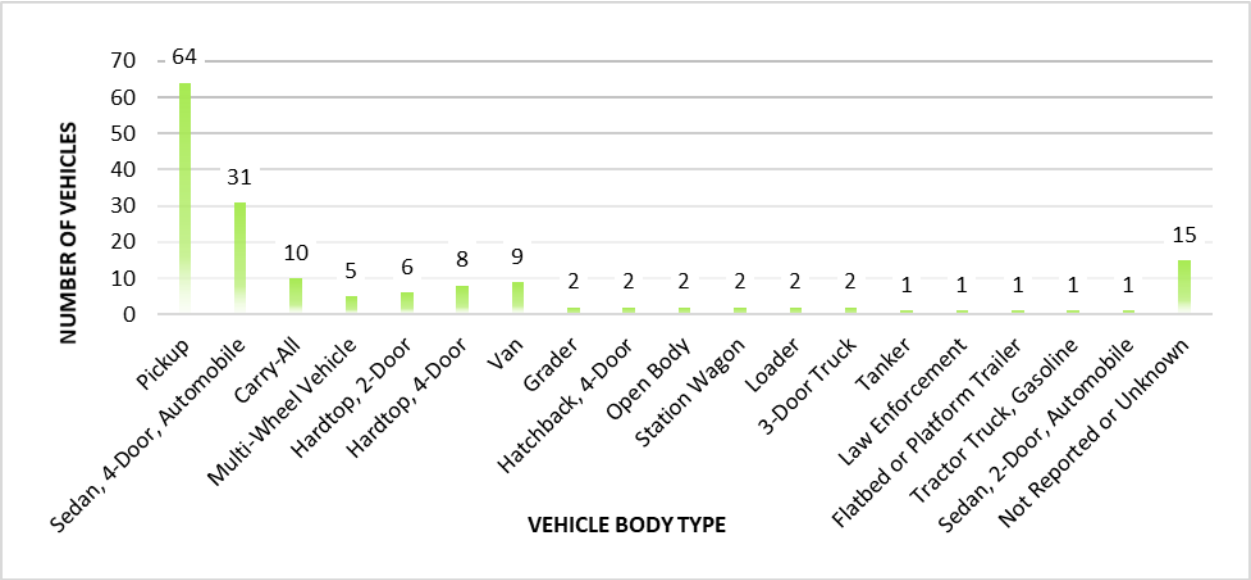


Approximately 39% of causal unit drivers were below the age of 30. The youngest CU driver was 14, while the oldest was 85.

3.1.5 Vehicles

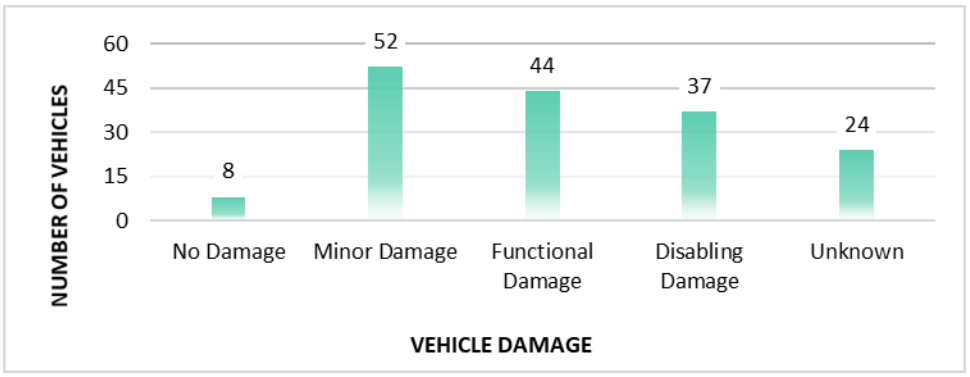
Evaluating vehicle statistics such as vehicle type and vehicle damage can indicate safety levels of different transportation modes. This section evaluates the causal unit and any other vehicles involved in the crash. Of the 98 crashes reported, 63 had a second vehicle, and 4 had a third, totaling 165 vehicles involved. In Nome, pickup trucks were the most common vehicle involved in a crash at approximately 39%. At least 6 crashes involved heavy equipment such as a grader, loader, tanker, or gasoline tractor truck.

Exhibit 17: Number and Type of Vehicles Involved in All Crashes



Vehicle damage can be an indicator of crash severity. About 36% of vehicles had no damage or minor damage, while 22% had disabling damage (totaled).

Exhibit 18: Number of Vehicles by Extent of Damage

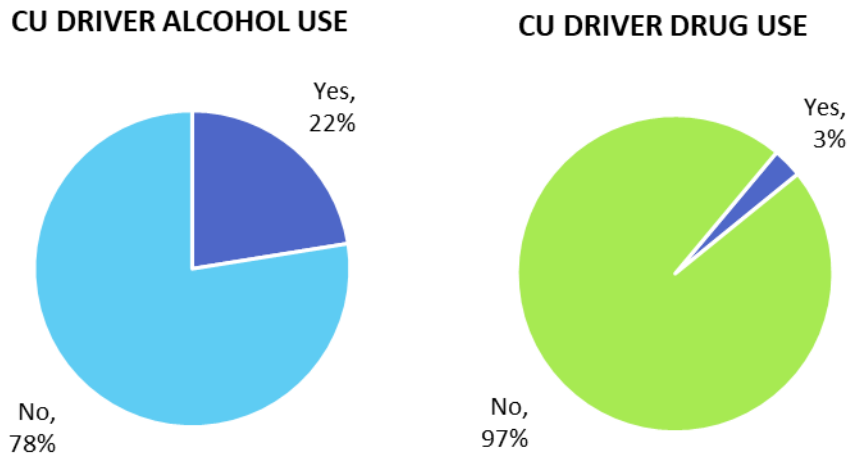


3.1.6 Potential Causes

Since a single crash could be caused by numerous factors, and the cause(s) of the crash are often subjective or unknown, it is difficult to identify any specific reason for a crash. However, there are multiple features of a crash that could contribute to a crash such as drug or alcohol use and driver actions. The data system also identifies "harmful events" which are events that occurred during the crash that could have resulted in the crash. Environmental factors that may have contributed to a crash, such as weather and lighting, are discussed in Section 3.1.3.

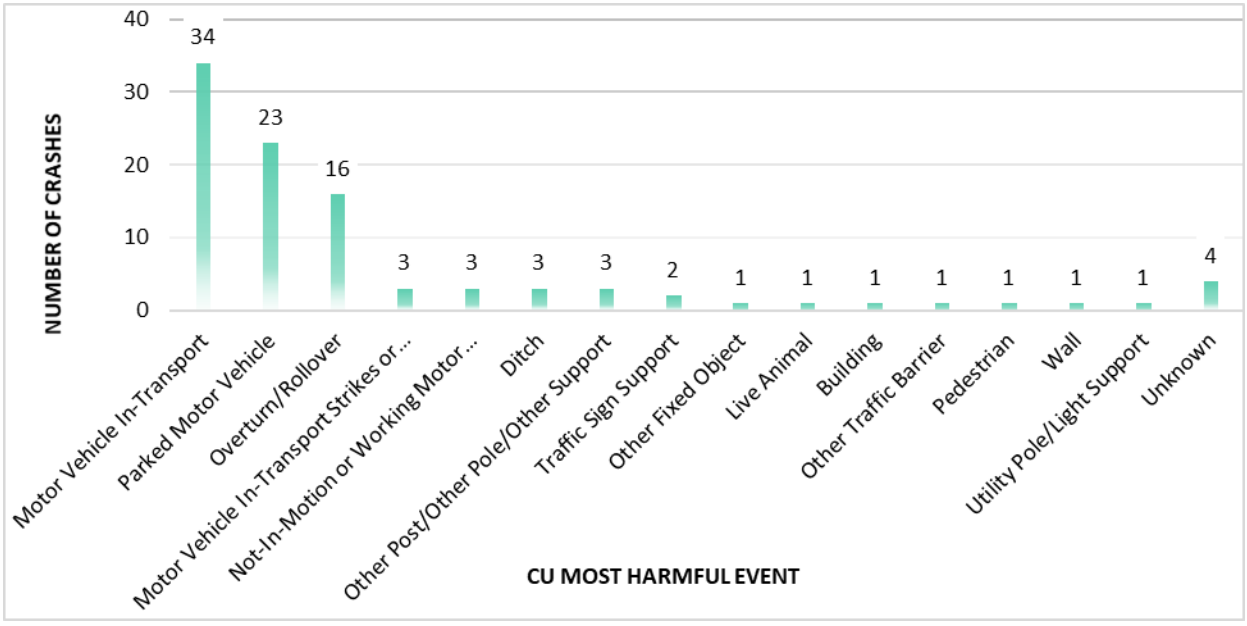
Out of the reported crashes, 22% and 3% reported suspected alcohol or drug use, respectively, for the driver of the causal unit. About 18% of drivers were given some type of alcohol test including breathalyzer "BRAC" test, preliminary breath test (PBT), blood plasma/serum test, and blood "BAC" test.

Exhibit 19: Percent of Crashes that Involved Drug or Alcohol use by the CU Driver



For each vehicle involved in a crash, the data system collects first, second, third, and fourth harmful event (as applicable) and the most harmful event. For the purposes of this report, the most harmful event of the causal unit was evaluated.

Exhibit 20: Number of Crashes by CU Most Harmful Event



Line 4: Motor Vehicle In-Transport Strikes or is Struck by Cargo/Persons/Objects Set-In-Motion From/By Another Motor Vehicle In-Transport
Line 5: Not-In-Motion or Working Motor Vehicle is Struck by Motor Vehicle In-Transport

The most common harmful event was collision with a motor-vehicle in transport (35% of crashes). The second and third most common harmful events were collisions with a parked motor vehicle (23%) and vehicle overturn/rollover (16%).

3.1.7 Severity

Crash severity demonstrates the severity of the injuries for individuals involved in the crash. The crash data shows that 70% of crashes resulted in no injuries, 11% had suspected minor injuries, 8% had possible injuries, 4% had suspected serious injuries, and 2% resulted in a fatality.

Summary of Nome Crash Data Severity

Span of 8 Years (2013-2020)

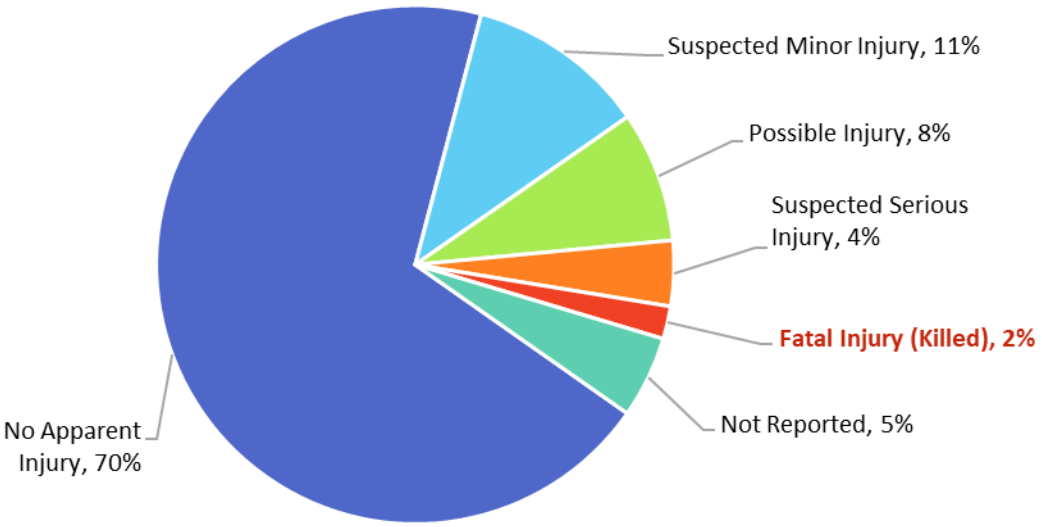
Number of Minor Injuries = 30
Number of Serious Injuries = 5
Number of Fatalities = 2

There were two accidents that resulted in fatalities among this data set.

The first occurred on a Saturday in April 2014 around 1 AM on Bering Street at the West 5th Avenue intersection. The data indicates it was a clear night, dark with lighting, and a dry road. The 29-year old driver, who tested positive for alcohol consumption, hit and killed a pedestrian.

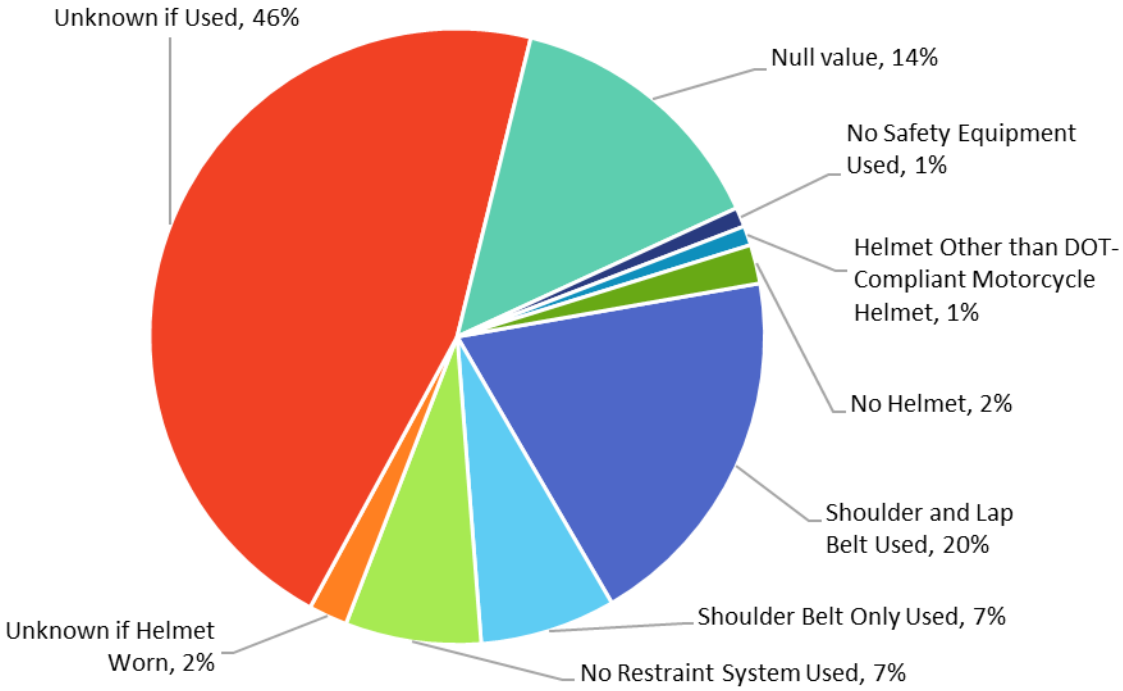
The second fatal accident occurred on a Sunday in June 2017, around 3:00 AM on the Nome-Teller Highway at milepoint 55.8. The road surface was dry. The driver was "negotiating a curve" and operating the motor vehicle in a "reckless or aggressive manner," ran off the road and overturned, resulting in serious injury to the driver and fatality of the other passenger. The 37-year old driver was suspected of alcohol use, and no restraint system was used.

Exhibit 21: Percent of Reported Crashes by Crash Severity



The severity of a crash can worsen if seat belts or appropriate safety gear (such as helmets or car seats) are not used. Crash data indicates about 27% of CU drivers used a seat belt of some form. Restraint use was unknown for about 62% of crashes.

Exhibit 22: Percent of Reported Crashes by CU Driver Restraint Use



3.2 BOATING ACCIDENTS

The U.S. Coast Guard Boating Safety Resource Center online database was consulted for boating accidents in water bodies near Nome between 1995 and 2020 including Norton Sound, Snake River, and Nome River. The search results show two boating accidents occurred in Norton Sound; however the data does not give the exact location of the incident, and Norton Sound contains about 23,000 square miles of water, spanning from Nome to Kotlik. This area is used by communities in the region for commercial and subsistence fishing, travel, freight delivery, and recreation.

Exhibit 23: Map of Norton Sound

Source: Google Maps, 2021

These accidents are summarized in Table 2. Both accidents involved an open motor boat and resulted in 2 fatalities each. It is important to note that this data only includes boating accidents that were reported to the U.S. Coast Guard. There may have been other accidents that were not reported, such as accidents that resulted in only minor injuries or vessel damage (U.S. Coast Guard, 2021).

Table 2: Summary of Boating Accidents near Nome

Year	Month	Time of Day	Body of Water	# of Vessels	# of Injuries	# of Deaths	Accident Type	Accident Cause	Vessel Type
2017	June	8:00 PM	Norton Sound	1	0	2	Flooding/ swamping	Unknown	Open Motorboat
2012	Sept	7:28 PM	Norton Sound	1	0	2	Capsizing	Hazardous Waters	Open Motorboat

Searching past news articles revealed one other boating accident near Nome in 2020, where "a wave caused a 32-foot boat to capsize, sending three men into the water on October 15 off the coast of Cape Nome" (KINY, 2020). The article states one of the men was able to make it to shore in a life raft. Alaska State Troopers and Nome Fire Department conducted a search operation. The body of one of the men was recovered about seven miles east of Nome, while the other had not been located. All three men were in their 50s (KINY, 2020).

3.3 TRAFFIC COUNTS

Traffic counts from Alaska DOT&PF were evaluated, where available. Traffic count data helps identify correlations between traffic volume and number of crashes. Historical Average Annual Daily Traffic (AADT) counts are available for 26 roads in the Community from 2011 through 2020. Data was not available for years 2012 and 2013. The Nome-Teller Highway north of Little Creek Road has a continuous count station (CCS), which is a permanent station that typically collects traffic data year-round. All other routes have short term (ST) stations that are temporary stations that typically collect traffic data for 7-day intervals.

To better analyze the data, roads were grouped into one of the following AADT ranges:

(1) Low Volume Roads (AADT < 400)
(2) Moderate Volume Roads (401 < AADT < 999)
(3) High Volume Roads (AADT > 1,000)

Traffic counts for low, moderate, and high-volume roads are displayed in Exhibit 24, Exhibit 26, and Exhibit 27, respectively for years 2011 to 2022 Maps showing the locations of these routes are displayed in Exhibit 29 and Exhibit 28 (DOT&PF, 2021).

The highest volume road in Nome in 2020 was Bering Street north of Front Street, with an AADT of 3,120.

Exhibit 24: 2020 AADT Counts, Nome Roads

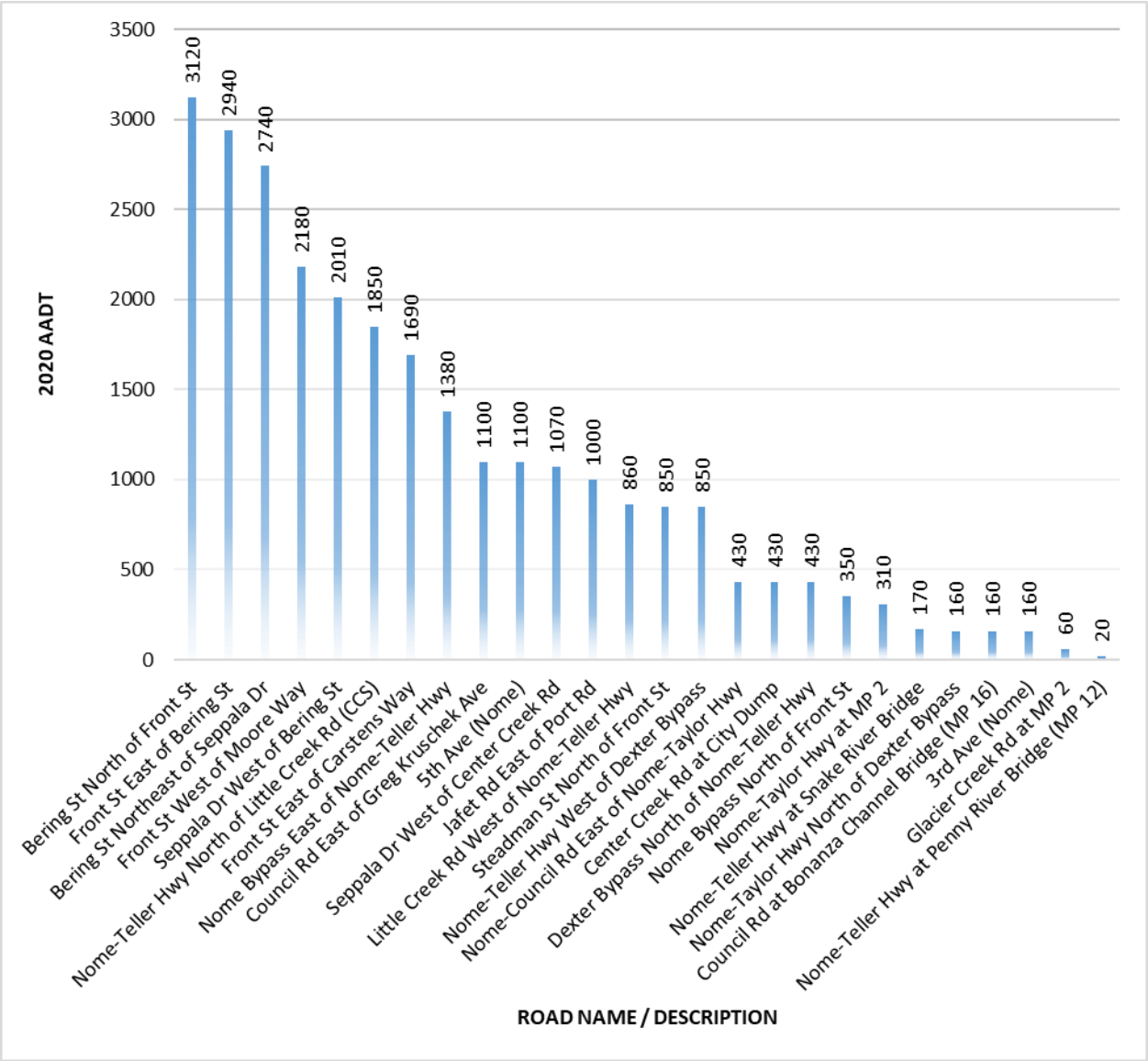
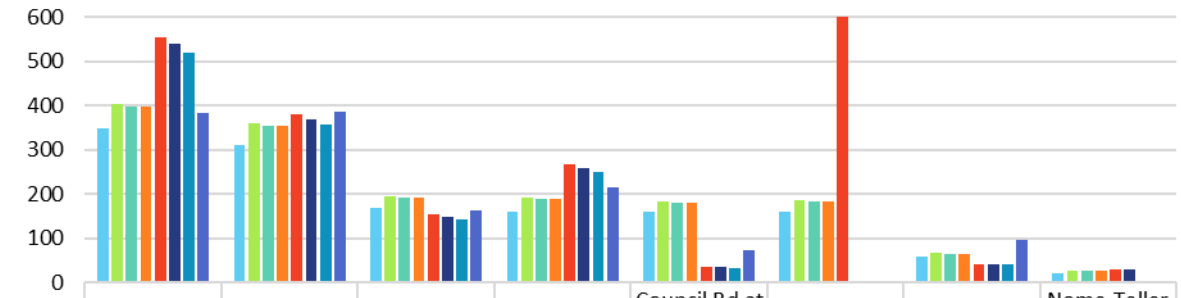
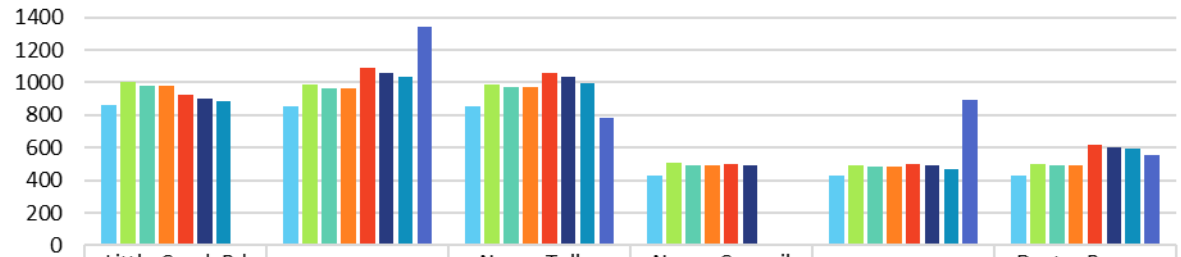


Exhibit 25: 2011-2020 AADT Counts, Low Volume Roads



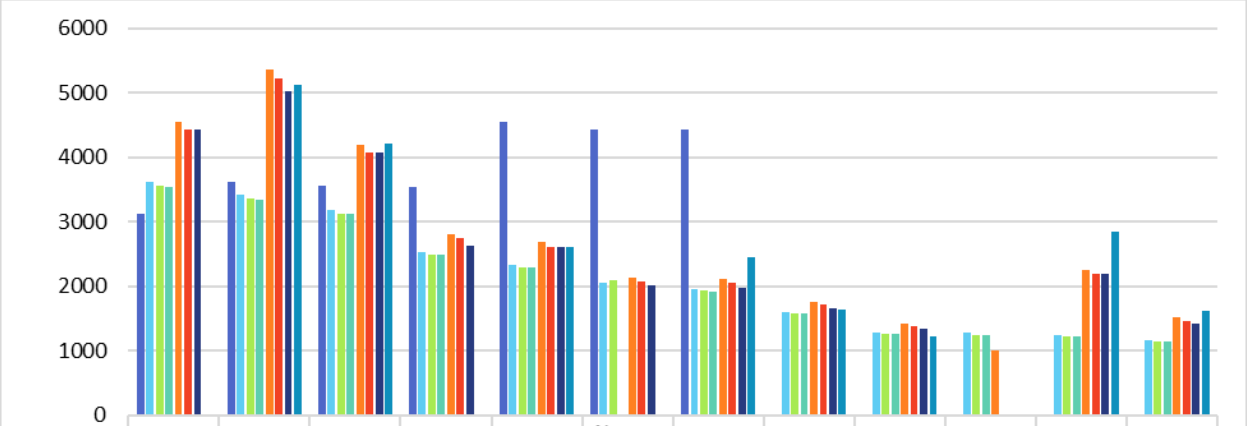
	Nome Bypass North of Front St	Nome-Taylor Hwy at MP 2	Nome-Teller Hwy at Snake River Bridge	Nome-Taylor Hwy North of Dexter Bypass	Council Rd at Bonanza Channel Bridge (MP 16)	3rd Ave (Nome)	Glacier Creek Rd at MP 2	Nome-Teller Hwy at Penny River Bridge (MP 12)
2020	350	310	170	160	160	160	60	20
2019	404	361	195	191	182	185	66	26
2018	397	355	192	188	179	182	65	26
2017	397	355	192	188	179	182	65	26
2016	554	380	153	266	36	1000	42	30
2015	540	370	149	259	36		41	30
2014	519	356	143	249	34		40	
2011	383	385	162	214	73		96	

Exhibit 26: 2011-2020 AADT Counts, Moderate Volume Roads



	Little Creek Rd West of Nome-Teller Hwy	Steadman St North of Front St	Nome-Teller Hwy West of Dexter Bypass	Nome-Council Rd East of Nome-Taylor Hwy	Center Creek Rd at City Dump	Dexter Bypass North of Nome-Teller Hwy
2020	860	850	850	430	430	430
2019	1001	985	990	503	495	501
2018	983	967	972	494	486	492
2017	983	967	972	494	486	492
2016	927	1087	1060	502	501	618
2015	903	1059	1032	489	488	602
2014	885	1038	993		469	591
2011		1345	783		890	557

Exhibit 27: 2011-2020 AADT Counts, High Volume Roads



	Bering St North of Front St	Front St East of Bering St	Bering St Northeast of Seppala Dr	Front St West of Moore Way	Seppala Dr West of Bering St	Nome-Teller Hwy North of Little Creek Rd (CCS)	Front St East of Carstens Way	Nome Bypass East of Nome-Teller Hwy	Council Rd East of Greg Krusche k Ave	5th Ave (Nome)	Seppala Dr West of Center Creek Rd	Jafet Rd East of Port Rd
2020	3120	3617	3550	3548	4557	4436	4421					
2019	3617	3414	3177	2531	2331	2048	1961	1599	1276	1272	1237	1158
2018	3550	3351	3118	2484	2288	2086	1925	1570	1253	1249	1214	1137
2017	3548	3349	3117	2483	2287		1924	1570	1253	1249	1214	1137
2016	4557	5360	4189	2812	2685	2138	2117	1759	1420	1000	2258	1509
2015	4436	5218	4078	2738	2614	2064	2061	1713	1383		2198	1469
2014	4421	5022	4064	2635	2606	2011	1983	1649	1331		2191	1413
2011		5120	4220		2599		2453	1630	1229		2846	1626

Exhibit 28: 2017 AADT Count Map, Nome Area Streets

Exhibit 29: AADT Route Map, Nome Community Streets

3.4 COMMUNITY SURVEY

A public survey was conducted in September through October 2021 to collect public feedback. The survey included five questions about transportation safety in Nome. Paper copies of the survey were available from NEC, while an online version was posted on the NEC website. A total of 14 surveys were received. The results of the survey are discussed below. Anonymous survey responses are provided in Appendix B.

3.4.1 Question #1: Survey Respondent Age

Question #1 collects data about the age of survey respondents, providing demographic information for the survey. The results of Question #1 are shown in Exhibit 30.

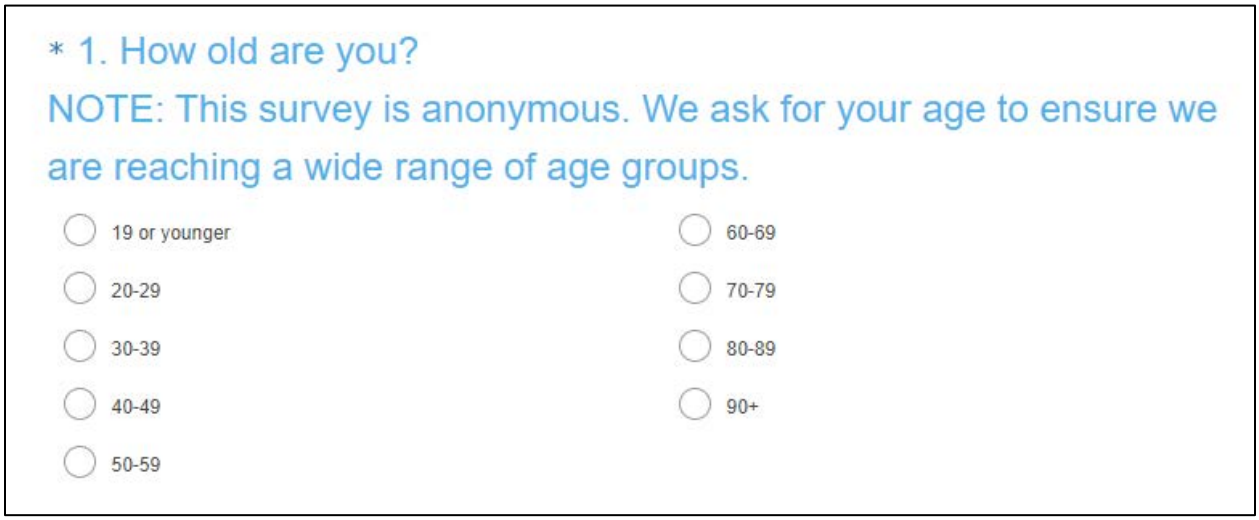
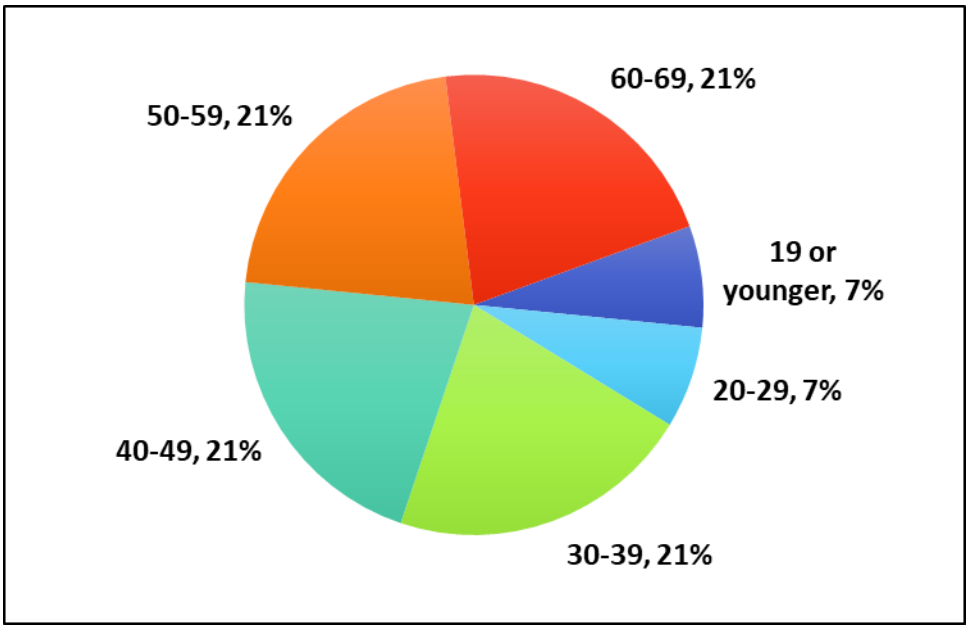


Exhibit 30: Survey Respondent Ages



There was a good distribution of participants between the ages 30-69. Only 2 people under 30 and no one older than 69 participated in the survey.

3.4.2 Question #2: Transportation Modes

Question #2 demonstrates the most common transportation modes within the Community.

Exhibit 31 and Exhibit 32 show the results of Question #2. Since the option was given to select more than one answer, Exhibit 31 shows the number of respondents that checked each mode of travel at least once, whereas Exhibit 32 demonstrates the percentage of people that selected more than one travel mode.

Exhibit 31: Modes of Transportation

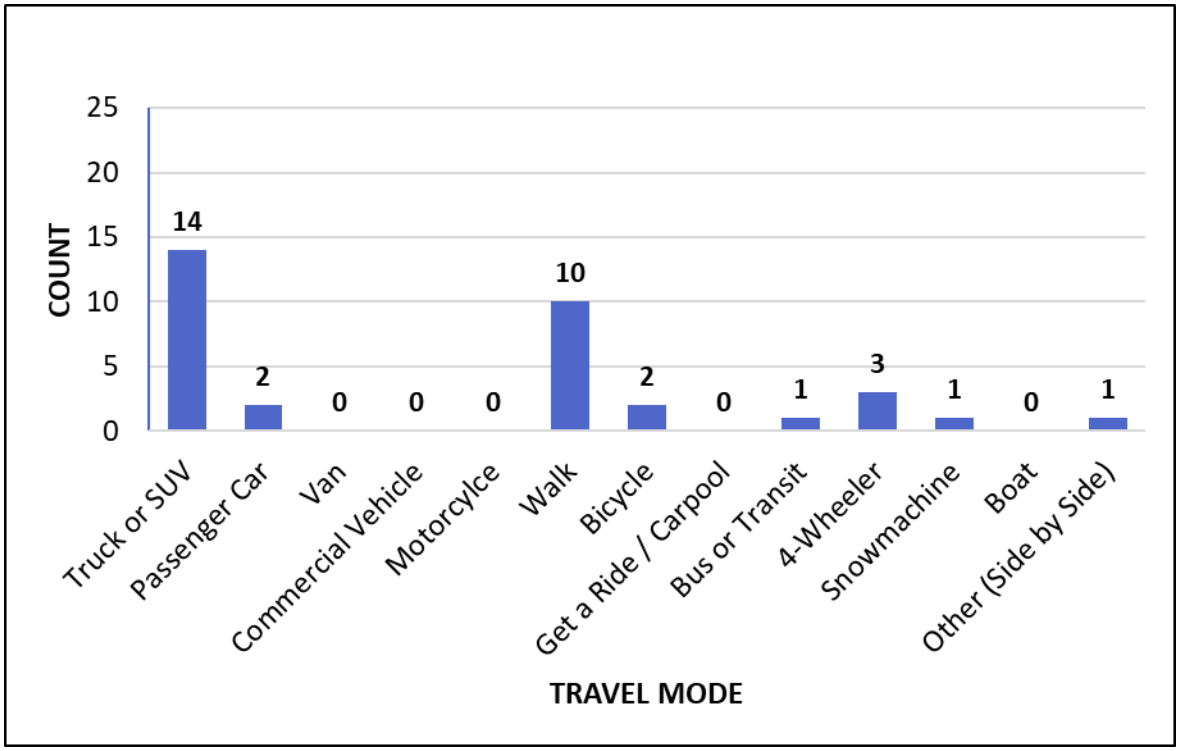
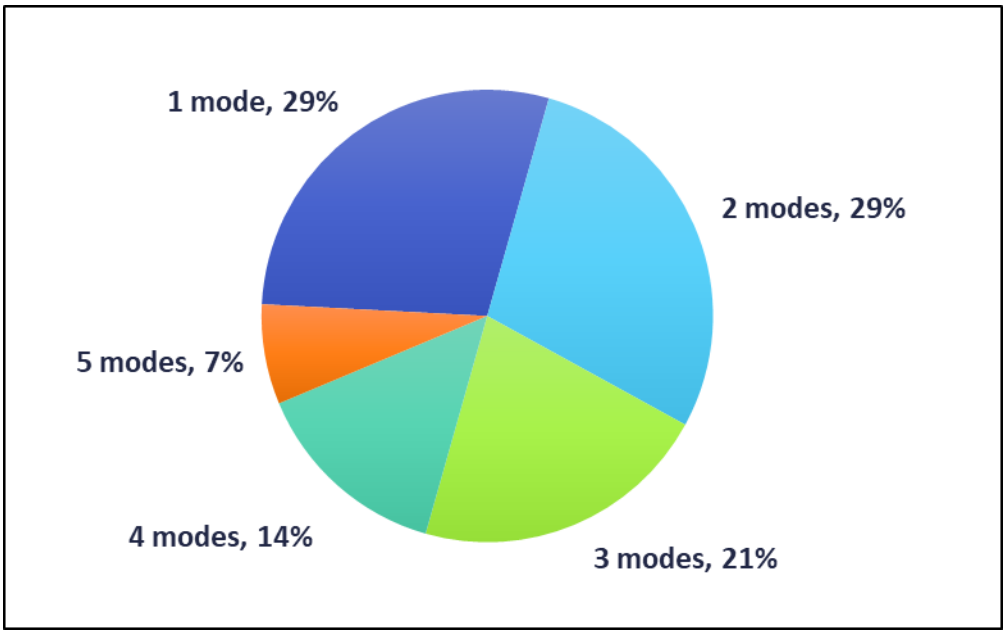


Exhibit 32: Number of Modes Used



The results from Question #1 show that most people drive trucks or SUVs and walk to get around Nome. One person marked "side by side" in the "other" category. About 36% of the survey participants use some form of ATV. Exhibit 32 shows that 29% of survey participants utilize only one mode of transportation, 29% use two modes, and 42% use three or more modes. This indicates multi-modality of the community.

3.4.3 Question #3: Safety Priorities

Question #1 helps portray the community's transportation safety priorities. The results are shown in Exhibit 33, which are sorted by priority from highest priority to lowest priority.

According to Exhibit 33, 79% of people who completed the survey marked "Dusty roads" as a high safety priority, making it the #1 highest voted priority. In addition, 71% of respondents marked "lack of sidewalks or bike lanes," "drainage issues (road washouts, standing water," and "poor road conditions / lack of maintenance" as high priorities. These rankings were used to select and prioritize emphasis areas for this plan.

Question #3 provided the option to add a safety issue to the list. Multiple people gave a response in the "other" category, as listed below:

- "Highway maintenance; lack of painted road to identify lanes to the high school"
- "Deep draft port expansion in Nome will destroy our culture and destroy subsistence. We already have a housing crisis NEC must oppose port development"

- "Specific lack of intersection safety near Nome Elementary School."

* 3. Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your community:

	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	○	○	○
Poor road design (narrow roads, steep roads, sharp turns)	○	○	○
Intersection safety (lack of signs, tall brush, blind spots)	○	○	○
Drainage issues (road washouts, standing water)	○	○	○
Speeding	○	○	○
Talking on phone or texting while driving	○	○	○
Drug or alcohol impaired driving	○	○	○
Dusty roads	○	○	○
Icy roads / poor winter maintenance	○	○	○
School zone safety	○	○	○
School bus stop safety	○	○	○
Transit stop safety	○	○	○
Lack of helmet use on ATVs, bicycles, and motorcycles	○	○	○
Lack of seat belt use	○	○	○
Lack of car seats / child restraint use	○	○	○

Lack of driver's education	○	○	○
Lack of traffic law / enforcement	○	○	○
Lack of streetlights	○	○	○
Lack of sidewalks or bike lanes	○	○	○
Lack of bridges or poor bridge safety	○	○	○
Lack of road or trail markers	○	○	○
Wildlife danger for drivers or pedestrians	○	○	○
Poor trail conditions / lack of trail maintenance	○	○	○
Poor cell phone service out of town (inability to call for help)	○	○	○
Boat launch, dock, or harbor safety issues	○	○	○
Lack of life vest use for boaters	○	○	○
Boating hazards or navigation issues	○	○	○
Limited emergency response (police, medical, fire)	○	○	○
Lack of natural disaster preparedness	○	○	○
Lack of evacuation route / safety shelters	○	○	○

Other (please specify)

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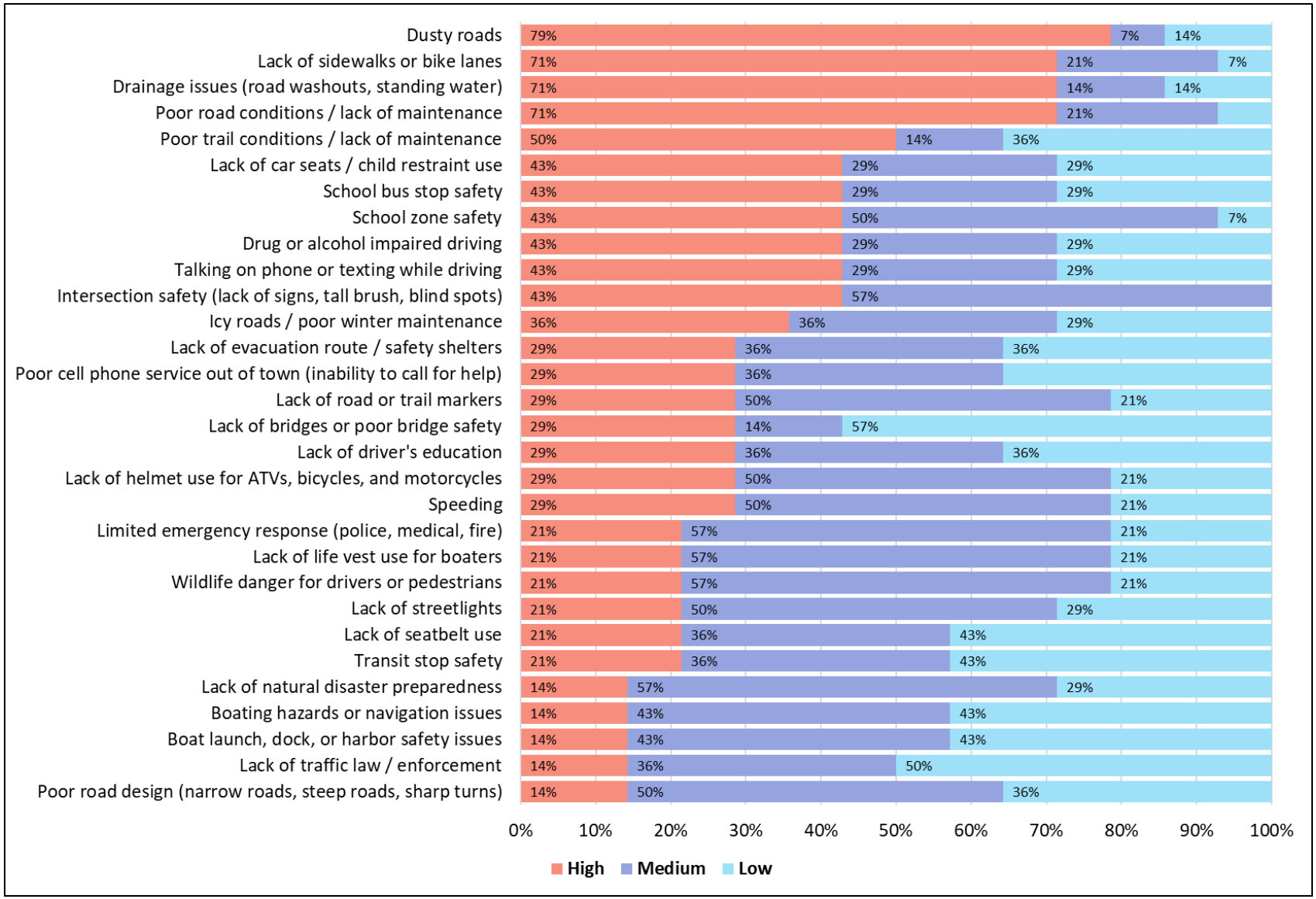
Exhibit 33: Community Safety Priorities



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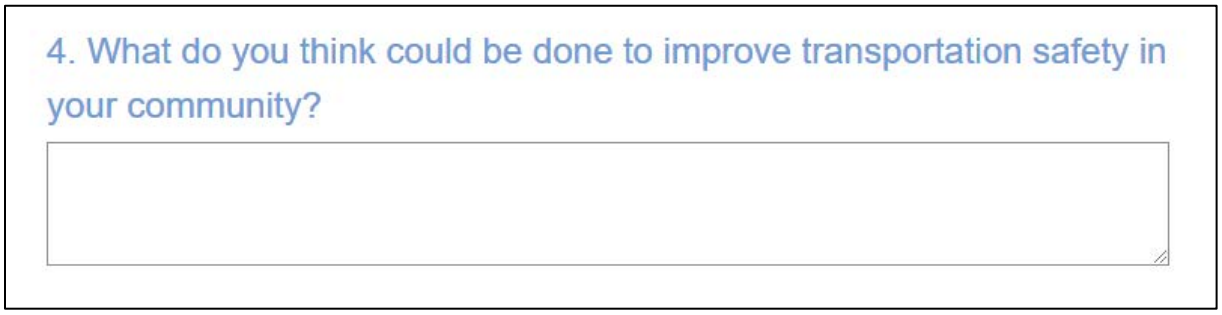
3.4.4 Question #4: Safety Measures

Question #4 is an open-ended question aimed at collecting community ideas on how to improve local transportation safety. This style of question allows people to express their own ideas to address issues that may or may not have been listed in Question #3.



All survey participants provided an answer to this question. Responses are listed below. Apart from minor spelling fixes, these comments are unedited:

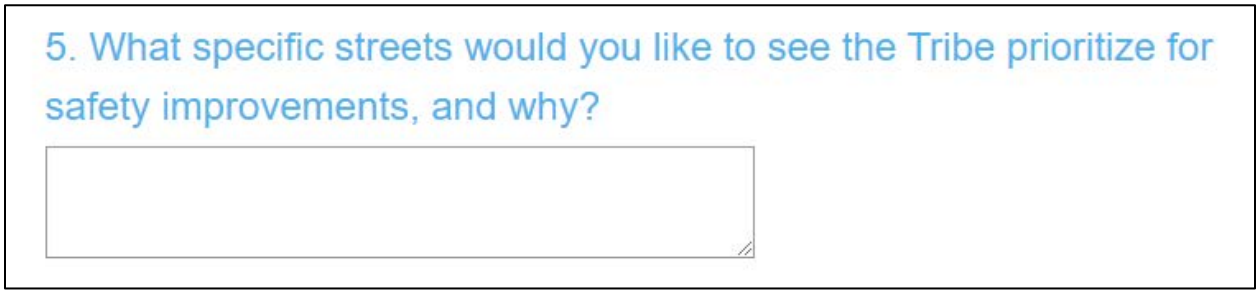
- "Education"
- "Improve the bike trail; better side walks along streets; reduce pot holes.
- "Assist with dust control efforts."
- "More drivers ed opportunities"
- "Better road conditions in all 4 seasons, and address these narrow alleys for when construction is going on. Offer Drivers Education to Tribal Members so people can start using their blinkers and know the rules of traffic."
- "Proper grading, effective ditch for drainage, all streets paved, dust control if not paved, outlaw gold mining because the miners bring don't pay for the destruction they cause, better material for road construction, NEC must stop port development, Nome has failing infrastructure and making new infrastructure does not make sense who will pay for the new infrastructure if we can't maintain what we have now. NEC must oppose port development because the city of Nome is lying about why it is needed"
- "Find more money to improve stuff"
- "Reduce unhealthy dust on city roads."
- "With adequate funding support, strategies that I believe could help: - hire a safety/ crossing guard to monitor the area on K Street (NPD was not present/visible at all this year) 7:30am- 8:15am every morning throughout the school year a well lit identifiable individual, present along area where vehicles often speed thru, do not stop for walkers, and cross lanes for west parking lot exits assist students walking across K, 5th, 6th.

Vehicles are currently NOT stopping for students waiting, resulting in students being late and risking running across in dangerous times. Assist students walking and navigating to school in bad weather/bermed areas around K St. - Purchase of easily wearable, flashing light devices for all students (not reflector tape, but battery operated clip-on devices), Several colors and options, with battery back ups. - Safety announcements to students about walking in the morning/dark (buddy system, making eye/contact with driver before proceeding, wearing identifiable signals, crossing in lit areas, etc.) - Flashing signage of "STUDENTS CROSSING" at Nugget Alley sign on K Street corridor and light poles in NES parking lot. It was counted in past years that around 20 students (along with their parents) walk the Nugget Alley corridor to the front doors of NES, that is a lot of students crossing that area needing safety and protection. - Installing of cameras? Just an idea... would possible slow people down if they knew they were on camera and if there were "close calls" they were responsible for."

- "Road maintenance done regularly. Input more walking trails across the community and to the high school and jail road. I often see middle and high schoolers walking to school on the highway and there really should be a walking/bike path for them. And tourists just walk in the road because we have limited side walks. Dust is terrible!"
- "Stop sign at Nugget alley and school. Signs by school to stop for walkers. Side walk all the way to hospital on bypass. Safer cross walk at Bonanza Express intersection."
- "Fix the Snake River bridge by mile 7"
- "Dust control and proper dirt not he road to not turn to mud."
- "I think we could have safety patrol in the mornings when the elementary kids are on their way to school, as well as safety patrol at 10pm-12am for the sake of our youth and for the safety of others as well."

3.4.5 Question #5: Locations

Question #5 is another open-ended question to determine specific locations on the road system where people would like to see safety improved.



All survey participants provided an answer to this question. Responses are listed below. Apart from minor spelling fixes, these comments are unedited:

- "Bus routes to school - bus stops are dark. People in dark clothes with no reflective markings!"
- "I know it's the State highway responsibility, but if we could pay for the paint for them to re-paint the highway where students have to drive on to get to school."
- "Fort Davis Road and Nuuk Road maintenance."
- "Winter trails to encourage subsistence and outdoor recreation"
- "Front Street, 5th over by the Elementary School, Greg Kruschek Ave put a side walk for the pedestrians who walk to work or to the hospital 1st and 2nd and 4th. Put a 4 way stop light on the corner of Hansons and 4th and Doolitle Alley and Bering."
- "All of them and Uningataavik (aka) Fort Davis"
- "All school bus routes—lighting"
- "City roads and the ones where people drive faster- bypass road."
- "5th Avenue, intersecting 6th Ave, Nugget Alley & 5th Ave."
- "5th Ave because it's a high use roadway to NES, Nome highway and jail road for high schoolers walking to school. N street is also a high use road that needs improvement."
- "Road to Teller - inter tribal access. Glacier Creek Road because state quit and need good access"
- "Nome Teller, specifically the Snake River bridge."
- "Warren Place, either side of Bering Street. 4th Ave and Bering Street. Federal Way on the east side of old federal building. these are all major blind spots"
- "K street as well as Bering street as they seem to be the busiest in the morning and evening."

3.5 INTERVIEWS

Bristol reached out to several safety entities in Nome to interview them about safety priorities and challenges with existing resources. These interviews include one of Nome's full-time EMT professionals, the Chief of Police, and a City road maintenance worker. Summaries of these discussions are included in Appendix B.

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4.0 EMPHASIS AREAS

An "emphasis area" is an area of opportunity to improve safety through a comprehensive 4E approach (engineering, enforcement, education, and emergency services), as appropriate. Emphasis areas are data driven.

The emphasis areas used in NEC's 2015 TTSP include:

1. ATV Safety
2. Pedestrian & Bicyclist Safety
3. Impaired Driving
4. Distracted Driving
5. Roadway Conditions
6. Seatbelt & Child Restraint Use

After review of crash data and local priorities, two additional emphasis areas were added:

7. School Zone Safety
8. Winter Driving

These emphasis areas are not listed in any specific order or priority. They were selected based on factors such as crash data, public meeting discussions, survey results, community priorities, and highest potential to prevent injury and death on the transportation system.

This section discusses the background and objectives of each emphasis area and identifies strategies or actions to address the emphasis area. The implementation plan discussed in Section 5 develops each strategy further by specifying instructions for target outputs, responsible parties, completion dates, performance measures, success indicators, and monitoring techniques.

4.1 ATV SAFETY

4.1.1 Background

Use of ATVs is common in rural Alaska. They are relatively inexpensive and easy to maintain, flexible to access trails for backcountry access, and can be used year-round in various weather conditions. Different types of ATVs used in Nome include 4-wheelers (used in the summer) and snowmachines (used in the winter), and more commonly seen nowadays are utility terrain vehicles (UTVs) and side by sides. About 36% of survey participants noted that they use an ATV to get around the community.

ATVs are permitted on Nome City streets, but are currently prohibited on state routes including: Front Street; Bering Street; Seppala Drive; Center Creek Road; the Nome/Beltz/

Teller Highway; and Nome/Council Highway, which are shown on the Exhibit below in red. The City of Nome may change this rule following an announcement from Governor Mike Dunleavy's administration allowing ATVs to drive on state roads with speed limits of 45 miles per hour or less starting on January 1, 2021 (KTUU, 2021).

Exhibit 34: State Highways Where ATVs are Prohibited

The City of Nome has implemented several ATV ordinances to address safety issues related to the operation of off-road vehicles within the City limits. The City defines off-highway vehicles as other motorized vehicles that are not registered as passenger vehicles with the State of Alaska Division of Motor vehicles. ATVs can be registered at Nome City Hall. Fines and penalties are posted on the City's website. The following restrictions apply to ATV operators:

- All off-highway vehicles must comply with applicable state statutes and regulations to include registration and equipment requirements;
- All persons operating an off-highway vehicle must possess a valid State of Alaska driver's license; and
- No person under the age of 16 may operate an off-highway vehicle in the city unless under the direct supervision of an adult.
- Not to exceed 20 miles per hour;
- No passengers are allowed on any vehicle not designed to carry passengers;
- You must drive to the far right of the roadway and on the shoulder. If available;
- If an alternate route is available that will not violate regulations, you must take it; and
- Helmet use is required as per the code regardless of location.

There are several concerns regarding ATV safety in Nome. Due to the layout of the City, there are limited alternate routes for ATVs, so they often have to share the road with other motor vehicles and pedestrians. Despite the restrictions of operating on State routes, ATV drivers continue to use these routes, typically driving on the road shoulder; however, in the winter when the shoulders are used to pile snow, all road users are pushed into the center of the road and forced to share the road lanes. Speeding is also a major concern and difficult to enforce, according to Nome's Chief of Police. According to NEC, the younger drivers are often the speeding culprits, driving recklessly around playgrounds, whipping around corners, driving 45 mph in a 20-mph zone, and refusing to wear helmets. It is common for drivers of ATVs in rural Alaska to be under 16 years old, and often many people pile on a vehicle that is designed for only one or two people. Due to the limited of adherence of local ATV ordinances, lack of education is also an issue.

Snowmachines are hard to control on ice, so fast stops are impossible, and spins are common. Historically, collisions on lakes account for a significant percentage of accidents because riders often believe that lakes are flat, wide-open areas free of obstructions, and that maximum speed is better than slower speeds. There is often a misconception about the stability of the ice, particularly in the spring. Snow around Nome is often wind-blow and can be rock-hard. Injury to riders and damage to snowmachines often occurs because of excessive speeds for these conditions. The winter environment can also cause bumpy travel that can lead to repetitive motion injuries by the constant wrist and forearm motions required to wrestle the snowmachine over snowdrifts. Riding in the dark is also common in the winter months and requires careful attention and reasonable speeds. It is also imperative that people take precautions to prepare for extreme cold weather such as having emergency survival equipment on hand including communication devices, ensure the vehicle is prepped for cold temperatures, and that people travel with a companion.

Falling through unstable ice is a common cause of snowmachines accidents in Alaska. Table 3 illustrates how thick ice should be for safe travel using different modes of travel.

Table 3: Loads on Ice

Required Minimum Ice Thickness	Description of Safe Moving Load
1-3/4 inches	One person on skis
2 inches	One person on foot or skates
3 inches	One snowmachine
3 inches	A group of people walking single file
7 inches	A single passenger automobile
8 inches	A 2-1/2-ton truck
9 inches	A 3-1/2-ton truck
10 inches	A 7-to-8-ton truck

Source: USACE, 2021

Although ATVs are a popular mode of transportation in Nome and nearby rural communities, helmet use is very limited. According to the public survey, 29% of participants marked "lack of helmet use" as a high priority.

A study from 2014 by the International Journal of Circumpolor Health indicated that Native children are less likely to have been wearing helmets (24%) than non-Native Alaskan children (71%), and therefore have more severe injuries. The article indicates several reasons for the lack of helmet use in Rural Alaska:

- ATVs are used primarily for travel, not recreation, so "their familiarity and use for every day task may make such vehicles seem less hazardous to the community at large."
- "ATV helmets are expensive and not generally available in rural Alaska."
- While there are bicycle helmet education and helmet giveaway programs, there are limited similar programs for ATV helmets.

According to the Alaska Native Tribal Health Consortium (ANTHC), Injury Prevention Program, from 2012 to 2016, Alaska Native people averaged approximately 40 hospitalizations for traumatic brain injury every year due to ATV, snowmachine, or bicycle accidents. Wearing a helmet when on an ATV is the best way protect people and reduce the risk of brain injury. Adults can set a positive example for youth by driving safely and always wearing a helmet. ANTHC adapted *TRIPSS* as a means of reducing injuries on ATVs:

T – Training
Take a free online ATV training course to learn safety tips at https://atvsafety.org/.

R – Ride Off-Road
When possible, ride on unpaved roads. The ATV's tires are not made for paved or loose gravel roads – you could lose control.

I – Impairment Danger
Never drive an ATV while impaired. This includes not driving under the influence of alcohol or other drugs.

P – Plan Ahead
Before riding, plan your trip by looking for wire fencing, tree stumps and other dangers. Let someone know where you are going and when you'll be back.

S – Single Rider
Most ATVs are made for one rider. When possible, drive without passengers.

S – Safety Equipment
Wear a helmet, boots, gloves, long pants and sleeves when riding your ATV.

4.1.2 Objectives

Improved education and enforcement of ATV laws to reduce ATV speeding and reckless driving and increase helmet use.

4.1.3 Strategies

Education

- Improved education about ATV laws
    - Post ATV ordinances in NEC newsletters, on flyers and brochures that can be available in the NEC office or given away at events, and on the NEC website
- Improve access to training resources
    - Investigate funding opportunities and existing training resources
    - Once funding is procured, hire a professional to host ATV driving classes and informational workshops about licensing and registration, offered at least once per year

Enforcement

- Continue to support NPD enforcement of local ATV laws.
- Educational strategies will help locals understand and obey the laws.
- Generate better maps to clearly identify ATV routes and prohibited areas.

Engineering

- Identify, procure, and install ATV signs
    - Host a meeting with the City to determine what signs are needed and where, for example:
        - "ATVs Prohibited" signs recommended on State highways
        - "ATV Crossing" signs recommended at intersections and crossings with high ATV traffic
        - "Share the Road" ATV warning signs recommended on roads with mixed vehicle traffic
        - "Helmet Required" and speed limit signs recommended on ATV routes
    - Develop a budget and identify a funding source for signs
    - Work with the City to procure and install signs

Some examples of ATV signs that could be posted are shown below:

Exhibit 35: ATV Sign Examples

Emergency Services

- Improve helmet use on ATVs
    - Contact NSHC Injury Prevention Program to enroll in helmet program
    - Order helmets and distribute at the school to those in need
    - Maintain program annually

4.2 Pedestrian & Bicyclist Safety

4.2.1 Background

Walking is the second most common mode people use to get around Nome, according to the public survey, where 71% of participants said they walk in combination with other modes. Apart from the Martinson and Icy View Subdivisions located off the Nome-Teller Highway, most homes are located in Nome-proper, only blocks from essential services include in the elementary and pre-schools, grocery stores, hospital, and the majority of businesses. People walk to and from these facilities on a daily basis, year-round. People even continue to ride bikes in the winter. However, there are limited pedestrian amenities in Nome. There are no sidewalks, and since most roads are gravel, there are a limited number of crosswalks as well. "Lack of sidewalks or bike lanes" was ranked a high priority by 71% of survey participants, putting this in the top 4 community priorities. Since pedestrians more commonly cross streets at intersections, junction safety is an important consideration too. "Intersection safety (lack of signs, tall brush, blind spots)" was ranked a high priority by 43% of people on the survey.

Pedestrian and bicyclist safety is closely related to multiple emphasis areas including distracted driving, impaired driving, school zone safety, and winter driving. Both distracted and impaired driving can put pedestrians at higher risk of injury and death because drivers are more likely to veer off the road into road shoulders or sidewalks where people may be walking. One of the

two fatal accidents in Nome over the past 8 years involved a pedestrian who was hit by a driver who tested positive for alcohol consumption at the Bering Street and 5th Avenue intersection. Even walking while intoxicated can increase a person's risk of being struck by a moving vehicle. There are also a high number of pedestrians within the elementary school zone, so many of the same challenges and proposed strategies apply for this emphasis area apply to emphasis area #7 as well.

SAFETY TIPS FOR PEDESTRIANS

- Be safe and be seen; make yourself visible to drivers. Wear bright/light colored clothing and reflective materials.
- Be predictable. Stay off freeways and restricted zones. Cross or enter streets where it is legal to do so.
- Always walk on the sidewalk; if there is no sidewalk, walk facing traffic.
- Be wary. Most drivers are nice people, but don't count on them paying attention. Watch out – make eye contact to be sure they see you!
- Stay sober; Alcohol and drugs can impair your ability to walk safely, just like they do a person's ability to drive and increases your chance of being struck.
- Stand clear of buses, hedges, parked cars or other obstacles before crossing so drivers can see you.
- Don't rely solely on pedestrian signals; look before you cross the road.
- Use appropriate footwear and ice grippers to tackle the tough Alaska winter walking conditions.

http://alaskainjurypreventioncenter.org/walk/

Lastly, pedestrian conditions are worsened in the winter when roads are impacted by snow and when daylight is limited. When roads are icy, it is more difficult for vehicles to stop quickly and control turns. Pedestrians need to be aware of these risks, especially at intersections and when crossing streets. Additionally, as snow builds up in the winter, graders create berms of snow along the sides of the road, which eliminates the space that is typically used by walkers, forcing pedestrians to walk in the primary road lanes with a mixture of other vehicles. These berms create line of sight issues, as well, making it difficult to see pedestrians around corners. From approximately October through April, it is dark during the highest traffic hours, before and after school/work hours. Even with functioning streetlights, pedestrians can be difficult to see if they are not wearing reflective clothing or lights. The combination of these increased risks makes pedestrian safety a high priority for the community.

4.2.2 Objectives

Enhance pedestrian and bicyclist safety, improve visibility of pedestrians, and provide more pedestrian amenities to separate pedestrian and motor vehicle traffic.

4.2.3 Strategies

Education

- Coordinate safety classes at the school

Enforcement

- Participate in Alaska's Bike-n-Walk Safely program to provide reflector tape for students, pedestrians, and bicyclists

Engineering

- Install more pedestrian amenities such as sidewalks, bike lanes, painted crosswalks with signs and flashing lights

Emergency Services

- Identify priority areas to install pedestrian amenities such as bus stops and popular walking routes

4.3 IMPAIRED DRIVING

4.3.1 Background

A high percentage of accidents in Nome are alcohol-related. The crash data indicates that at least 25% of crashes in Nome involved a driver under the influence of alcohol or drugs. There were two crashes that resulted in a fatality, both of which involved an intoxicated driver. According to a Nome EMT, 9 out of 10 times alcohol is involved when responding to car accidents. Additionally, 43% of survey respondents marked "drug or alcohol impaired driving" as a high priority. When impaired drivers are in minor or single-vehicle accidents, the incidents frequently go unreported. It is likely that the actual percentage of alcohol-related accidents is even greater than the official number reported.

4.3.2 Objectives

Reduce the number of DUIs in Nome, and the number of crashes involving impaired drivers.

4.3.3 Strategies

Education

- Coordinate with the School to arrange for speakers on the dangers of drunk driving.

Enforcement

- Continue to support NPD in ticketing DUIs.

Engineering

- Work with the City to identify and install signage reminding motorists of the penalties of impaired driving, as needed.

Emergency Services

- Continue to support the City's emergency services programs.

4.4 DISTRACTED DRIVING

4.4.1 Background

Texting while driving is illegal in Alaska, yet it is still common among all age groups. It is a very dangerous activity because it consumes 4.6 seconds of a driver's attention on average, making them 23 times more likely to be involved in a crash. In Nome, 43% of survey respondents marked "talking on the phone or texting while driving" as a high priority. Although distracted driving was not noted in any of the crash reports evaluated for this plan, residents of Nome often observe other drivers texting while driving. It may be difficult to prove cell phone involvement in a crash as well. National statistics show 3,142 people were killed by distracted driving in 2019. About 25% of distracted drivers involved in fatal crashes in the US were young adults aged 20-29, while 29% of crashes in Nome involved a driver in this age range.

WHAT IS DISTRACTED DRIVING?

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. These types of distractions include:

- Texting
- Use a cell phone or smartphone
- Eating and drinking
- Talking to passengers
- Grooming
- Reading, including maps
- Using a navigation system
- Watching a video
- Adjusting a radio or music player

Because text messaging requires visual, manual, and cognitive attention from the driver, it is by far the most alarming distraction.

www.distraction.gov

4.4.2 Objectives

Decrease distracted driving to reduce the risk of injuries and fatalities.

4.4.3 Strategies

Education

- Organize and distribute educational resources on the dangers of distracted driving (flyers, newsletter articles, presentations, testimonials, etc.).

Enforcement

- Continue to support the City and NPD in their efforts to enforce the law that bans texting while driving and continue to report these driving behaviors in crash records.

Engineering

- Research potential engineering strategies that would be effective at mitigating these safety issues such as hand-free devices and other new technology.

Emergency Services

- Continue to support the City's emergency services programs.

4.5 ROADWAY CONDITIONS

4.5.1 Background

Three of the top four highest ranked safety priorities on the survey are related to road conditions: “dusty roads” (79%), “drainage issues (road washouts, standing water)” (71%), and “poor road conditions / lack of maintenance” (71%). Roads in Alaska are expensive to construct and difficult to maintain. The logistics of getting adequate aggregate materials and heavy equipment to rural locations severely drives up construction and maintenances costs. Extreme environmental factors are also at play, which create vastly different challenges depending on the season.

In winter, Nome receives about 56 inches of snowfall each year on average. The snow needs to be plowed and hauled to a stockpile area, sometimes daily. Cold temperatures keep the snow around all winter, which causes a melting event in the spring know as “breakup.” Without proper drainage ditching and culverts, it can take several weeks for the water to dissipate. This causes potholes on both gravel and paved roadways. Once a pothole is created, water continues to accumulate in the hole and seep into the road subgrade, accelerating deterioration. Standing water can be a drowning hazard for young children playing outside and can cause vehicles to hydroplane and lose control. Additionally, stagnant ponds of water provide a breeding ground for many insects including mosquitos that can transmit diseases.

In summer, periods of rainfall advance these issues, but standing water in combination with warmer air temperatures, among other factors, contribute to warming permafrost. As permafrost melts, the ground surface subsides and creates sink holes on roadways and causes settlement of other buildings and infrastructure. Data from SNAP shows that discontinuous permafrost around Nome is warm with a high thaw susceptibility and risk level.

Nome can also experience dry spells without rain for weeks at a time. When it’s dry, wind and vehicle traffic over gravel roads can kick dust into the air. The Alaska Department of Environmental Conservation (ADEC) has posted resources and information online regarding dust concerns in Alaska, as shown below:

Exhibit 36: Dust Concerns in Alaska

Why is dust a concern?

EPA health research tells us that dust can cause health problems. People with heart and lung disease and those with breathing problems can be impacted when inhaling dust. Even healthy people can have short term irritation when breathing dust. Dust is a nuisance, it settles on your tables, your coffee cup, your subsistence foods, and salmon drying racks.

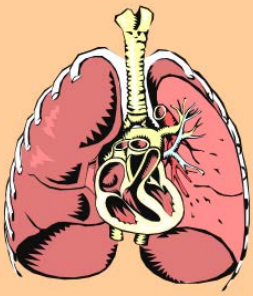
Dust has been around for generations. Winds have been blowing dust off glaciers and dry river banks forever. We have lived with dust for thousands of years, but that doesn't make dust healthy to breathe. Now, we help throw dust back into the air with our four wheelers, trucks and cars.

In the past three years the Alaska Department of Environmental Conservation (ADEC) received dust complaints from over 50 communities. Is dust a problem in your village?

If you believe you have a dust issue, ADEC would like to help you find a solution to this potential health threat.

Health Impacts

ADEC has heard there is an increase in respiratory problems in the villages. Health studies indicate breathing problems are either somewhat worse or higher than expected in rural Alaska



Health problems associated with dust:

- Aggravates existing heart and lung disease
- Damages lung tissue
- Mostly impacts children, seniors, people with asthma, people with heart conditions

Has been shown to increase hospital/clinic visits

Source: ADEC, 2021

4.5.2 Objectives

Reduce dust from gravel roads and improve road conditions.

4.5.3 Strategies

Education

- Utilize ADEC online resources to provide road dust education to the community. Post information in the NEC newsletter.

Enforcement

- Continue to support NPD in their efforts to ticket speeding.

- Work with City to encourage drivers of heavy equipment / vehicles to driver slower.

Engineering

- Continue to support the City with road maintenance efforts including dust control, drainage improvements, and grading.
- Continue to look for funding to construct the East End Roads project.

Emergency Services

- Continue to support the City's emergency services programs.

4.6 SEATBELT & CHILD RESTRAINT USE

4.6.1 Background

Seatbelt and child restraint use is required by Alaska law for all occupants in a motor vehicle. The reality in much of remote Alaska is that drivers and passengers often travel unrestrained. There are my reasons why people don't use seatbelts; in remote Alaska, often drivers feel that because a trip is short and speeds will be low, restraints are not necessary. However, crashes occurring while driving even as little as 10 or 15 mph can cause serious injuries and fatalities, especially among children. According to the Northwest Portland Area Indian Health Board, "Motor vehicle injuries are currently the leading cause of death for American Indian and Alaska Native children. The use of child safety seats has been proven to reduce child injury and death by 71% for infants and by 54% for toddlers (1-4 years old) in passenger cars. Booster seats reduce the risk of serious injury by 59% and seat belts reduce injury risk by 69%" (NPAIHB, 2021). At least 43% of people who took the survey for this plan ranked "lack of car seats / child restraint use" as a high priority.

Car seats are expensive and may not be available locally. Currently on Amazon.com, car seats range from $150 to $400 plus shipping, assuming the product can be shipped to Nome (Amazon.com, 2021). According to the US Census Bureau, the percent of people in poverty is almost 21% (US Census Bureau, 2018). Many families cannot afford even one car seat.

4.6.2 Objectives

Increase the use of seatbelts and child restraint systems.

4.6.3 Strategies

Education

- Utilize the NEC newsletter and School announcements to provide education about importance of restraint use, local resources, and existing laws.

Enforcement

- Continue to support NPD in their efforts to enforce restraint use.

Engineering

- Consider installation of "click it or ticket" or "buckle up" street signs to remind road users of safety requirements.
- Research potential engineering strategies that would be effective at mitigating these safety issues.

Exhibit 37: Seatbelt Sign Examples

Emergency Services

- Conduct research and obtain funding to offer low- or no-cost child restraint devices to community members. Look for grant or fundraising opportunities.

4.7 SCHOOL ZONE SAFETY

4.7.1 Background

School zone safety is one of NEC's highest priorities for this safety plan. This includes both the High School and Elementary School zones, although the Elementary School has the highest priority due for several reasons. The Tribe receives multiple complaints about the safety surrounding the Elementary School every year. Crash data with available latitude/longitude data shows that at least three accidents (two in 2014 and one in 2016) occurred on the streets immediately surrounding the school property. "School Zone Safety" was marked a high priority by 43% of survey participants."

Through safety planning and public involvement, NEC, City of Nome, and Nome City School District have identified the need to evaluate safety improvements within the Nome Elementary School parking lot, pickup/drop off areas, and surrounding school zone routes. Tiffany Martinson, NEC's Tribal Administrator, explains, "*Our main safety concern is the*

pickup/drop off parking lot area and especially the corner of K Street and 5th Avenue where our blinking traffic light is. With pedestrians, traffic, darkness in the winter and no cross walks, it's so dangerous. I live in this area and it's so bad, I actually bypass it and drive out of my way so that I don't risk an accident."

The primary issues identified include:

a. Limited parking space, congested parking lot
b. Congestion during pickup/drop off, unorganized traffic flow
c. Congestion at the 4-way stop (5th Ave. / K Street) and down the road
d. Insufficient lighting
e. Lack of pedestrian amenities and protections
f. Limited access for emergency service vehicles

The roads within the school zone have a gravel surface, so pedestrian crosswalks are not painted. There are also no pedestrian crosswalk signs. Children commonly walk and bike to school, even in the winter, yet there are no designated sidewalks or pedestrian pathways. The school parking lot is paved, but there is no striping to designate parking spaces. The parking area is often overcrowded, indicating the need for more parking spaces for teachers and parents, or more organized parking. Additionally, the parent pickup/drop off area is at the entrance of the school directly adjacent to the parking lot. There are 3 egress points to the parking lot, but no designated traffic flow. A mix of trucks and ATVs enter and exit this area chaotically before and after school. A one-way traffic flow (designated "in" and "out") may help improve organization of the pickup/drop off area, reduce travel times, and reduce the number of crossing/merging conflict points.

There is a 4-way controlled intersection at 5th Avenue and K Street with stop signs and a flashing red light. According to average annual daily traffic counts, this is one of the busiest intersections in the community. In 2020, 5th Avenue experienced approximately 1,000 vehicles per day on average. This intersection needs better pedestrian facilities, and if possible, an alternative driving route to reduce congestion along 5th Avenue. When the roads surrounding the school are this congested with both parked and moving vehicles, ambulances and fire trucks cannot access the facility if needed during an emergency.

Although there are some streetlights on power poles within the school zone, they are not providing adequate lighting, according to residents. There is an added safety risk in the winter, due to icy road conditions as well. When roadways are congested, vehicles typically travel closer together and drivers must stop and start more than usual at traffic-controlled intersections. When ice is a factor, the time it takes to stop is greatly increased, so there is a higher risk of collision under these combined conditions.

One testimonial from a parent is provided below:

Hello,

I have recently thought of one suggestion/proposal for committing funds that I know would help:

Many Nome Elementary School families have been asked and have chosen to personally transport their children to school this year (and last) due to concerns raised about bus transportation proximity regarding Covid-19. As such, many vehicles are dropping their children off at NES [Nome Elementary School] every school morning.

In the past, Nome Eskimo Community was involved in a well developed safety plan that involved polling the community and brainstorming effective strategies to help increase safety and traffic patterns at NES. This effort has helped with the traffic patterns, city lighting and flow of vehicles, however there still lacks a physical safety presence in the area for morning walkers.

With possible increase of traffic and vehicles, the risks for young walkers to NES is obvious and apparent. I personally seen last week a young student biking from 5th avenue, decide to take a short cut through the parking lot and almost get hit by an exiting vehicle on the south drop off loop. It was very frightening. This could have been avoided if they were directed and guided to cross at a safer and more visible traffic area.

With adequate funding support, these are strategies that I believe could help:

- Hire a safety/crossing guard to monitor the area on K Street (NPD was not present/visible at all this year)
    - 7:30am- 8:15am every morning throughout the school year
    - A well lit identifiable individual, present along area where vehicles often speed thru, do not stop for walkers, and cross lanes for west parking lot exits
    - Assist students walking across K, 5th, 6th. Vehicles are currently NOT stopping for students waiting, resulting in students being late and risking running across in dangerous times.
    - Assist students walking and navigating to school in bad weather/bermed areas around K St.
- Purchase of easily wearable, flashing light devices for all students (not reflector tape, but battery operated clip-on devices), several colors and options, with battery back ups.
- Safety announcements to students about walking in the morning/dark (buddy system, making eye/contact with driver before proceeding, wearing identifiable signals, crossing in lit areas, etc.)
- Flashing signage of "STUDENTS CROSSING" at Nugget Alley sign on K Street corridor and light poles in NES parking lot. It was counted in past years that around 20 students (along with their parents) walk the Nugget Alley corridor to the front doors of NES, that is a lot of students crossing that area needing safety and protection.
- Installing of cameras? Just an idea... would possible slow people down if they knew they were on camera and if there were "close calls" they were responsible for.

I believe this is very very needed in our community and for our young tribal members. The effort and investment will continue to support NEC's response efforts in curbing COVID transmission amongst young tribal members/families, as well as protect their health AND safety.

4.7.2 Objectives

Reduce the risk of injury and death within the school zones by improving traffic flow and safety conditions for all road users.

4.7.3 Strategies

Education

- Work with the School District to host safety talks at the school about safe walking practices.

Enforcement

- Work with the School District and NPD to hire a School Resources Officer, elect volunteer Crossing Guards, and/or increase police presence in the school zone before and after school.

Engineering

- Complete Road Safety Audit Project of the School Zone.
- Apply for TTSPF for design and construction funds to implement recommendations from the Road Safety Audit.

Emergency Services

- Ensure emergency service vehicle access, such as a designated clear zone, is included in the school zone and parking lot improvements project.

4.8 WINTER DRIVING

4.8.1 Background

Winter road conditions in Nome are a concern for several reasons. First, icy/snowy roads can cause vehicles to slide off the road or into other vehicles or objects. According to Nome crash data, 56% of crashes occurred on snowy or icy road surfaces. This number may be low because many minor crashes (such as vehicles sliding into ditches) go unreported because vehicles leave before police arrive on scene. Although gravel is placed on icy roads as needed, vehicles can still slide depending on speeds and road curvature. Intersection safety is also related to winter driving due to the increased time needed to stop on an icy road. Approximately 74% of crashes in Nome occurred at some type of junction.

Another concern is snowbanks. In Nome, snow is piled along road shoulders or hauled to designated snow storage areas around town such as parking lots. However, the City is finding it challenging to obtain enough snow storage areas around the community. They rent space from business owners, but the agreements only last every two years. The City is actively

searching for new storage lots and may need to purchase land. Throughout the winter, snowbank heights increase, reducing visibility especially at intersections. Snowbanks also cover road shoulders, reducing access for pedestrians and bicyclers. Finally, in the spring, melting snowbanks and snow piles cause large puddles of standing water on roadways. Overall, the NEC has identified the need to improve snow management efforts.

4.8.2 Objectives

Increased education about winter driving hazards and improved winter maintenance processes.

4.8.3 Strategies

Education

- Provide safety tips and reminders on the radio, website, and/or newsletter, starting in October or before the first snow fall event to remind people to drive slow and plan ahead to warm up their vehicles so they don't have to rush to their destination. Inform people that most crashes in Nome occur in November and December due to icy road conditions.

Enforcement

- Continue to support the NPD in their speeding enforcement efforts.

Engineering

- Continue to support the City's maintenance activities including adding gravel to icy roads and plowing snow.
- Assist the City, as needed, with finding property to stockpile excess snow throughout the winter and develop an improved winter maintenance plan.

Emergency Services

- Work with the City to prioritize snow clearing around essential facilities and keeping driveway accesses clear for ambulance and fire truck access.

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5.0 IMPLEMENTATION PLAN

The Council plans to begin implementation of this TTSP in the 2022 calendar year. The Council will schedule projects based on priorities recommended by the community and approved by the Council. More information regarding project scheduling may be added in the plan during yearly updates.

An Implementation Plan Matrix for each emphasis area is provided in Appendix C. The matrix will be used by the Council to plan safety projects. The matrix identifies the following information:

- Objectives of the emphasis area
- The strategic linkage, or evidence that shows a need to prioritize the emphasis area
- Success indicators, or completed tasks that demonstrate successful implementation of the proposed projects
- For each of the 4E's of Safety:
  - Actions and proposed strategies to improve the safety emphasis area
  - Target output, or goal of each strategy listed
  - Responsible parties that are assigned to each task listed, subject to change with management positions
  - Date of completion, estimated for each strategy listed, which may be on-going
  - Performance measures that indicate the completion of a project
  - Monitoring and evaluation methods to analyze the effectiveness of a completed project or strategy, which can help improve future project planning

5.1 EVALUATION PROCESS

At least once per year, this plan will be evaluated by the Council's Safety Champion, or other staff members as directed by the Council. The plan will be updated as needed. For example, emphasis areas may be removed, added, or modified as safety measures are successfully implemented or as safety priorities change within the community. A Council meeting, open to the public, will be held to discuss major changes to the plan as well as strategies for future safety projects and decisions regarding potential funding sources.

5.2 NEXT STEPS

Several steps still need to be taken after this plan is finalized. The recommended actions for the Council are listed below in chronological order:

1. Develop an official resolution to adopt this plan
2. Use this plan and data provided in this plan to apply for funds for safety projects through the Tribal Transportation Safety Funds and other sources (see Section 5.3)
3. Apply for safety audits to evaluate the existing transportation facilities and receive recommended solutions to improve safety
4. Include the public in decision making processes via public meetings and announcements to ensure proposed projects are benefitting the community
5. Select strategies outlined in this plan to address safety concerns and begin planning projects, starting with the highest priority emphasis areas
6. Develop a detailed project schedule to keep projects on track and ensure success
7. Apply for funding for engineering, design, and construction services for high priority projects
8. Monitor and evaluate construction activities and performance measures outlined in the Implementation Plan
9. Record completed projects and maintain as-built documents for future use
10. Update this plan and repeat these steps when projects are completed, or every 5 years

5.3 FUNDING SOURCES

Funding is a major element to completing safety improvement projects. Various available funding sources are listed below. This list may not be comprehensive and is subject to change.

- Tribal Transportation Program Safety Funds
    - FHWA manages the Tribal Transportation Program (TTP). Each year under the Fixing America's Surface Transportation (FAST) Act, 2% of available TTP funds are set aside to address transportation safety issues in Native America.
    - More information about this program can be found at: https://flh.fhwa.dot.gov/programs/ttp/safety/ttpsf.htm

- Alaska DOT&PF Highway Safety Grant
    - Every year, the Alaska DOT&PF through its Highway Safety Office (AHSO) funds grants which address specific traffic safety priority areas. The Highway Safety Grant is available for Federal Fiscal Year 2019 (October 1, 2018 to September 30, 2019).
    - Other funding resources are available on their website including grant application forms and instructions, tips and tactics for success, and traffic data sources.
    - More information can be found at: http://www.dot.state.ak.us/highwaysafety/forms.shtml
- Alaska DOT&PF Highway Safety Improvement Program (HSIP)
    - The Alaska HSIP annually identifies high accident locations on Alaska roads, evaluates corrective measures, funds the most cost effective ones, and evaluates their effectiveness after projects are completed. The HSIP mission is to identify and fund highway safety projects that maximize lives saved and injuries eliminated per dollar spent.
    - More information can be found at:

      http://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml
- Alaska Transportation Alternatives Program (ATAP)
    - The ATAP provides funding for programs and projects defined as transportation alternatives meeting eligibility requirements. There are over $2.6 Million in funds available for rural communities within the State for Fiscal Year 2018. Availability of funding in future years is to be determined.
    - More information can be found at: http://dot.alaska.gov/stwdplng/atap/index.shtml
- Alaska DOT&PF Safe Routes to School Grant
    - Grants are available through the Safe Routes to School Program to help plan, design, or complete construction improvements that enable and encourage children to safety walk or bicycle to school.
    - More information can be found at: http://www.dot.state.ak.us/stwdplng/saferoutes/grants.shtml

- Alaska DOT&PF Statewide Transportation Improvements Program (STIP)
    - The Alaska STIP helps fund air, land, and water transportation projects in Alaska that have been formally proposed by residents, elected officials, and transportation professionals every four years.
    - More information can be found at: http://dot.alaska.gov/stwdplng/cip/stip/index.shtml
- Alaska DOT&PF Public Transit Funding
    - The State of Alaska maintains various public transit programs to aid in funding across the state. These include the Non-Urban Formula Grants, Rural Transportation Assistance Program (RTAP), American Recovery and Reinvestment Act of 2009 (ARRA) Funding Distribution, and the Tribal Transit Program Funds.
    - More information can be found at: http://dot.alaska.gov/transit/pt_funding_overview.shtml
- Denali Commission Grants
    - The Denali Commission is an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska. Various funding opportunities are available through their Energy Program, Transportation Program, Health Facilities Program, and Training Program.
    - More information can be found at: https://www.denali.gov/grants/
- Grants.gov
    - Www.grants.gov is a public website where all federal agency discretionary funding opportunities are posted for grantees to find and apply to them. The search function can be used to sort out transportation related grants. Some grant postings close after only two weeks, so it is important to check for opportunities frequently.
- Better Utilizing Investments to Leverage Development (BUILD) Grants
    - The BUILD discretionary grant program awards funds on a competitive basis for road, bridge, transit, rail, port, or intermodal transportation projects that will have a significant local or regional impact.
    - More information can be found at: https://www.transportation.gov/BUILDgrants

A general outline of additional national and state-level grant and safety programs is provided below. Some of the programs are dedicated specifically to safety, while others have broader application.

- FHWA funds, administered by the states for safety only, include:
    - Hazard Elimination Program (HES)
    - Highway-Rail Grade (public) Crossings
- FHWA funds, administered by the states for activities, including safety:
    - Surface Transportation Program (STP)
    - Interstate Maintenance (IM)
    - Highway Bridge Replacement and Rehabilitation Program (HBRRP)
    - Intelligent Transportation System (ITS)
    - Highway Planning and Research (HPR)
- US DOT sponsored training programs, including safety topics:
    - National Highway Institute (NHI)
    - Tribal Technical Assistance Program (TTAP)
    - US DOT transportation project grants
- National Highway Traffic Safety Administration (NHTSA) funds administered by the states through the Governor's representative (safety only):
    - State and Community Highway Safety Grant
    - Intoxicated Driver Prevention Program
    - Alcohol-impaired Driving Countermeasures Incentive Grants
    - Safety Incentive Grants for the Use of Seat Belts
    - Occupant Protection Incentive Grants
    - State Highway Safety Data Improvement Grants
    - Child Passenger Education Program
    - Research and Demonstration Grants
    - Training
- IRR Program jointly administered by the Bureau of Indian Affairs (BIA) DOT and the Federal Lands Highway Office and funded by FHWA:
    - 2% Planning Funds
    - Construction Funds
    - Safety Management Systems (SMS)
    - Tribal Highway Safety Improvement Program (THSIP)

- Highway Safety Programs administered by BIA Highway Safety Office (HSO) program and funded by NHTSA (safety only):
    - State and Community Highway Safety Grant
    - State Highway Safety Data Improvement Grants
    - Child Passenger Education Program
- State funded and administered (not all states):
    - State Highway Funds
    - State Safety Funds
    - Transportation Loan Programs
    - Local Technical Assistance Program (LTAP)

5.4 ADDITIONAL SAFETY RESOURCES

Safety resources are continuously evolving. A short list of health and safety organizations useful for Alaskan communities is provided below. Many of these programs can provide educational resources such as posters, as well as safety gear for communities such as helmets and life jackets.

- The Alaska Department of Health and Social Services (DHSS) provides several significant Injury Prevention Programs including Helmet Safety, Bike-n-Walk Safely, Kid's Don't Float, and more. A few of these programs are described in further detail below. For more information on the other programs, visit:

  http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/default.aspx

- Alaska Helmet Safety Program – The Alaska DHSS provides various resources for youth ATV safety and helmet education. Grant opportunities may be available. Program and contact information can be found at:

  http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/HelmetSafety/atv/default.aspx

- Alaska Reflector Program – The Alaska DHSS reflector program works to increase the safety of children by using reflective, high-visibility products. Program and contact information can be found at:
  http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/Reflector_Old/Default.aspx

- Center for Safe Alaskans – This program works to prevent injuries, promote wellbeing and improve safety for all Alaskans. They provide several services including FREE

reflective tape, car seat assistance, and more. Find more information at: https://safealaskans.org/

- Centers for Disease Control and Prevention (CDC) – The CDC has a multitude of motor vehicle safety resources including "Get the Facts" sheets, State Fact Sheets, and "What Works" strategy sheets for various safety topics including child passenger safety, seat belts, teen drivers, older adult drivers, impaired driving, distracted driving, pedestrian safety, Tribal road safety, bicycle safety, and more. Find more information at: https://www.cdc.gov/motorvehiclesafety/

- NHTSA – Fatality Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. The site offers a customizable fatality data query system. This site also provides road safety resources and tips for various safety topics.

  FARS: https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars
  Road Safety Tips: https://www.nhtsa.gov/road-safety

- National Safety Council – This organization provides resources on developing a Safety Management System (SMS), which is a continuous improvement process that reduces hazards and prevents incidents. Find more information at: https://www.nsc.org/work-safety/tools-resources/safety-for-business/ask-us

- Road Safety Audits (RSAs) – The FHWA provides resources for conducting RSAs, which are an effective tool for proactively improving the future safety performance of a road project during the planning and design stages, and for identifying safety issues in existing transportation facilities. Find more information at:

  https://safety.fhwa.dot.gov/rsa/

- FHWA Tribal Transportation – This website provides an overview of tribal transportation safety topics, programs, policies, crash data, and more.

  https://www.fhwa.dot.gov/tribal/topics/safety/saf_ack/saf_guide.htm

- Countermeasures that Work – A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, NHTSA. https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf

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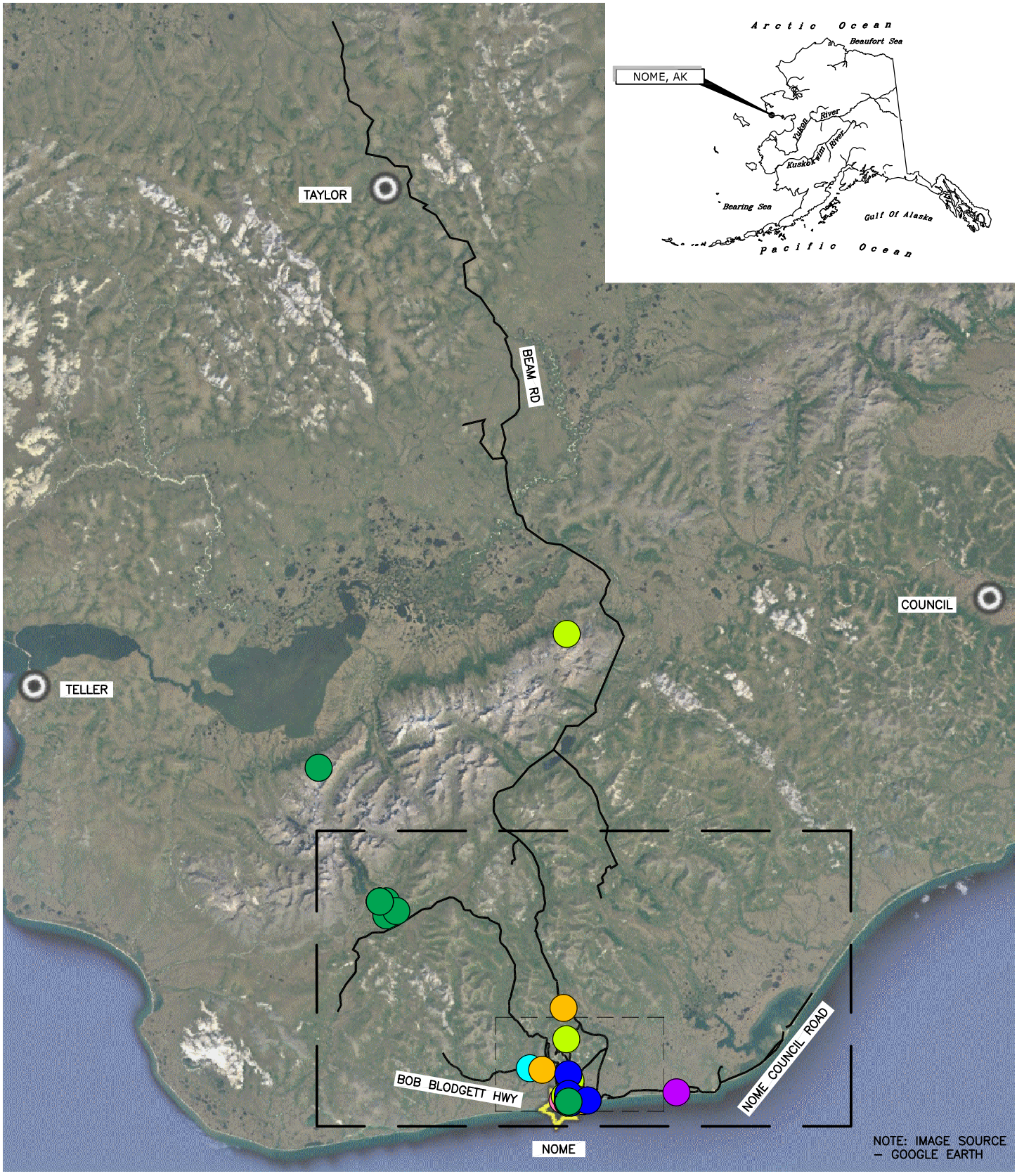
FIGURES



NOTE:

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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

FIGURE 1
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32220028
DATE	AUG 2021
DWN.	JDW
SCALE	NTS
APPRVD.	IPP
SHEET	1 of 7

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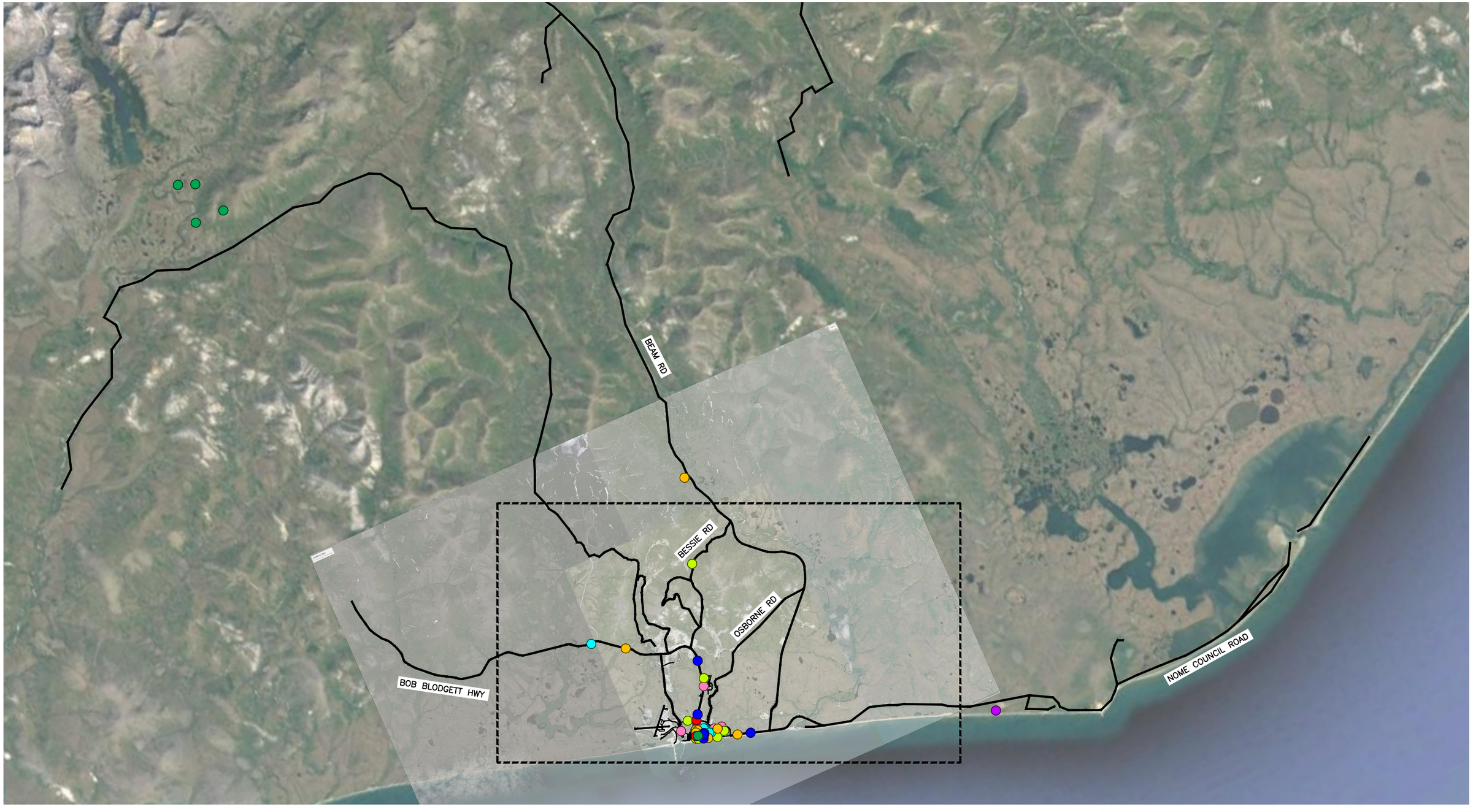

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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

FIGURE 2
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32170039
DATE	AUG 2021
DWN.	JDW
SCALE	1"=4000'
APPRVD.	IPP
SHEET	2 of 7

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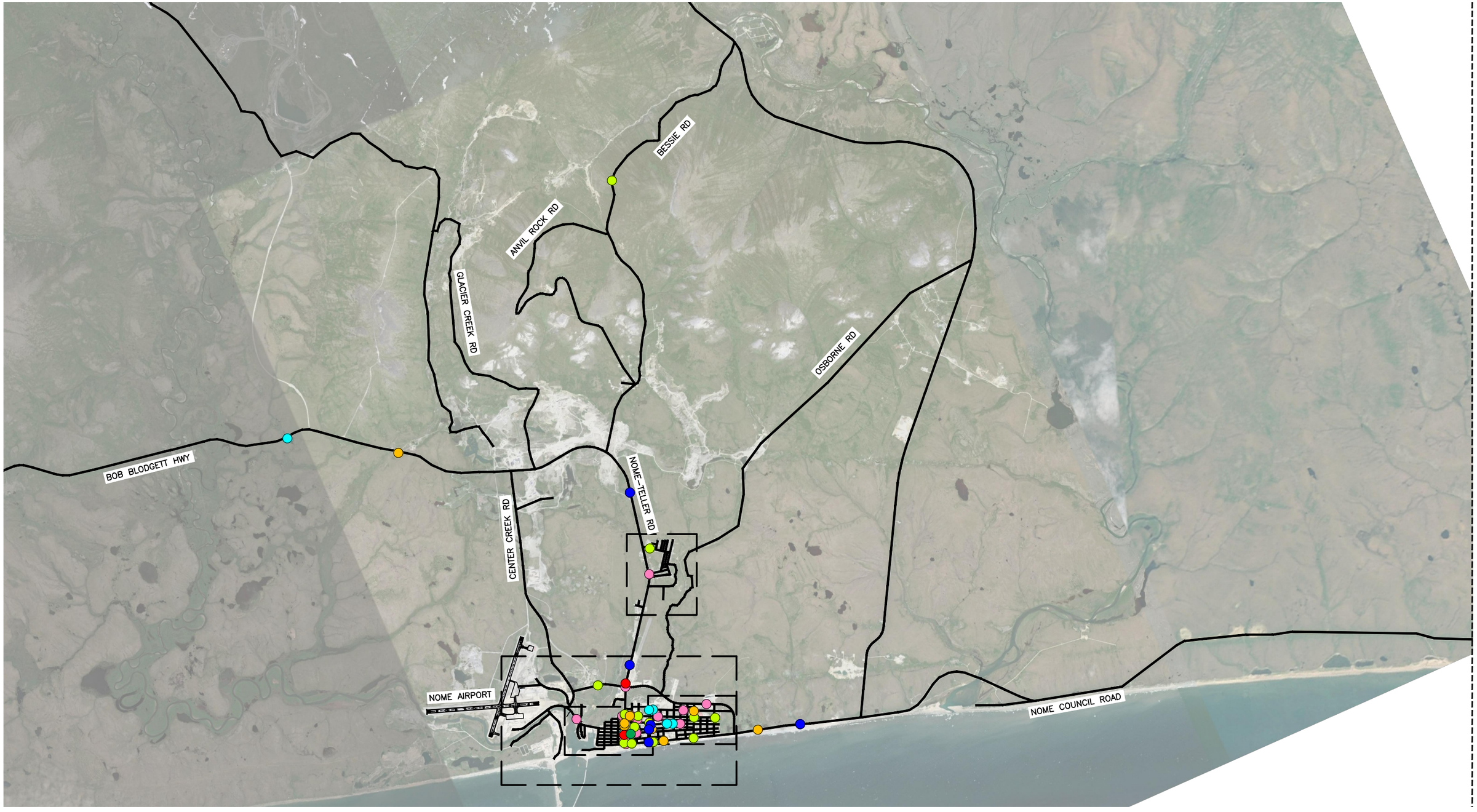

NOTE: IMAGE SOURCE – GOOGLE EARTH

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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

FIGURE 3
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	DATE AUG 2021	SHEET
-	DWN. JDW	3
PROJECTION:	SCALE 1"=1250'	of
-	APPRVD. IPP	7
PROJECT No. 32170039		

NOTE:

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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

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SCALE IN FEET

FIGURE 4
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32170039
DATE	AUG 2021
DWN.	JDW
SCALE	SHOWN
APPRVD.	IPP
SHEET	4 of 7

NOTE:

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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

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HORIZONTAL SCALE IN FEET

FIGURE 5
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32170039
DATE	AUG 2021
DWN.	JDW
SCALE	SHOWN
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CRASH–YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
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- 2014
- 2013

150 0 75 150
HORIZONTAL SCALE IN FEET

FIGURE 6
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC

DATUM: -	DATE	AUG 2021	SHEET 6 of 7
PROJECTION: -	DWN.	JDW	
	SCALE	SHOWN	
PROJECT No. 32170039	APPRVD.	IPP	

NOTE:

DUE TO THE ADOT&PF CRASH REVIEW PROCESS, ONLY CRASHES BETWEEN YEARS 2013–2017 HAVE BEEN VETTED AND CONFIRMED. CRASHES BETWEEN 2018–2020 HAVE NOT BENE REVIEWED YET AND THEREFORE MAY NOT BE COMPLETELY ACCURATE.

CRASH-YEAR LEGEND:

- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014
- 2013

FIGURE 7
NOME, ALASKA
TRIBAL TRANSPORTATION SAFETY PLAN
2013-2020 CRASH LOCATION MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32220028
DATE	AUG 2021
DWN.	JDW
SCALE	SHOWN
APPRVD.	IPP
SHEET	7 of 7

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APPENDIX A: PUBLIC INVOLVEMENT

Bristol
ENGINEERING
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111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
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fax (907) 563-6713
www.bristol-companies.com

PUBLIC MEETING MINUTES
NOME ESKIMO COMMUNITY
TRIBAL TRANSPORTATION SAFETY PLAN 2021 UPDATE

Bristol Project No: 32220028
Date of Meeting: October 26, 2021, 1:00 PM – 2:00 PM
Location of Meeting: Zoom Teleconference Meeting

Participants:

- Jackie Wander, Bristol Civil Engineer (Host)
- Jacob Martin, NEC Tribal Resources Director (Co-Host)
- Cathy Lyon, NEC Human Resources Manager (Co-Host)
- Gloria (Participant)
- Becka (Participant)
- Kacey (Participant)

Jackie hosted the meeting, discussing the project using PowerPoint slides for approximately 40 minutes. Then participants were able to unmute and ask questions / provide comments for the next 20 minutes. These are summarized below:

Questions / Comments Received from Participants

From Gloria:

- Do the statistics just include crashes in Nome proper, or do they include the three highways outside of Nome
    - The data includes both: within City limits and these three highways
- There is a lot of ATV traffic in Nome proper. Are ATVs allowed on 5th Avenue? It wasn't shown on the map, but that street is maintained by the State (not owned)
- Winter driving is their longest season. Lighting makes a huge difference. There's enough City streetlights, but it would be nice to encourage other entities to put bright lights on their structures like the ones at NEC (the building is very well lit). Many people drive 5th Ave in the evening when it's dark.
- The school recently created a new traffic pattern which seems to help. They could use more lighting in the parking area. they need parking improvements for the staff and visitors because it's a very narrow area. Parents are always in a rush. People just pull up to the side to drop off their kids. It's okay getting in, but more difficult to get out of the area after drop off.
- A bump out was recently added to the northwest corner of Bearing near Hanson's. It makes a huge difference, although it might be more of an inconvenience to taxis.

- Encourage working more with the City for safety improvements.
- There used to be a stop sign (temporary) at the south end of Bering at the Nugget Inn, before entering Front Street. Although the sign isn't there anymore, people still stop. It creates a good traffic pattern.
- There are so many ATVs on City streets now. Is insurance required? Are automobiles required to yield to ATVs? Should insured vehicles have the right-of-way? The community needs better education for both regular and ATV drivers, such as radio commercials and posting on the website.
    - Insurance for ATVs is not required, but registration is required, as well as having a valid driver's license. It is recommended to yield to ATVs as if they are any other vehicle using the roadway.
- Gloria concurs with all of Becka's comments (below).

From Becka:

- Does the data include ATV crashes?
    - Yes, although none of the crashes reported ATVs in the "vehicle type." The ATV vehicles could be captured in the crash report under the "other" category.
- There was a stop sign installed at Bering/Front street which was a great idea because it really slowed people down. Recommend evaluating adding or removing stop signs throughout the community. For example, there are 11 stop signs on her drive along 3rd Avenue.
- Work with the City to ensure heavy equipment vehicles slow down (including dump trucks, fuel trucks, garbage trucks, construction equipment, etc.) because they generate a lot of dust.

From Kacey:

- She submitted her comments about the school zone. She is a parent of a student walker and lives close to the school. She invited Jackie to walk along with them before school when Jackie visits for the Road Safety Audit project so she can get an idea of the safety conditions from a family's perspective.

[End Meeting Minutes]

Attachments:

1. Meeting Announcements
2. Meeting Handout
3. Presentation Slides

NOME ESKIMO COMMUNITY TRANSPORTATION SAFETY PLAN

PUBLIC MEETING

The Nome Eskimo Community is updating their Tribal Transportation Safety Plan and would like public input. The Plan evaluates crash data and public priorities to develop strategies that will improve safety and reduce the risk of injuries and fatalities on Nome's transportation systems.

We want to hear from you!

Your feedback is extremely valuable to this plan. At the meeting, attendees can describe their own experiences and safety concerns. The project planners will be available for any questions or feedback from the public.

Everyone is welcome!!

Posting date 10/6/2021

Tuesday
October 26, 2021
1:00-2:00 PM

To Join:

Go online to zoom.us or open the Zoom app.

Meeting ID: 962 1281 5017

Passcode: nomesafety

Two $50 Amazon Gift Cards will be raffled off to attendees!

For more information or to submit comments contact:

Jackie Wander
(907) 563-0013
jwander@bristol-companies.com

Bristol

ENGINEERING
SERVICES COMPANY, LLC

Nome Eskimo Community

The Nome Eskimo Community is hosting a public meeting to discuss updates to their **Tribal Transportation Safety Plan**. The Plan evaluates crash data and community priorities to determine strategies that will improve safety on Nome's transportation systems.

The meeting will be held virtually. Join online to follow along with the presentation, or you can call to listen in. Attendees will have the opportunity to voice their opinions and ask questions. Two $50 Amazon Gift Cards will be raffled off to attendees!

Please participate to show your support and help improve safety in our community!

When: Tuesday, October 26, 2021, 1:00 PM – 2:00 PM
How to Join:

1. Go to zoom.us in your web browser or open the Zoom app on your device.
2. Click "Join a Meeting"
3. Enter the Meeting ID: 962 1281 5017
   Enter the Passcode: nomesafety

Contact Jacob at Nome Eskimo Community for more information at 907-443-9130.

Bristol
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Informational Handout
2021 Nome Tribal Transportation Safety Plan

Thank you for your interest in transportation safety in Nome. Bristol Engineering, on behalf of the Nome Eskimo Community, is updating Nome's Tribal Transportation Safety Plan, which is renewed every 5 years. The Plan evaluates crash data and community priorities to identify and implement strategies that will reduce the risk of injuries and fatalities on the local transportation system.

Data Summary (2013-2020)

Some key takeaways from crash and traffic data include:

- Over the last 8 years, there were 30 minor injuries, 5 serious injuries, and 2 fatalities
- Bering Street and Front Street are the busiest streets and saw the highest number of crashes
- A spike in crashes typically occurs in November and December (start of winter)
- Most crashes (~74%) occurred at an intersection
- Most crashes (~56%) occurred when the road surface was snowy or icy
- 25% of crashes reported drug or alcohol use by the driver of the causal unit
- A high number of crashes (~30%) occurred late at night between 11PM-5AM

Please attend the public meeting to learn more (meeting details below).

Safety Emphasis Areas

Emphasis areas are topics where safety improvements will be focused and are selected based on available data and community priorities. The Tribe has identified the following Emphasis Areas for this Plan, which are not necessarily listed in order of priority:

1. ATV and Snow Machine Safety
2. Pedestrian and Bicyclist Safety
3. Alcohol Impaired Driving
4. Distracted Driving
5. Roadway Conditions
6. Seatbelt and Child Restraint Use
7. School Zone Safety
8. Winter Driving

For each emphasis area, multiple strategies are proposed to improve safety, including engineering, education, enforcement, and emergency services strategies.

Please attend the public meeting to learn more (meeting details below).

Public Feedback

Public comment is key to a successful project. Personal accounts help paint a better picture of safety conditions than just crash data alone. Your feedback can help influence future safety improvement projects in Nome.

There are many ways to provide feedback:

1. **Participate in the Public Survey**
    a. Take the survey online at www.necalaska.org. It only takes about 5 minutes to complete.
    b. Or email the NEC Tribal Resources Director, Jacob Martin, for a paper copy of the survey at jacob.martin@necalaska.org.

2. **Join the Public Meeting**
    a. Tuesday October 26, 2021, from 1:00-2:00 PM (held virtually via Zoom)
    b. The meeting is open to everyone!
    c. At the meeting, you can learn more about crash data and proposed safety strategies. Participants will have an opportunity to ask questions and provide feedback.

    To Join the Meeting:
    - Go to zoom.us in your web browser or open the Zoom app on your device.
    - Click "Join a Meeting"
    - Enter the Meeting ID: 962 1281 5017 (spaces not required)
      Enter the Passcode: nomesafety

    *The meeting link is also available online at www.necalaska.org.

3. **Contact NEC or Bristol Directly**
    a. Please feel free to contact the project planners with any questions or comments.
        i. Jacob Martin (NEC)
            1. Phone: (907) 443-9130
            2. Email: jacob.martin@necalaska.org
        ii. Jackie Wander (Bristol Engineering)
            1. Phone: (907) 743-9314
            2. Email: jwander@bristol-companies.com or

Sincerely,

Jaclyn Wander

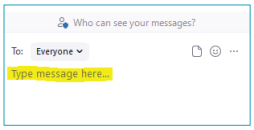
Jaclyn (Jackie) Wander
Civil Engineer III
Bristol Engineering Services Company, LLC

Nome Eskimo Community
Tribal Transportation Safety Plan

Bristol Engineering Services Company, LLC
Jackie Wander, Civil Engineer III

Zoom House Keeping

- Please keep your microphone muted during the presentation
- We will be facilitating questions and comments at the end of the presentation
- At any point, you may type a question or comment in the chat box



Presentation Overview

- What is a Safety Plan?
- Importance of Safety Plans
- The Four E's of Safety
- Steps to Develop a Safety Plan
- Data Collection
- Emphasis Areas & Strategies
- Next Steps
- Questions / Comments
- Raffle Prizes!

Tribal Transportation Safety Plan

"A Transportation Safety Plan is a collaborative and comprehensive document that identifies transportation safety issues and strategies to address them. Effective Transportation Safety Plans lead to projects that make the transportation system safer."

~ U.S. Department of Transportation Federal Highway Administration
Developing a Transportation Safety Plan

Importance of Safety Plans

- Uses Data to Guide Transportation Investment Decisions
- Proactive Approach to Planning
  - Evaluates existing efforts
  - Collect/analyze data
  - Prevents crashes
  - Improves unsafe transportation conditions
- Addresses Most Critical Safety Needs
- Develops Partnerships by Engaging Leadership/Stakeholders
- Increases Access to Safety Funding

"Planning with safety in mind saves lives"

Four E's of Safety

- EDUCATION
  - Gives drivers information about making good choices
  - Informs about rules of the road
- ENFORCEMENT
  - Enforces traffic laws
  - Provides visible police presence
- ENGINEERING
  - Addresses roadway infrastructure
- EMERGENCY SERVICES
  - Provides rapid response
  - Quality of care when responding to collisions causing injury

Safety Plan Development

- Step 1 – Establish Safety Leadership Framework
- Step 2 – Collect & Analyze Safety Data
- Step 3 – Determine Emphasis Areas
- Step 4 – Identify Strategies
- Step 5 – Prioritize/Incorporate Strategies
- Step 6 – Draft a Plan
- Step 7 – Evaluate/Update the Transportation Safety Plan

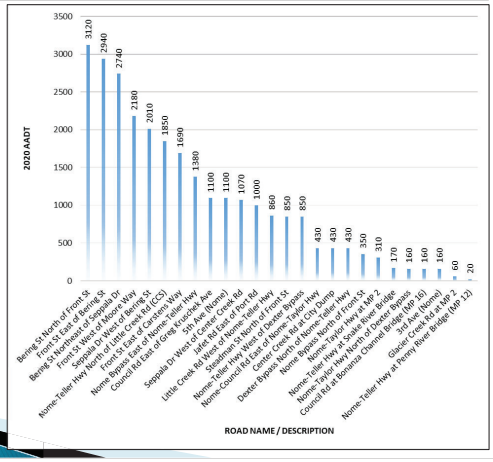
Data Collection

- Traffic Count Data
- DOT Crash Data
- Coast Guard Boating Accidents
- Public Survey Data
- Interviews
  - Nome EMT
  - Chief of Police
  - City Roads Maintenance

Photo credit: Google earth

Traffic Counts

- Average Annual Daily Traffic
- Bering St (3120)
- Front St (2940)

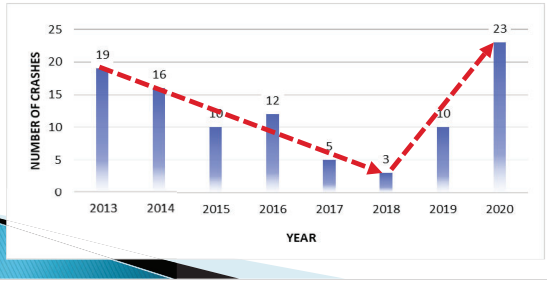


DOT Crash Data

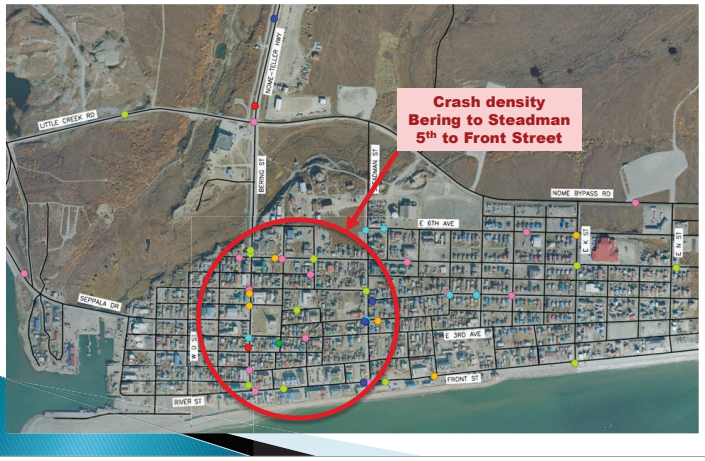
- 2013-2020 Data
  - Only crashes through 2017 have been vetted
- 98 Reported Crashes

"Crashes are relatively rare events... due to the randomness of traffic crashes, it is likely that any one year could have a much higher or lower number of crashes than the typical year." -FHWA

Number of Reported Crashes Per Year



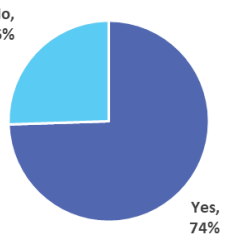
Crash Data – Location



Crash Data – Location

- Relation to Roadway
  - 44% occurred on roadway
  - 29% on roadside or shoulder
  - 7% in a parking lane/zone
  - 20% off road/other
- Intersections include
  - Between two or more streets
  - Driveway access points
  - Entrance/exit ramps
  - Other junctions

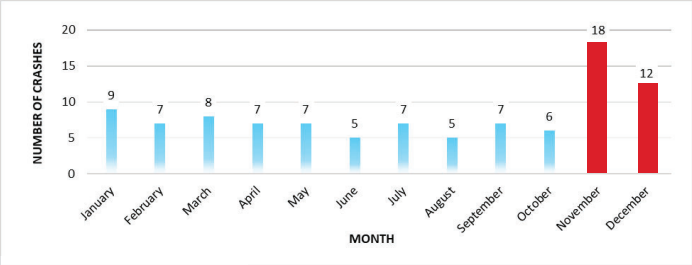
74% Percent of Crashes Occurred at an Intersection



Crash Data – Time & Date

- There tends to be a spike in crashes near the start of winter

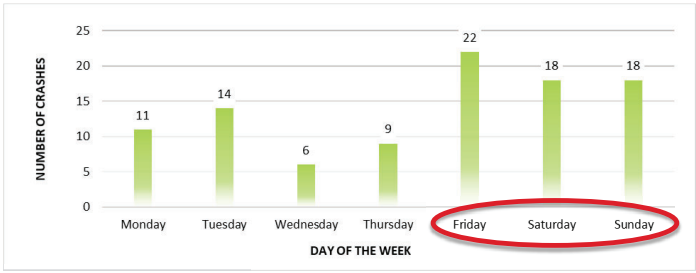
Number of Reported Crashes Per Month



Crash Data – Time & Date

- Weekend crashes seem to be more common in Nome

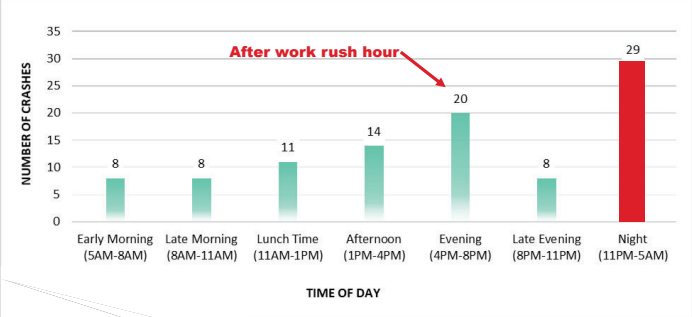
Number of Reported Crashes Per Day of the Week



Crash Data – Time & Date

- A surprising number of crashes occurred after 11 PM

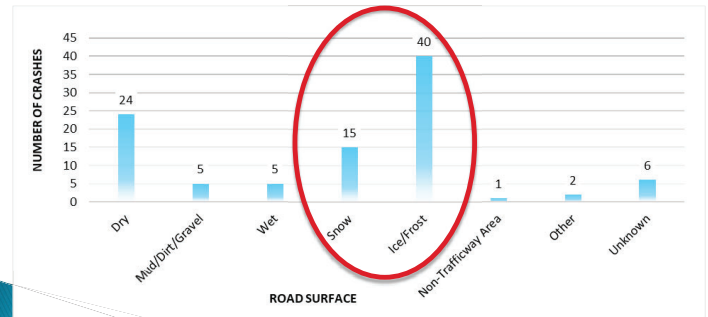
Number of Reported Crashes Per Time of Day



Crash Data – Environmental Factors

- 56% of crashes occurred when the road was snowy or icy

Number of Reported Crashes by Road Surface

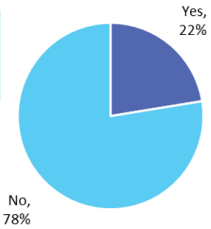


Crash Data – Drug & Alcohol Use

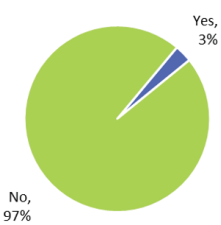
- 25% of crashes involved a driver under the influence
- There were 2 crashes that resulted in a fatality.
- Both incidents involved an intoxicated driver.

"9 out of 10 times alcohol is a factor"
– Nome EMT

CU DRIVER ALCOHOL USE



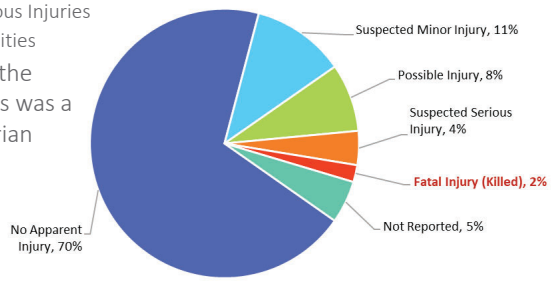
CU DRIVER DRUG USE



Crash Data – Severity

- Over 8 Years (2013-2020)
  - 30 Minor Injuries
  - 5 Serious Injuries
  - 2 Fatalities
- One of the fatalities was a pedestrian

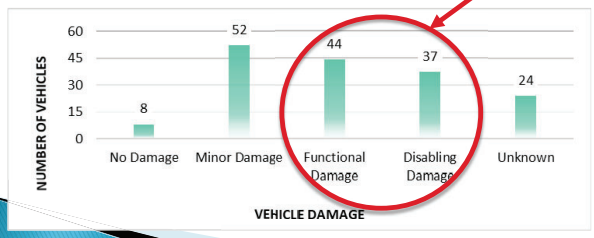
Percent of Reported Crashes Per Crash Severity



Crash Data – Severity

- Only 27% of drivers reportedly wore a seat belt
  - Seat belts were not worn in the other fatal incident
- Restraint use was unknown for 62% of crashes

81 / 165 (49%) vehicles were not functional after the crash



Boating Data

- 2 boating accidents reported for Norton Sound since 2012

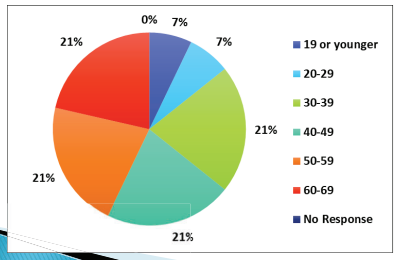
"A wave caused a 32-foot boat to capsize, sending three men into the water on October 15 off the coast of Cape Nome"

– KINY, 2020

Year	Month	Time of Day	Body of Water	# of Vessels	# of Injuries	# of Deaths	Accident Type	Accident Cause	Vessel Type
2017	June	8:00 PM	Norton Sound	1	0	2	Flooding/ swamping	Unknown	Open Motorboat
2012	Sept	7:28 PM	Norton Sound	1	0	2	Capsizing	Hazardous Waters	Open Motorboat

Public Surveys

- 5 question survey
- Available online
- 14 responses collected to date
- Helps understand public priorities

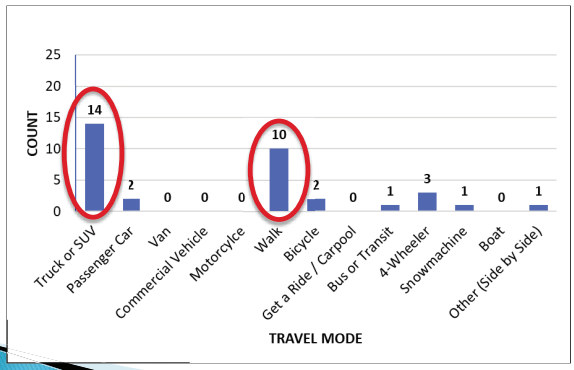


Question #1: Age

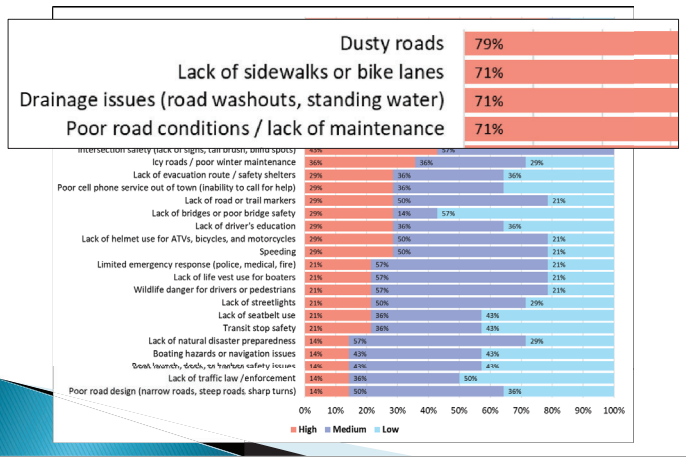
- Most age groups have participated so far, except 70+

Survey Data – Question #2: Modes

- How do you get around within the community?



Survey Data – Question #3: Priorities

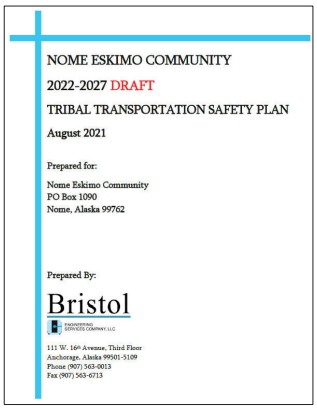


Survey Data – Questions #4 & #5: Improvements

- Open ended questions
- **Question #4:** What do you think could be done to improve transportation safety in your community?
  - Dust control & road maintenance
  - School zone safety & crosswalks
- **Question #5:** What specific streets would you like to see the Tribe prioritize for safety improvements, and why?
  - 5th Ave
  - Nome-Teller Highway

Emphasis Areas

1) ATV and Snowmachine Safety
2) Pedestrian and Bicyclist Safety
3) Impaired Driving
4) Distracted Driving
5) Roadway Conditions
6) Seatbelt and Child Restraint Use
7) School Zone Safety
8) Winter Driving



NOME ESKIMO COMMUNITY

2022-2027 DRAFT

TRIBAL TRANSPORTATION SAFETY PLAN

August 2021

Prepared for:

Nome Eskimo Community
PO Box 1090
Nome, Alaska 99762

Prepared By:

Bristol

111 W. 16th Avenue, Third Floor
Anchorage, Alaska 99501-5109
Phone (907) 563-0013
Fax (907) 563-6713

1. ATV and Snowmachine Safety

- Issues:
  - Speeding, lack of helmets, ATVs on highways
- Strategies:
  - Education about ATV ordinances
    - ATVs are not allowed on highways
    - Drivers must be 16 or older and have a driver's license
    - Helmets must be worn
  - Obtain helmets through NSHC program
  - Install ATV signs, as needed

1. ATV and Snowmachine Safety

- ATVs Prohibited on State Highways

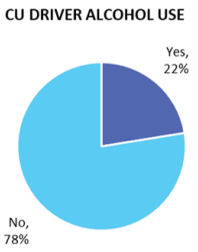
2. Pedestrian and Bicyclist Safety

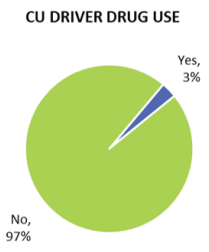
- Issues:
  - 1 fatal crash involved a pedestrian 2014
  - Sharing the road
  - Limited daylight in winter
- Strategies:
  - Safety talks at the school
  - Identify locations for more bike lanes and crosswalks
  - Distribute reflective tape and flashing lights for students to wear

Photo credit: SafeAlaskans.org

3. Impaired Driving

- Issues:
  - 25% (or more) of crashes involved a driver under the influence
  - 1 fatality
- Strategies:
  - Continued enforcement
  - More education



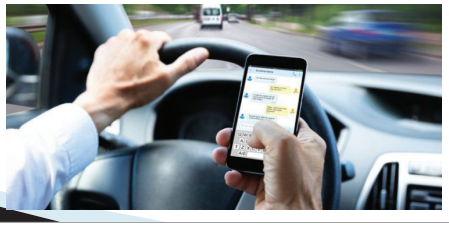


4. Distracted Driving

- Issues:
  - 25% of distracted drivers involved in fatal crashes in the US were young adults aged 20–29.
- Strategies:
  - Education & enforcement

"Because texting takes our attention away for an average of 4.6 seconds, we are 23 times more likely to be involved in a crash."
-Travelers

Texting while driving is illegal in Alaska



5. Roadway Conditions

- Issues:
  - High speeds on dry, gravel roads cause dust
  - Permafrost and drainage issues impacting road conditions
- Strategies:
  - Speeding enforcement
  - Education about dust health impacts
  - Road improvements and dust control

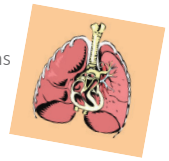
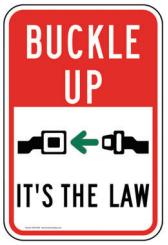


Photo credit: ADEC

6. Seatbelt and Child Restraint Use

- Issues:
  - No restraint system used in 7% of crashes, unknown use for 46% of crashes
- Strategies:
  - Education
  - Install "click it or ticket" / "buckle up" signs
  - Funding to offer low- to no-cost car seats



Rear-facing | Rear-facing and Forward-facing | Booster

7. School Zone Safety

- Issues:
  - 3 crashes surrounding the Elementary School zone block
  - Congestion in drop off/parking lot area
- Strategies:
  - Conduct a Road Safety Audit
  - Improve parking lot and drop off area
  - Adult presence: Crossing guard or School Resource Officer

Photo credit: NPD

8. Winter Driving

- Issues:
  - 56% of crashes occurred when the road was snowy or icy
  - Lack of snow piling areas
  - Snow berms limit access to driveways and essential services
- Strategies
  - Education: Remember to plan accordingly and drive slow
  - Improve access for emergency vehicles
  - Obtain more areas for snow piling

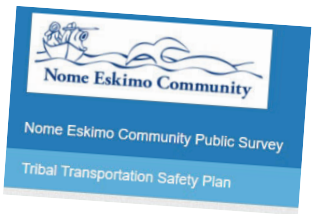
Photo credit: Nome Nugget

Implementation Plan

EMPHASIS AREA #3			STRATEGIC LINKAGE			
PEDESTRIAN AND BICYCLIST SAFETY			► 1 pedestrian was killed in 2014.			
OBJECTIVES			► "Lack of sidewalks or bike lanes" was voted a high priority by 71% of survey participants.			
Improve the visibility and safety of pedestrians by providing education, reflective items, and more pedestrian infrastructure.			► 71% of survey participants said that they walk as a means of transportation in Nome.			
SUCCESS INDICATORS						
Zero pedestrian injuries and fatalities by the next Safety Plan update.						
4Es	**ACTIONS**	**TARGET OUTPUT**	**RESPONSIBLE PARTIES**	**DATE OF COMPLETION**	**PERFORMANCE MEASURES**	**MONITORING & EVALUATION**
EDUCATION	Elect an NEC staff member or other volunteers to give safety talks at the school during PE class, provide safe walking tips for School announcements, and develop other educational materials.	Teach students about safe walking practices such as using the buddy system, making eye contact with driver before crossing, wearing bright / reflective clothing, crossing in lit areas, etc.	NEC / School Staff / Volunteers	August 2022 (before next school year)	Number of times announcements have been made or posted	Keep educational documentation and log safety talks.
ENFORCEMENT	Research funding opportunities to hire crossing guards to monitor the school zone crossings.	Increase adult presence in the school zone to monitor student safety and ensure kids are crossing roads safely.	NEC / School Staff / Volunteers	On-going	Identification of a funding source.	Make a schedule to check grants gov on a regular basis.
ENGINEERING	Identify high priority locations for bike lane and sidewalk improvements. Continue to look for funding opportunities.	Increase the condition and quantity of pedestrian facilities to separate vehicle / foot traffic and reduce the risk of injury and fatalities.	NEC	On-going	Creation of a map or list of areas for pedestrian improvements.	Schedule and document meetings to discuss these improvements.
EMERGENCY SERVICES	1) Order free reflective tape and distribute at the school. 2) Develop a budget, identify funding, and purchase battery operated, attachable, flashing light devices to distribute to students.	1) & 2) Improve visibility of student pedestrians to reduce the risk of pedestrian-vehicle collisions.	1) & 2) NEC	1) & 2) December 2021	Number of students that receive tape or lights.	Keep track of tape and lights given away. Order more as needed.

Next Steps

- Public Surveys!!
  - Available at necalaska.org
- Final Draft Safety Plan
  - October 2021
  - Council/Stakeholder review
- Final Safety Plan
  - January 2022
  - Resolution
- Implementation



Questions or Comments

Raffle!

Contact Jacob at NEC
907-443-9130

Thank you!

Bristol ALLIANCE OF COMPANIES
Jaclyn Dae Wander, PE
Civil Engineer II

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jwander@bristol-companies.com

APPENDIX B: SURVEY RESPONSES & INTERVIEWS

RECEIVED
10/7/21

COMMUNITY SURVEY

1. Please help us prioritize safety issues and health hazards on the transportation system within your community. Keep in mind that "**safety issues**" are problems that cause death, injury or illness, and "**transportation system**" means all modes of travel including roads, trails, water transportation, pedestrians, bicyclists, etc.

   For each type of safety issue below, identify if it is a high, medium, or low priority or concern for your community by circling either "H" "M" or "L".

Types of Safety Issues	High Priority or Concern	Medium Priority or Concern	Low Priority or Concern
Poor road conditions / lack of maintenance	(H)	M	L
Poor road design (narrow roads, steep roads, sharp turns)	H	M	(L)
Intersection Safety (lack of signs, tall brush, blind spots)	H	(M)	L
Drainage issues (road washouts, standing water)	(H)	M	L
Speeding	H	(M)	L
Talking on phone or texting while driving	(H)	M	L
Drug or alcohol impaired driving	(H)	M	L
Dusty roads	(H)	M	L
Icy roads / poor winter maintenance	H	(M)	L
School zone safety	H	(M)	L
School bus stop safety	(H)	M	L
Transit Stop Safety	H	M	(L)
Lack of helmet use on ATVs, bicycles, and motorcycles	H	(M)	L
Lack of seatbelt use	H	(M)	L
Lack of car seats / child restraint use	(H)	M	L
Lack of driver's education	(H)	M	L
Lack of traffic law / enforcement	H	(M)	L
Lack of streetlights	(H)	M	L
Lack of sidewalks or bike lanes	H	(M)	L
Lack of bridges or poor bridge safety	H	M	(L)
Lack of road or trail markers	H	(M)	L
Wildlife danger for drivers or pedestrians	H	(M)	L
Poor trail conditions / lack of maintenance	(H)	M	L
Poor cell phone service out of town (inability to call for help)	(H)	M	L
Boat launch, dock, or harbor safety issues	H	M	(L)
Lack of life vest use for boaters	H	M	(L)
Boating hazards or navigation issues	H	M	(L)
Limited emergency response (police, medical, fire)	H	(M)	L
Lack of natural disaster preparedness	H	M	(L)
Lack of evacuation route / safety shelters	H	M	(L)
Other _____	H	M	L
Other _____	H	M	L

2. How old are you? 68

(NOTE: This survey is anonymous. We ask for your age to ensure we are reaching a wide range of age groups.)

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

Truck or SUV	**Passenger Car**	**Van**	**Commercial Vehicle**
Motorcycle	**Walk**	**Bicycle**	**Get a Ride (carpool)**
Bus or Transit	**4-Wheeler**	**Snowmachine**	**Boat**

Other _____

4. What do you think could be done to improve transportation safety in your community?

EDUCATION

5. What specific streets would you like to see the Tribe to prioritize for safety improvements, and why?

Bus Routes to school - Bus stops ARE DARK. People IN Dark Clothes with NO Reflective markings!

Respondent ID	How old are you?	How do you get around within the community? (check all that apply)											
	Response	Truck or SUV	Passenger Car	Commercial Vehicle	Van	Motorcycle	Walk	Bicycle	Get a ride (carpool)	Bus or Transit	4-Wheeler	Snow-machine	Boat
13024104366	50-59	Truck or SUV					Walk	Bicycle					
13017763747	40-49	Truck or SUV	Passenger Car				Walk				4-Wheeler		
13009534129	50-59	Truck or SUV											
13006787873	30-39	Truck or SUV											
12999205124	40-49	Truck or SUV					Walk						
12995999257	60-69	Truck or SUV					Walk			Bus or Transit			
12995578270	60-69	Truck or SUV											
12993944276	40-49	Truck or SUV	Passenger Car				Walk						
12991951330	30-39	Truck or SUV					Walk						
12991877028	50-59	Truck or SUV					Walk	Bicycle			4-Wheeler	Snowmachine	
12991670056	20-29	Truck or SUV											
12991666503	30-39	Truck or SUV					Walk				4-Wheeler		
12991620002	19 or younger	Truck or SUV					Walk						

Other (please specify)	Poor road conditions / lack of maintenance	Poor road design (narrow roads, steep roads, sharp turns)	Intersection safety (lack of signs, tall brush, blind spots)	Drainage issues (road washouts, standing water)	Speeding	Talking on phone or texting while driving	Drug or alcohol impaired driving
	MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern
	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern
	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern
	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern
	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern
	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern
	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern
	HighPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern
	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern
	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern
Side by Side	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern
	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern

Dusty roads	Icy roads / poor winter maintenance	School zone safety	School bus stop safety	Transit stop safety	Lack of helmet use on ATVs, bicycles, and motorcycles	Lack of seat belt use
HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern
HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	LowPriority or Concern
HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern
MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern
HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern
HighPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern
HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern
LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern
HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern

Please help us prioritize safety issues and health hazards on the transportation system within your community. For each safety issue listed below, identify if it is a high, medium, or low priority or concern for your

Lack of car seats / child restraint use	Lack of driver's education	Lack of traffic law / enforcement	Lack of streetlights	Lack of sidewalks or bike lanes	Lack of bridges or poor bridge safety	Lack of road or trail markers
LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern
MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern
HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern
MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern
HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern
HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern
HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern
LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern
HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern
LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern	LowPriority or Concern	HighPriority or Concern
MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern
LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern
MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern

community:						
Wildlife danger for drivers or pedestrians	Poor trail conditions / lack of trail maintenance	Poor cell phone service out of town (inability to call for help)	Boat launch, dock, or harbor safety issues	Lack of life vest use for boaters	Boating hazards or navigation issues	Limited emergency response (police, medical, fire)
HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern
LowPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern
MediumPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	HighPriority or Concern
MediumPriority or Concern	HighPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern
LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	HighPriority or Concern
MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	LowPriority or Concern
MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern
HighPriority or Concern	HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	HighPriority or Concern	MediumPriority or Concern	HighPriority or Concern
MediumPriority or Concern	HighPriority or Concern	LowPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern
LowPriority or Concern	HighPriority or Concern	HighPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	LowPriority or Concern	MediumPriority or Concern
HighPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	LowPriority or Concern	MediumPriority or Concern
MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern	MediumPriority or Concern

Lack of natural disaster preparedness	Lack of evacuation route / safety shelters	Other (please specify)
MediumPriority or Concern	LowPriority or Concern	hwy maintenance; lack of painted road to identify lanes to the high school
MediumPriority or Concern	HighPriority or Concern	
MediumPriority or Concern	MediumPriority or Concern	
MediumPriority or Concern	MediumPriority or Concern	
HighPriority or Concern	HighPriority or Concern	Deep draft port expansion in Nome will destroy our culture and destroy subsistence. We already have a housing crisis NEC must oppose port development
MediumPriority or Concern	MediumPriority or Concern	
LowPriority or Concern	LowPriority or Concern	
LowPriority or Concern	LowPriority or Concern	Specific lack of intersection safety near Nome Elementary School.
HighPriority or Concern	HighPriority or Concern	
MediumPriority or Concern	MediumPriority or Concern	
MediumPriority or Concern	MediumPriority or Concern	
LowPriority or Concern	LowPriority or Concern	
MediumPriority or Concern	HighPriority or Concern	

What do you think could be done to improve transportation safety in your community?
Open-Ended Response
Improve the bike trail; better side walks along streets; reduce pot holes.
Assist with dust control efforts.
More drivers ed opportunities
better road conditions in all 4 seasons, and address these narrow alleys for when construction is going on. Offere Drivers Education to Tribal Members so people can start usuing thier blinkers and know the rules of traffic.
proper grading, effective ditch for drainage, all streets paved, dust control if not paved, outlaw gold mining because the miners bring don't pay for the destruction they cause, beter material for road construction, NEC must stop port development, Nom
find more money to improve stuff
Reduce unhealthy dust on city roads.
With adequate funding support, strategies that I believe could help: - hire a safety/crossing guard to monitor the area on K Street (NPD was not present/visible at all this year) 7:30am- 8:15am every morning throughout the school year a well lit identif
Road maintenance done regularly. Input more walking trails across the community and to the high school and jail road. I often see middle and high schoolers walking to school on the highway and there really should be a walking/bike path for them. And
Stop sign at Nugget alley and school. Signs by school to stop for walkers. Side walk all the way to hospital on bypass. Safer cross walk at Bonanza Express intersection.
Fix the Snake river bridge by mile 7
dust control and proper dirt not he road to not turn to mud.
I think we could have safety patrol in the mornings when the elementary kids are on their way to school, as well as safety patrol at 10pm-12am for the sake of our youth and for the safety of others as well.

What specific streets would you like to see the Tribe prioritize for safety improvements, and why?
Open-Ended Response
I know its the State hwy responsibility, but if we could pay for the paint for them to re-paint the hwy where students have to drive on to get to school.
Fort Davis Road and Nuuk road maintenance.
winter trails to encourage subsistence and outdoor recreation
Front Street, 5th over by the Elementary School, Greg Kruschek Ave put a side walk for the pedestrians who walk to work or to the hospital 1st and 2nd and 4th. Put a 4 way stop light on the corner of Hansons and 4th and Doolitle Alley and Bering.
all of them and uningataavik (aka) fort davis
all school bus routes--lighting
City roads and the ones where people drive faster- bypass road.
5th Avenue, intersecting 6th Ave, Nugget Alley & 5th Ave.
5th ave bc it’s a high use roadway to NES, nome highway and jail road for high schoolers walking to school. N street is also a high use road that needs improvement.
Road to Teller - inter tribal access. Glacier Creek road because state quit and need good access
Nome Teller, specifically the Snake River bridge.
Warren Place, either side of Bering street. 4th ave and Bering Street. Federal Way on the east side of old federal building. these are all major blind spots
K street as well as Bering street as they seem to be the busiest in the morning and evening.

Interview Log for NEC TTSP Project

Bristol is developing a Transportation Safety Plan update for the Nome Eskimo Community. The plan uses data to identify safety priorities and then proposes strategies to address them.

Question (interviewer) – J. Wander, Bristol Engineering

Response (interviewee)

Rose from Nome Volunteer Ambulance Department at 907-443-8522

10/25/21 @ 2:30 PM

Are there any issues with emergency response for example lack of trained personnel, equipment, or slow response times?

> They only have 2 full time paid EMTs. Their biggest hurdle is garnering volunteers. The volunteers already have full time jobs of their own. The City would need more money to hire more professional full-time EMTs.

From your point of view, what are your biggest safety concerns in Nome, particularly regarding crashes that result in injuries or fatalities on the transportation system?

> They complete a lot of training in conjunction with fire department for extrication. They have been lucky to have the funding to be able to purchase all the machinery and devices they have, considering they are a small rural department.
>
> It's rare to answer calls to accidents, but they see seasonal upticks in crashes, for example in the summer when people travel out to their fish camps and cabins, and when it starts to freeze over in the winter.
>
> 9/10 times alcohol is a factor.

Do you see any trends related to car accidents such as age of driver, cause of the accident, or locations where they occur?

> Alcohol.

Have you completed the survey and plan to attend the public meeting tomorrow?

> I told Rose about the survey and meeting and asked her to participate and pass along the information.

Closing Remarks / Other

> There is no posted signage about click or ticket, or fastening seat belts, etc. She would like to see NEC to partner with DOT for new signage.
>
> Rose said she works closely with Tiffany at NEC.

Joe Horton from Nome Roads Maintenance at 907-443-6642

10/25/21 @ 3:00 PM

What challenges does the City face regarding road maintenance, for example, lack of personnel or equipment, or environmental challenges.

> Yes, there is a lack of personnel. Plus, the permafrost is melting, which is causing a lot of sinking along the roads. The East end of town has drainage issues (east of Steadman).

From your point of view, what are your biggest safety concerns in Nome, particularly regarding crashes that result in injuries or fatalities on the transportation system?

> There are crashes on the roads outside of Nome, but no major concerns for in town. There's a couple of places that could use stop lights, in his opinion, for example at the intersection of 4th Ave and Bering Street. The State just redid the road and narrowed it, so now with cabs and other cars parked there, people can't see around the corner.
>
> They put a 4-way stop light at K street and 5th Ave a few years back because people kept running the stop signs. It seems to help slows people down, but still few people run the red lights.

What are the City's priorities in terms of transportation improvements, maintenance activities, and safety improvements?

> The City has been talking about paving for dust control.
>
> They are having issues with snow plowing/dumping within City limits. They can't find a place to dump snow in the Anvil Mountain area, so they'll have to haul all the way to town. The City works with certain businesses to rent their property for snow dumping and have to renew every 2 years. They need snow dumping areas on both sides (south too). They are in the process of renting someone's lot, but the City might eventually need to buy property.

Have you completed the survey and plan to attend the public meeting tomorrow?

> Joe will talk to the head guy in road department to let him know.

Closing Remarks / Other

> Joe has been with the City for 13 years but is leaving the department in two weeks. He is also part of the Tribe.

Chief Michael Heintzelman from Nome Police Department at 907-443-5262

Accompanied by Paul, the Evidence Custodian

10/25/21 @ 3:20 PM

What challenges does the Department face regarding traffic enforcement, for example, lack of police or specific resources?

> The police are limited on equipment, particularly radar sets which are expensive and hard to come by. They also need a considerable amount of training, including use of the radar sets. Occasionally pre-certs come to Nome. The Chief is the most adept at using the radar from his past experience. Training is a high priority.
>
> Additionally, the road system is not the easiest to enforce on. There are a couple of main thoroughfares, but right in the center of town is difficult due to lay of the roads.
>
> As they proceed into winter, he noticed there are a bunch of slick spots right now on the roads. People need to be careful because you can lose control easily.
>
> ATVs and snowmachines seem to be more prevalent this time of year, and they often drive at tremendous speeds while inside the city, which makes him worry about children being hit. It's also difficult to enforce ATV speeding because the police would need an ATV to go after an ATV, and put yourselves in jeopardy driving at those speeds. Most people on ATVs just go from point A to point B and have some semblance of safety, but some people just speed throughout the city. Nobody has been seriously hurt so far.

From your point of view, what are your biggest safety concerns in Nome, particularly regarding crashes that result in injuries or fatalities on the transportation system?

> See responses to other questions.

One of NEC's priorities is school zone safety and increasing police and adult presence in the school zone. What would the police department like to see in terms of safety improvements around the schools?

> The School is another place where radar can be run. There are a lot of people dropping off kids and getting to work, but it's very important to watch out for pedestrians. School crossing guards are fine.
>
> From Paul: Paul has been in Nome for 20 years and is very familiar with the School and safety issues. He volunteers at the Fire and EMS departments and works for NPD. He has a handful of kids from pre-k to high school. He would like to see getting the School District engaged to hire a School Resources Officer (SRO), someone who is at the school on a regular basis, working with kids, and who can develop a plan for kids walking to school, make sure lighting and pathways and snow removal are right so kids aren't forced in the middle of the road and unsafe conditions, not only at the school but around the blocks. They could include the high school and the highway where people are racing to work and driving too fast. They don't have the resources to stay fully engaged in these issues, which is where a paid SRO position could take that over.

They have been met with a lot of push back from parents, especially at Kawerak, who thought they weren't ready to get an SRO in the school. The Chief said he ran this program for 2 years down in the states and said it was immensely impactful. The SRO's job is to keep kids safe, which partly involves traffic, but also involves early detection for crimes and support for assault victims, etc.

What are the Department's priorities regarding transportation safety and enforcement traffic laws?

More radar sets and more training. There are many different types of radar sets that all work differently. The new ones have lidar which can target an individual vehicle.

From Paul: From an engineering standpoint, he worries about sight radius and approaches to intersections. He would like to see a good snow removal plan during weather events. Currently the City has process (they've been doing for the past 5-6 years) where they bury in the driveways, but that's a safety concern because it blocks in residents and makes access difficult for emergency services vehicles to access apparatuses and homes to fight fires. They once had to carry someone 72 feet thru 3 feet of snow. They need to keep streets open and pathways clear and improve access to buildings. Blocking people in also reduces their access to get to/from school or the hospital, pick up their medications, and other emergency services.

In town there are several intersections with sight issues (for example, King Street at 4th Ave is one of the worst ones) where you can't see oncoming traffic without pulling into the intersection to see if anyone is coming, which can be dangerous, especially if oncoming cars are speeding. It's due to the bends and intersection layouts, in addition to vehicles pile up on the side of the road and can't see around them. The Chief said he's been very close to getting in an accident this way several times.

Does the Department have records of DUIs, speeding tickets, etc. that can be shared for this plan?

Email the Chief for record's request at mheintzelman@nomealaska.org.

Have you completed the survey and plan to attend the public meeting tomorrow?

I explained the survey and meeting information are posted online and explained the upcoming Road Safety Audit project for the School Zone.

Closing Remarks / Other

The Chief was in charge of a crash team down in the states where he responded to all the fatal crashes within a 600-mile radius. Safety is a huge priority for him and the department.

APPENDIX C: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

EMPHASIS AREA #1	STRATEGIC LINKAGE
ATV SAFETY	► 36% of survey participants noted that they use an ATV to get around the community.
OBJECTIVES	► Native children are less likely to have been wearing helmets (24%) than non-Native Alaskan children (71%), and therefore have more severe injuries.
Improved education and enforcement of ATV laws to reduce ATV speeding and reckless driving and increase helmet use.	► From 2012 to 2016, Alaska Native people averaged approximately 40 hospitalizations for traumatic brain injury every year due to ATV, snowmachine, or bicycle accidents.
SUCCESS INDICATORS	
More people wearing helmets on ATVs. Fewer complaints about ATV speeding.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	1) Post ATV ordinances in NEC newsletters, on flyers, and on the NEC website. 2) Look for funding and other resources to provide ATV training resources.	1) Improve community education about existing laws and ATV safety issues. 2) Improve availability of ATV training and resources in Nome.	NEC	1) On-going 2) Annually	1) Number of times information has been posted. 2) Number of ATV classes provided.	Keep records of ATV educational materials and classes that have been hosted. Post to website.
ENFORCEMENT	1) Continue to support NPD in enforcement of ATV laws. 2) Generate better maps to clearly identify ATV routes and prohibited areas.	1) Reduce number of ATV violations including speeding and driving on state routes. 2) Reduce confusion about where ATVs are prohibted.	1) NPD 2) NEC / City	1) On-going 2) 2022	Completion of new mapping.	Schedule and document meetings with the City and NPD as needed.
ENGINEERING	Identify, procure, and install signs to be installed to alert drivers of ATV crossings and areas with prohibited ATV traffic.	Eliminate use of ATVs on prohibted routes.	NEC / City	By 2023	Installation of signs.	Document discussions, decisions, and purchases.
EMERGENCY SERVICES	Research resources (such as through Norton Sound Health Corporation) to procure helmets and distribute tor young ATV drivers.	Increase the availability and use of helmets on ATVs to reduce the severity of injuries in the event of an accident.	NEC / NSHC	Procure by 2023. On-going distribution. Refresh supply as needed.	Purchase and distribution of helmets.	Keep a log of how many helmets are given out and to who, and develop a waiting list for those in need.

IMPLEMENTATION PLAN

EMPHASIS AREA #2	STRATEGIC LINKAGE
PEDESTRIAN & BICYCLIST SAFETY	► 1 pedestrian was killed in 2014. ► "Lack of sidewalks or bike lanes" was voted a high priority by 71% of survey participants. ► 71% of survey participants said that they walk as a means of transportation in Nome.
OBJECTIVES	
Improve the visibility and safety of pedestrians by providing education, reflective items, and more pedestrian infrastructure.	
SUCCESS INDICATORS	
Zero pedestrian injuries and fatalities by the next Safety Plan update.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Elect an NEC staff member or other volunteers to give safety talks at the school during PE class, provide safe walking tips for School announcements, and develop other educational materials.	Teach students about safe walking practices such as using the buddy system, making eye contact with driver before crossing, wearing bright / reflective clothing, crossing in lit areas, etc.	NEC / School Staff / Volunteers	August 2022 (before next school year)	Number of times announcements have been made or posted.	Keep educational documentation and log safety talks.
ENFORCEMENT	Research funding opportunities to hire crossing guards to monitor the school zone crossings.	Increase adult presence in the school zone to monitor student safety and ensure kids are crossing roads safely.	NEC / School Staff / Volunteers	On-going	Identification of a funding source.	Make a schedule to check grants.gov on a regular basis.
ENGINEERING	Identify high priority locations for bike lane and sidewalk improvements. Continue to look for funding opportunities.	Increase the condition and quantity of pedestrian facilities to separate vehicle / foot traffic and reduce the risk of injury and fatalities.	NEC	On-going	Creation of a map or list of areas for pedestrian improvements.	Schedule and document meetings to discuss these improvements.
EMERGENCY SERVICES	1) Order free reflective tape and distribute at the school. 2) Develop a budget, identify funding, and purchase battery operated, attachable, flashing light devices to distribute to students.	1) & 2) Improve visibility of student pedestrians to reduce the risk of pedestrian-vehicle collisions.	1) & 2) NEC	1) & 2) December 2021	Number of students that receive tape or lights.	Keep track of tape and lights given away. Order more as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #3	STRATEGIC LINKAGE
IMPAIRED DRIVING	► 25% of crashes involved a driver under the influence. ► There were 2 crashes that resulted in a fatality. Both incidents involved an intoxicated driver. ► 43% of survey respondents marked "drug or alcohol impaired driving" as a high priority.
OBJECTIVES	
Reduce the number of DUIs in Nome, and the number of crashes involving impaired drivers.	
SUCCESS INDICATORS	
A reduction in DUIs and crashes involving impaired drivers in the next Safety Plan update.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Coordinate with the School to arrange for speakers on the dangers of drunk driving.	Increased awareness of the dangers of drunk driving among the youth.	NEC / School	On-going	Number of times this topic has been discussed at the school. Plan for at least once per year.	Save impaired driving educational resources.
ENFORCEMENT	Continue to support NPD in ticketing DUIs.	Reduce the number of DUIs.	NPD	On-going	DUI reports.	Hold meetings to discuss the issues and need for more enforcement / reporting. Document meeting minutes.
ENGINEERING	Work with the City to identify and install signage reminding motorists of the penalties of impaired driving, as needed.	Create visible reminders to drivers to deter people from driving drunk.	NEC / City	By 2023	Completion of meetings and approval of decisions. Procurment and installation of signs.	Document discussions, decisions, and purchases.
EMERGENCY SERVICES	Continue to support the City's emergency services programs.	Ensure trained EMS teams are available to respond to accidents related to this emphasis area.	City	On-going	Continuation of existing emergency service programs.	Continue to hire and train emergency response volunteers, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #4	STRATEGIC LINKAGE
DISTRACTED DRIVING	► 43% of survey respondents marked "talking on the phone or texting while driving" as a high priority. ► National statistics show 3,142 people were killed by distracted driving in 2019. ► 25% of distracted drivers involved in fatal crashes in the US were young adults aged 20-29. 29% of crashes in Nome involved a driver in this age range.
OBJECTIVES	
Decrease distracted driving to reduce the risk of injuries and fatalities.	
SUCCESS INDICATORS	
Reduced number of incidents, complaints, and observations of people texting while driving.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Organize and distribute educational resources on the dangers of distracted driving (flyers, newsletter articles, presentations, testimonials, etc.).	Improve public education about existing laws and safety issues to discourage use of phones while driving and decrease the risk of accidents occuring due to distracted driving.	NEC / City / School	On-going / At least once per year	Observable decrease in texting while driving.	Keep educational documentation and log safety talks.
ENFORCEMENT	Continue to support the City and NPD in their efforts to enforce the law that bans texting while driving and continue to report these driving behaviors in crash records.	Improved ticketing and reporting to monitor the issue of distracted driving.	City / NPD	On-going	Improved reporting of distracted driving violations to better match what is being observed by road users.	Hold meetings to discuss the issues and need for more enforcement / reporting. Document meeting minutes.
ENGINEERING	Research potential engineering strategies that would be effective at mitigating these safety issues such as hand-free devices and other new technology.	Discover and identify other strategies to assist with this emphasis area.	NEC	On-going	Identification of strategies that could be implemented.	Documentation of research conducted.
EMERGENCY SERVICES	Continue to support the City's emergency services programs.	Ensure trained EMS teams are available to respond to accidents related to this emphasis area.	City	On-going	Continuation of existing emergency service programs.	Continue to hire and train emergency response volunteers, as needed.

IMPLEMENTATION PLAN

EMPHASIS AREA #5	STRATEGIC LINKAGE
ROADWAY CONDITIONS	► 79% of survey respondents marked "dusty roads" as a high safety priority, making it the #1 highest priority ranked on the survey. ► 71% of survey respondents marked both "drainage issues" and "poor road conditions / lack of maintenance" as a high priority. ► 3% of crashes in Nome were reported to have "blowing sand/dirt/soil."
OBJECTIVES Reduce dust from gravel roads and improve road conditions.	
SUCCESS INDICATORS Reduced complaints about dust. Improved road conditions including fewer potholes and areas of standing water.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Utilize ADEC online resources to provide road dust education to the community. Post information in the NEC newsletter.	Improve public knowledge about health impacts due to road dust, and mitigation/avoidance measures.	NEC	On-going / At least once per year	Completion of research and distribution of information.	Keep educational documentation and refresh announcements as needed.
ENFORCEMENT	1). Continue to support NPD in their efforts to ticket speeding. 2) Work with the City to encourage drivers of heavy equipment and vehicles to driver slower.	Reduce speeds around the community to reduce the amount of airborne dust created from gravel roads.	City / NPD	On-going	Speeding violation reporting.	Hold meetings to discuss the issues and need for more enforcement / reporting. Document meeting minutes.
ENGINEERING	1) Continue to support the City with road maintenance efforts including dust control, drainage improvements, and grading. 2) Continue to look for funding to construct the East End Roads project.	1) Mitigate airborne road dust, drainage issues, and potholes to protect road users from these hazards. 2) Construct East End Roads project to improve drainage and road surface.	NEC / City	1) On-going / Annually 2) On-going (funding search), Construct by 2026 (5-years)		
EMERGENCY SERVICES	Continue to support the City's emergency services programs.	Ensure trained EMS teams are available to respond to accidents related to this emphasis area.	City	On-going	Continuation of existing emergency service programs.	Continue to hire and train emergency response volunteers, as needed.

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EMPHASIS AREA #6	STRATEGIC LINKAGE
SEATBELT & CHILD RESTRAINT USE	► At least 43% of people who took the survey for this plan ranked “lack of car seats / child restraint use” as a high priority. ► Motor vehicle injuries are currently the leading cause of death for American Indian and Alaska Native children. The use of child safety seats has been proven to reduce child injury and death by 71% for infants and by 54% for toddlers (1-4 years old) in passenger cars. Booster seats reduce the risk of serious injury by 59% and seat belts reduce injury risk by 69%.
OBJECTIVES Increase the use of seatbelts and child restraint systems.	
SUCCESS INDICATORS Fewer injuries and fatalities and increased use of restraint systems in crash reports.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Utilize the NEC newsletter and School announcements to provide education about importance of restraint use, local resources, and existing laws.	Increase the usage of seatbelts and car seats for drivers and passengers of all ages. Reduce the severity of injuries by improving protection.	NEC / School	On-going / At least once per year	Completion of research and distribution of information.	Keep educational documentation and refresh announcements as needed.
ENFORCEMENT	Continue to support NPD in their efforts to enforce restraint use.	Increase the usage of seatbelts and car seats, and see a reduction in crash reports that identify "no restraint system used."	City / NPD	On-going	Improved documentation of restraint use in crash reports.	Hold meetings to discuss the issues and need for more enforcement / reporting. Document meeting minutes.
ENGINEERING	1) Consider installation of “click it or ticket” or “buckle up” street signs to remind road users of safety requirements. 2) Research potential engineering strategies that would be effective at mitigating these safety issues.	Discover and identify other strategies to assist with this emphasis area.	NEC	On-going	Identification of strategies that could be implemented.	Documentation of research conducted.
EMERGENCY SERVICES	Conduct research and obtain funding to offer low- or no-cost child restraint devices to community members.	Provide child restraint devices to people in need to reduce the risk of injury and fatality of children passengers in the event of an accident.	NEC	Procure by 2023. On-going distribution. Refresh supply as needed.	Identification of a budget / funding source. Procurement and distribution of car seats.	Keep a log of how many car seats are given out and to who, and develop a waiting list for those in need.

IMPLEMENTATION PLAN

EMPHASIS AREA #7	STRATEGIC LINKAGE
SCHOOL ZONE SAFETY	► 3 crashes occurred around / within the Elementary School block. ► "School zone safety" was marked a high priority by 43% of survey participants. ► NEC receives several complaints per year regarding pedestrian safety and traffic congestion within the school zone.
OBJECTIVES	
Reduce the risk of injury and death within the school zones by improving traffic flow and safety conditions for all road users.	
SUCCESS INDICATORS	
Reduced congestion and fewer complaints.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Work with the School District to host safety talks at the school about safe walking practices.	Teach students about safe walking practices such as using the buddy system, making eye contact with driver before crossing, wearing bright / reflective clothing, crossing in lit areas, etc.	NEC / School Staff / Volunteers	August 2022 (before next school year)	Number of times announcements have been made or posted.	Keep educational documentation and log safety talks.
ENFORCEMENT	Work with the School District and NPD to hire a School Resources Officer, elect volunteer Crossing Guards, and/or increase police presence in the school zone before and after school.	Increase adult presence in the school zone to monitor student safety and ensure kids are crossing roads safely.	NEC / School Staff / Volunteers	On-going	Identification of a funding source.	Schedule meetings with safety partners and document decisions.
ENGINEERING	1) Complete Road Safety Audit Project of the School Zone. 2) Apply for TTSPF for design and construction funds to implement recommendations from the Road Safety Audit.	1) Identify safety hazards within the school zone and selected a preferred engineering solution. 2) Obtain funding to complete design of the project. Reduce congestion and risk of accidents in the school zone.	NEC	2022	2) Completion of the RSA. 2) TTPSF application	Adhere to the project schedule and meet funding application deadlines.
EMERGENCY SERVICES	Ensure emergency service vehicle access, such as a designated clear zone, is included in the school zone and parking lot improvements project.	Improve response times and access for emergency vehicles in the school zone.	City	In conjuction with the design project.	Creation of dedicated space for EMS vehicles at the elementary school.	Meetings throughout the RSA process, and documentation of decisions.

IMPLEMENTATION PLAN

EMPHASIS AREA #8	STRATEGIC LINKAGE
WINTER DRIVING	► According to Nome crash data, 56% of crashes occurred on snowy or icy road surfaces. ► Approximately 74% of crashes in Nome occurred at some type of junction.
OBJECTIVES	
Increased education about winter driving hazards and improved winter maintenance processes.	
SUCCESS INDICATORS	
Reduced percentage of crashes that occur on snow or ice covered road surfaces.	

4Es	ACTIONS	TARGET OUTPUT	RESPONISBLE PARTIES	DATE OF COMPLETION	PERFORMANCE MEASURES	MONITORING & EVALUATION
EDUCATION	Provide safety tips and reminders on the radio, website, and/or newsletter, starting in October. Inform people that most crashes in Nome occur in November and December due to icy road conditions.	Increased education about winter driving hazards to reduce the risk of accidents in the winter.	NEC	On-going from October through April	Number of times announcements have been made or posted.	Keep educational documentation and announcements.
ENFORCEMENT	Continue to support the NPD in their speeding enforcement efforts.	Reduce speeds around the community to reduce the risk of accidents at intersections due to sliding on ice.	City / NPD	On-going	Speeding violation reporting.	Hold meetings to discuss the issues and need for more enforcement / reporting. Document meeting minutes.
ENGINEERING	1) Continue to support the City's winter maintenance activities. 2) Assist the City, as needed, with finding property to stockpile excess snow throughout the winter and develop an improved winter maintenance plan.	1) Reduce the risk of accidents on roadways by keeping them clear of snow and increasing friction with gravel. 2) Eliminate snow piles / berms that block visibility and obstruct access for drivers / pedestrians.	City	On-going from October through April	1) Response time for plowing snow after a storm event. 2) Securing additional property for snow piling.	1) Monitoring of winter storm events to plan ahead. 2) Records of snow dumping agreements.
EMERGENCY SERVICES	Work with the City to prioritize snow clearing around essential facilities and keeping driveway accesses clear for ambulance and fire truck access.	Improve response times and access for emergency vehicles in the winter.	City	On-going from October through April	Training of maintenance personnel about the importance of EMS access.	Hold meetings to discuss the issues. Document meeting minutes.