

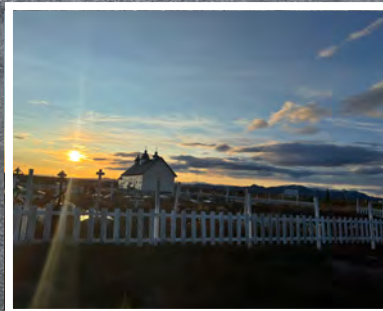


Newhalen Village

Tribal Transportation Safety Plan Update

Funded by FHWA

September 2025



ACKNOWLEDGEMENTS

The **2025–2030 Newhalen Village Tribal Transportation Safety Plan (NVTTSPP)** is the result of continued collaboration between the community of Newhalen and a dedicated Transportation Planning Team composed of long-standing and newly engaged transportation safety partners. This plan update builds upon the foundations established in prior years, incorporating new data, local feedback, and expanded interagency coordination to improve road safety and reduce transportation-related risks in and around the Village of Newhalen.

Newhalen Tribal Council

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Holy Transfiguration of Our Lord Church in Newhalen

Father David Askoak, Clergy

Iliamna Newhalen Nondalton Electric Cooperative, Inc. (INNEC)

George Hornberger, Manager

Thank you to the Newhalen Tribal Council for their dedication and support in developing this Tribal Transportation Safety Plan Update. This update builds upon the strategic foundation of the 2015–2020 plan and incorporates valuable input from both the Tribal Council and the broader community. Newhalen is grateful for the grant funding provided by the Federal Highway Administration (FHWA) and the guidance from the Bureau of Indian Affairs, both of which were instrumental in shaping this updated plan. Your support is vital in enhancing road safety in Newhalen, helping to prevent injuries and save lives on community roads. A special thanks to the Newhalen transportation staff and planning partners for their hard work and commitment in bringing this plan forward.



Newhalen Tribal Council

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Resolution No. 2025-010

A Resolution to Adopt the 2025 Newhalen Tribal Council Transportation Safety Plan Update (TTSP)

WHEREAS, the Newhalen Tribal Council, hereafter referred to as "COMMUNITY," is a federally recognized Tribe; and

WHEREAS, the Newhalen Tribal Council is the governing body of the COMMUNITY; and

WHEREAS, the COMMUNITY is committed to pursuing zero deaths and serious injuries on tribal roads and improving the overall safety of the community transportation system; and

WHEREAS, the COMMUNITY has identified a need to update its existing 2015-2020 Tribal Transportation Safety Plan for the benefit of its tribal citizens; and

WHEREAS, the COMMUNITY has reviewed the 2025 Newhalen Tribal Council Tribal Transportation Safety Plan Update;

NOW THEREFORE BE IT RESOLVED that the Newhalen Tribal Council hereby accepts and approves the plan as reflecting the conditions and needs relating to transportation safety in the community, and hereby adopts the 2025 Newhalen Tribal Council Tribal Transportation Safety Plan Update. The COMMUNITY acknowledges the importance of making the Plan available to the public and allows use of the plan for posting and viewing on the Federal Highway Administration (FHWA) Tribal Safety web portal.

CERTIFICATION

It is hereby certified that on the 29 day of Sept, 2025, a quorum of the Newhalen Tribal Council was formed and did pass and adopt the preceding resolution by a vote of 5 in favor, 0 opposed, and 0 not voting.

Henry Olympic
President

Date

9/29/25

Lydia Wassillie
Secretary

Date

9/29/25

President: Henry Olympic • Vice President: Denise Nickoli • Secretary: Lydia Wassillie

Members: John Jay Tretikoff • Elder Advisor: Elena Balluta

Tribal Administrator: Joanne Wassillie



Acronyms

ADOT	Alaska Department of Transportation & Public Facilities
AHSO	Alaska Highway Safety Office
ANMC	Alaska Native Medical Center
BIA	Bureau of Indian Affairs
CMF	Crash Modification Factors
DMV	Department of Motor Vehicle
DOT	Department of Transportation
DUIs	Driving under the influence
EMS	Emergency medical services
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
HSIP	Highway Safety Improvement Program
LRTP	Long-Range Transportation Plan
NHTSA	National Highway Traffic Safety Administration
RSA	Road Safety Audit
SAR	Search and Rescue
SRTS	Safe Routes to School
SS4A	Safe Streets & Roads for All
STIP	Statewide Transportation Improvement Program
TTP	Tribal Transportation Program
TTPSF	Tribal Transportation Program Safety Fund
TTSP	Tribal Transportation Safety Plan
VPSO	Village Police Officer
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation



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FIGURE 1. NEWHALEN COMMUNITY OVERVIEW MAP

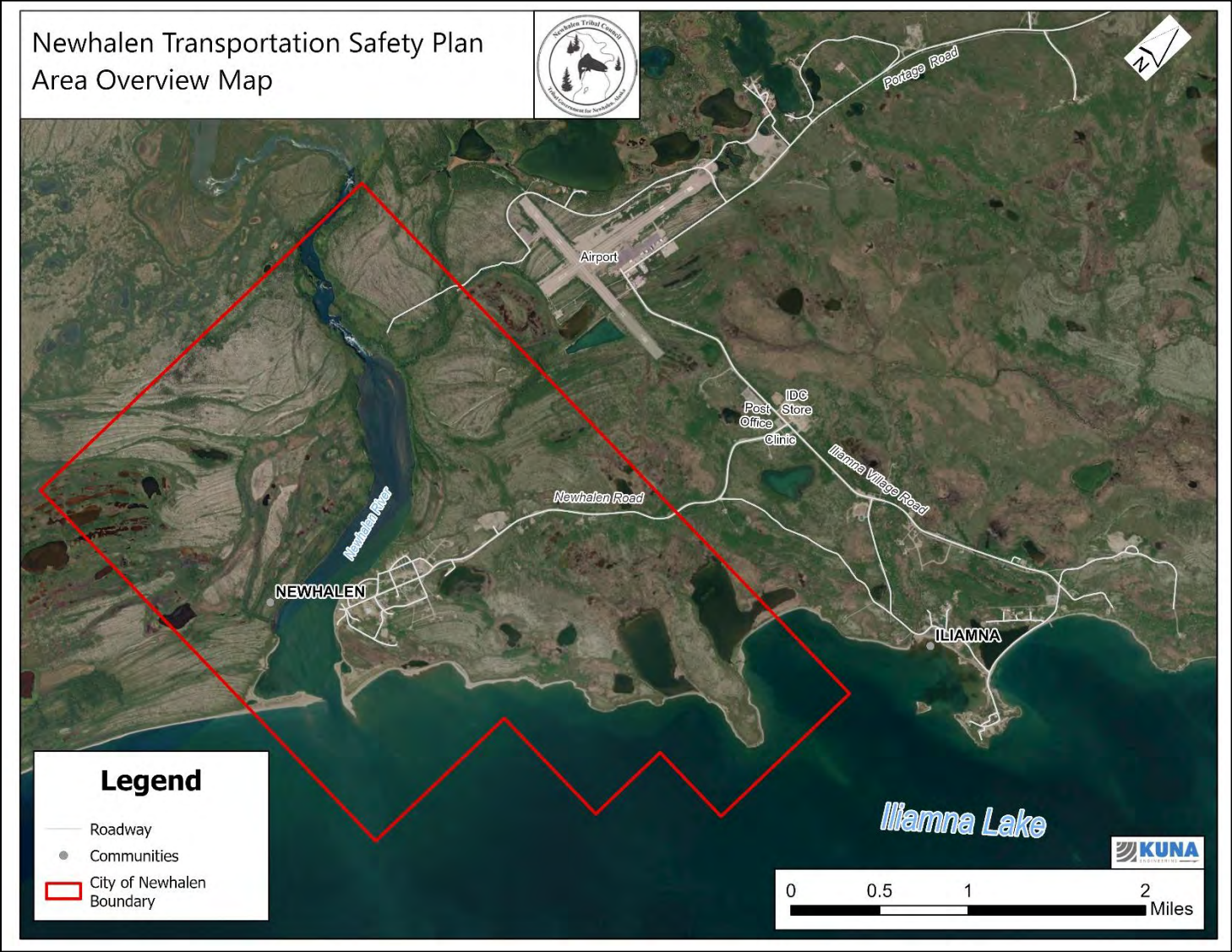


FIGURE 2. NEWHALEN AREA OVERVIEW MAP

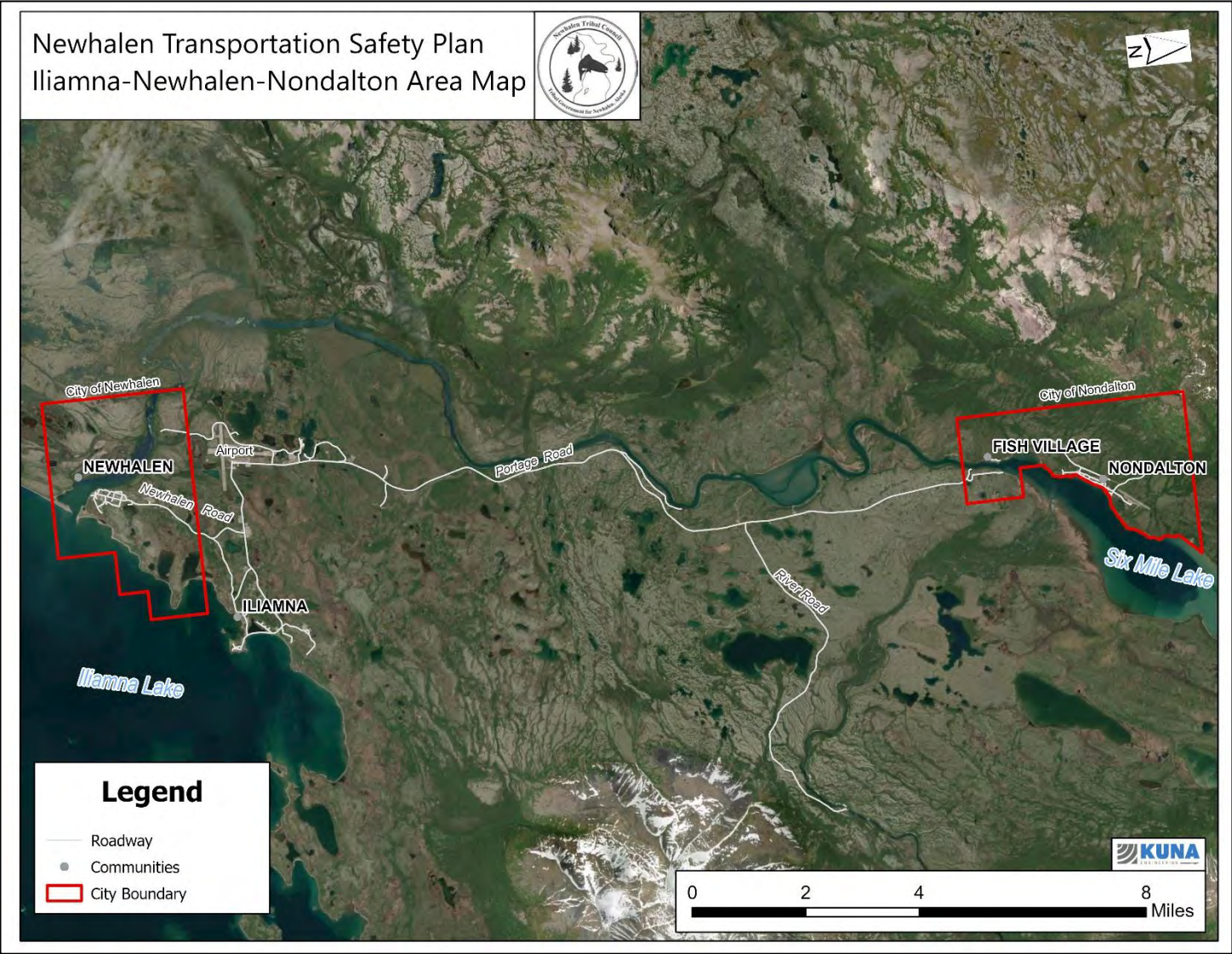


FIGURE 3. ILIAMNA NEWHALEN NONDALTON AREA MAP

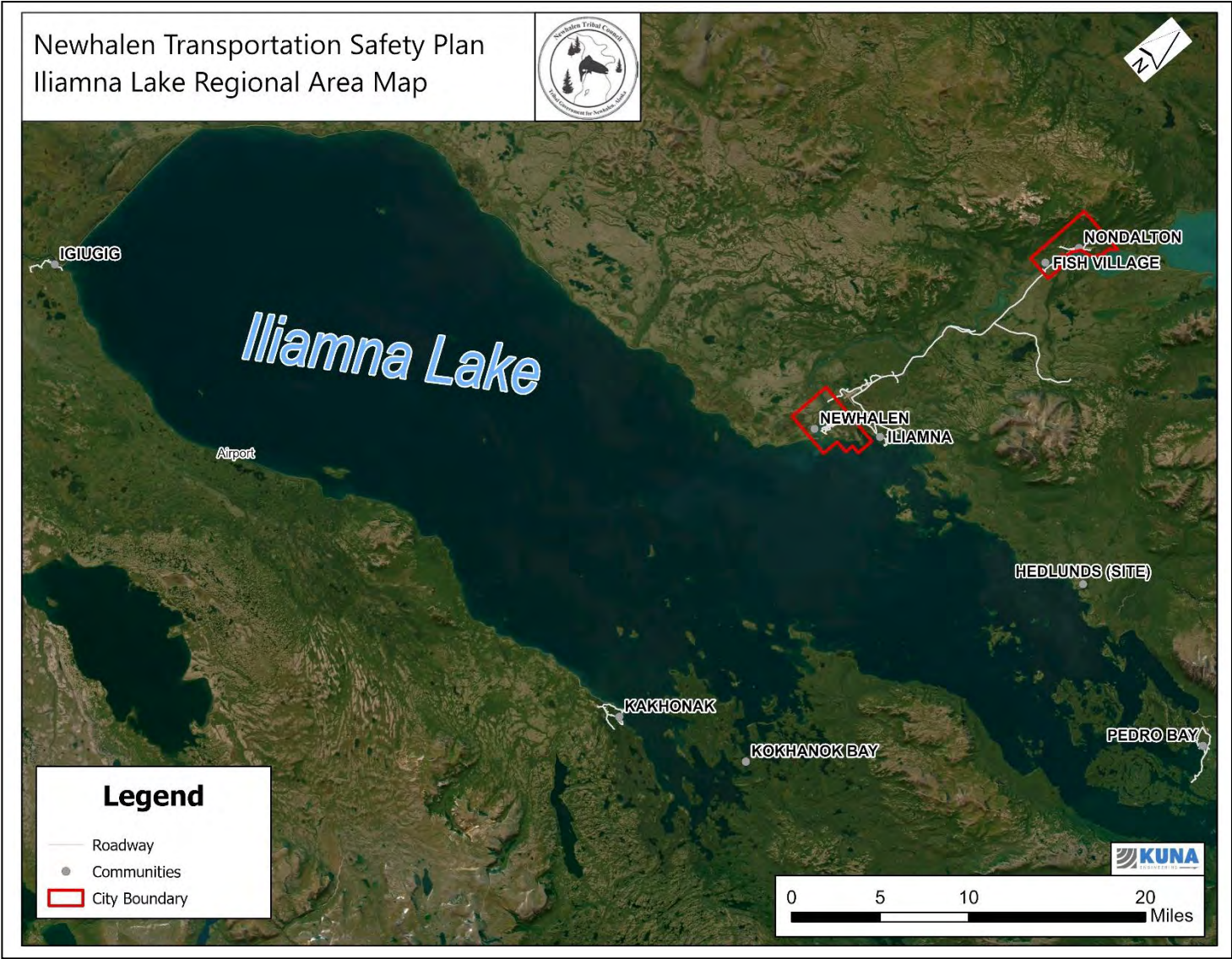


FIGURE 4. ILIAMNA LAKE REGIONAL AREA MAP



1. Introduction

The Newhalen Tribal Council is updating its 2015-2020 Tribal Transportation Safety Plan to document new and ongoing transportation safety concerns affecting the community. Given Newhalen’s location on Iliamna Lake, the updated plan places additional emphasis on boating safety, Newhalen River travel, and lake-related transportation risks, in addition to addressing vehicular, pedestrian, bicycle, and other transit modes within and around the community. The updated Tribal Transportation Safety Plan (TTSP) is designed to identify hazardous conditions along key travel routes including roads, waterways, and port access points and to establish a framework that protects the safety and well-being of all residents. This plan is funded by the Federal Highway Administration (FHWA) with guidance from the Bureau of Indian Affairs (BIA). Additional support for plan development has been provided by Kuna Engineering, LLC.



Once completed, the TTSP will serve as a key resource for enhancing transportation safety on tribal lands and across critical transportation routes. It will outline priority areas for improvement and identify strategies for implementing safety measures both on land and on the water. While various agencies may lead certain safety efforts, the Newhalen Tribal Council will play a central role in initiating these strategies, coordinating partners, and tracking progress to ensure that all planned actions are effectively carried out. As a “living document,” the TTSP will be regularly reviewed and updated to reflect shifting community priorities, assess safety progress, and maintain eligibility for future funding. The FHWA recommends updating tribal transportation safety plans at least every five years to ensure alignment with evolving community needs.

1.1. Public Involvement

The safety plan was developed with input from the Newhalen Tribal Council, incorporating feedback collected through a community survey and direct engagement with local stakeholders and leaders in Newhalen. Public input was collected through a community survey made available at the Tribal Office and at a public meeting on May 5th, 2025. The survey was also distributed to key community safety partners, including at the clinic, VPSO office, and to the local electrical co-op.



Public Involvement included a public meeting held at the Bingo Hall on May 5th, 2025.



Key leads involved in public outreach from the Newhalen Tribal Council include Terry Wassillie, John Tretikoff, Henry Olympic (President), Lydia Wassillie, and Joanne Wassillie (Administrator). Oversight and guidance for public involvement in the plan were provided by these local leaders in coordination with Kuna Engineering planning consultants. Additional support was provided by the City of Newhalen, which hosted the public meeting at the Bingo Hall and arranged lodging for planning staff at the Newhalen Inn.

Planning support from Kuna Engineering included a site visit to Newhalen in May 2025, with meetings and outreach conducted among Tribal Council members, City staff, and community stakeholders as part of the plan development process. Further details on the public survey and the input received are available in the appendix of the plan.

2. Background

2.1. [Location](#)

Newhalen, Alaska, is a federally recognized Alaska Native village located on the north shore of Iliamna Lake, the largest lake in Alaska. The community is situated approximately 220 miles southwest of Anchorage and is accessible primarily by air and water, with no road connections to the state highway system.

Due to its location of the road system and reliance on seasonal and weather-dependent transportation modes, Newhalen faces unique transportation challenges that impact travel safety, emergency response, and access to essential services. These challenges are further compounded by the community's proximity to large bodies of water like Iliamna Lake and the Newhalen River, making boating and lake travel key components of the local transportation system.

Transportation: Access to Newhalen is limited to air and water routes, as the community is not connected to the statewide road system. Travelers typically reach Newhalen via small aircraft through the Iliamna Airport, followed by a short drive or boat ride, depending on the season and conditions. Weather can significantly impact travel reliability. The community also relies on boats for travel across Iliamna Lake, especially to reach nearby communities and subsistence areas. Within Newhalen, there are several small boat landings used for both personal and commercial purposes. There is no commercial ferry service to Newhalen, and floatplanes and private boats remain essential for transport of people, goods, and emergency services.



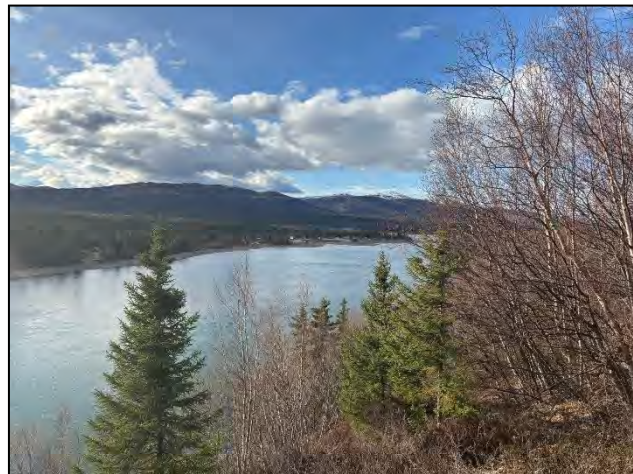
Newhalen is located on Iliamna Lake the largest lake in Alaska.



Climate: Newhalen experiences a subarctic climate, with long, cold winters and short, mild summers. According to the National Oceanic and Atmospheric Administration (NOAA), average winter temperatures in the region typically range from 0°F to 20°F, while summer highs in July and August average around 60°F. The area receives moderate annual precipitation, averaging approximately 18 to 24 inches of rainfall per year, along with significant snowfall during the winter months, often exceeding 60 inches annually. Weather patterns can be highly variable and influence seasonal transportation reliability, especially for air and water travel.

Demographics: According to the 2020 U.S. Census, Newhalen had a population of 168. The median age is approximately 30.3 years, indicating a relatively young population. The community includes around 54 households, with an average household size of 3.11 individuals and an average family size of 3.85. The racial make up shows approximately 87% of Newhalen's population identifies as Alaska Native or American Indian, 9% as White, and the remaining 4% as multiracial or other. The median household income is estimated at \$47,917, with a per capita income of approximately \$16,887 and roughly 18.3% of the population lives below the poverty line.

Transportation Infrastructure: Due to limited transportation infrastructure in the Newhalen region, travel between communities is primarily by small aircraft and, seasonally, by boat, all-terrain vehicle (ATV), or snowmobile. Residents commonly use personal vehicles, ATVs, skiffs, and snowmachines for local transportation. Bulk goods are typically delivered by barge via the Kvichak River, then lightered to shore due to the lack of deep-water docking facilities. A state-owned airport is located approximately three miles north of Newhalen, between Newhalen and Iliamna, and is accessible via a paved road that connects the two communities and the airport. During winter months, a road is passable between Newhalen and Nondalton, located 22 miles to the north, though only a portion of this road is paved. Additionally, the Iliamna–Pile Bay Trail, an unimproved seasonal route, runs along the northern shore of Iliamna Lake, connecting Newhalen with the communities of Pedro Bay and Pile Bay Village to the east. From Pile Bay Village, road access extends to the Cook Inlet.¹



Newhalen River crossing at the end of Portage Road to Nondalton across the river.

¹ State of Alaska, DCRA Portal, Newhalen, Alaska, website:

<https://dced.maps.arcgis.com/apps/MapJournal/index.html?appid=ca70a88df3db465baa8bc4ddf573692b>



Newhalen, Alaska Population History 1960-2020

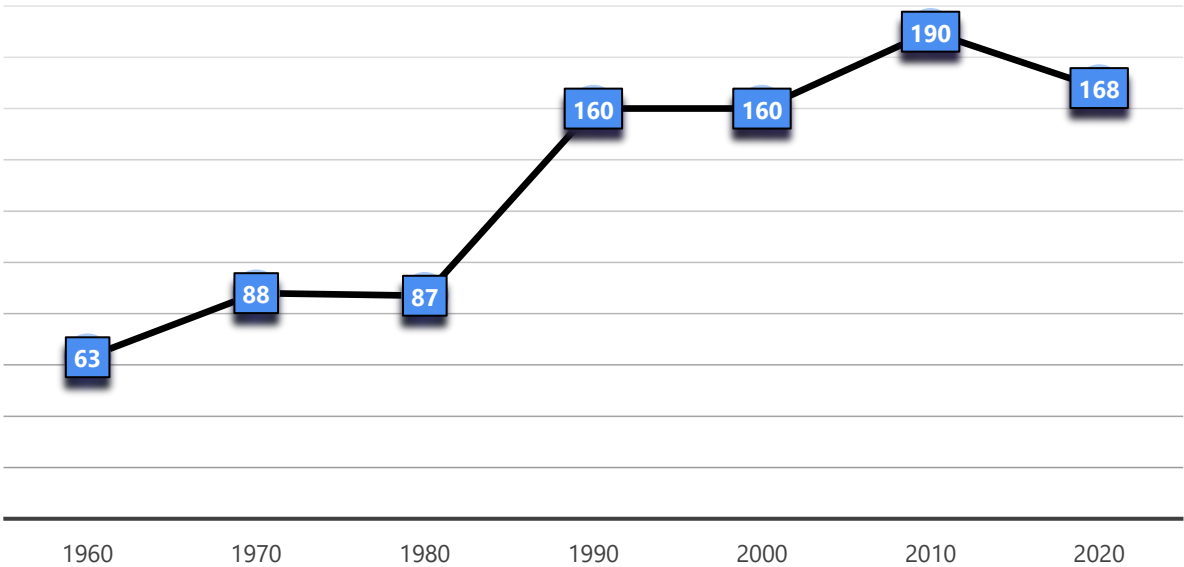


FIGURE 5: NEWHALEN POPULATION (2020 CENSUS).

2.2. [History and Culture](#)

Newhalen is a small, predominantly Alaska Native village located on the north shore of Iliamna Lake, the largest lake in Alaska. It lies within the Lake and Peninsula Borough and is home to members of the *Yupik & Dena'ina Athabascan* people.

Historical Background: The community of Newhalen traces its roots to the late 1800s, when it was established in response to the region's rich abundance of fish and game. The 1890 U.S. Census recorded the Yup'ik village of "*Noghelingamiut*," meaning "*people of Noghelin*," at this location, with a population of 16. Over time, the name was Anglicized to "Newhalen." The community officially incorporated as a city in 1971. Today, Newhalen is home to a diverse Alaska Native population that includes Yup'ik, Alutiiq, and Athabascan peoples. Most residents maintain a traditional subsistence lifestyle centered on fishing,



Newhalen River crossing at the end of Portage Road to Nondalton across the river.



hunting, and gathering. The community shares a post office and school with nearby Iliamna, reflecting the close proximity and working relationship between the two villages.

Government: Newhalen is governed by the City of Newhalen within its municipal boundaries, with maintenance and oversight of various community functions provided by the Newhalen Tribal Council. The Tribal Council, which serves as the federally recognized tribal government, oversees a range of programs and services including environmental protection, transportation planning, and cultural preservation. The council works closely with the City of Newhalen and other regional entities to manage resources and support community well-being. The community continues to rely heavily on a subsistence lifestyle, with fishing, hunting, and gathering remaining central to daily life.

Culture: The native people of Newhalen maintain a rich cultural heritage rooted in their relationship with the land and water. Subsistence activities, especially the seasonal harvesting of salmon, moose, and berries, are vital not only for livelihood but for passing on traditional knowledge across generations. Storytelling, song, and the Dena’ina language remain essential components of cultural identity. Local efforts, including language revitalization programs in the regio and cultural camps, aim to preserve and teach Dena’ina/Yupik values, skills, and beliefs to youth. Community events often center around traditional food and practices, strengthening connections among families and reaffirming cultural ties.



Holy Transfiguration of Our Lord Church in Newhalen, an example of a historical orthodox church in Alaska.

TABLE 1: COMMUNITY CONTACT INFORMATION

Tribal Council – Newhalen Tribal Council P.O. Box 207 Newhalen, AK 99606 Phone: 907-571-1410 Fax: 907-571-1537 Email: joannewassillie@newhalentribal.com	School District – Lake and Peninsula School District (Newhalen School) P.O. Box 89 900 School Road Newhalen, AK 99606 Phone: 907-571-1211
Clinic – Southcentral Foundation (Nilavena Sub-Regional Clinic) 102 Fireweed Lane Newhalen, AK 99606 Phone: 907-571-1231 Fax: 907-571-1551	Airport – Iliamna Airport (PAIL / ILI) Iliamna Village Road Iliamna, AK 99606 Phone: 907-571-1261 Email: steve.reimers@iliamnacorp.com



2.3. Vision Statement

During the development of this transportation plan, the Newhalen Tribal Council reaffirmed its commitment to safety by updating its previous goals to reflect a broader, more inclusive vision. Building on past efforts, the new vision now encompasses all modes of travel and emphasizes safety improvements not only on roadways and trails but also across pedestrian areas and waterways, including dock and boat access points that connect Newhalen to nearby regions.

The Newhalen community is dedicated to enhancing safety for all road and trail users, including motorists, pedestrians, bicyclists, trail users, and boaters. This plan continues and expands upon prior infrastructure improvements with a more integrated and community-focused approach. Improving pedestrian-friendly infrastructure, enhancing trail conditions and connectivity, and ensuring safe and reliable boat and waterway access are key focuses. The plan also considers seasonal and climate-related travel risks and works toward creating an accessible and safe transportation environment for every resident.

To achieve these goals, Newhalen will follow a Vision Zero philosophy, striving for zero transportation-related deaths in the community. The plan incorporates the Safe System Approach, which emphasizes designing forgiving and protective infrastructure, managing traffic speeds, promoting public education, and ensuring equitable access to key destinations. These safety efforts will be supported by grant funding and collaboration with tribal, regional, and state partners to ensure meaningful and sustainable improvements to transportation infrastructure and safety throughout Newhalen.²

Newhalen 2025 Transportation Safety Vision Statement

“All roads, trails, and waterways in Newhalen will be safe, accessible, and welcoming for all users whether walking, biking, boating, or driving.”

Newhalen envisions a future with zero transportation-related deaths and a connected community where every resident and visitor can travel confidently and safely throughout the area.



Diagram of Safey System Approach to achieving Zero Roadway Deaths.

Source: USDOT

² Vision of Zero, USDOT, March 15, 2022 website: <https://www.transportation.gov/tags/vision-zero-vision-zero-highway-deaths-utc-cscrs-unc>



FHWA Safe System Approach Statement

Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, ensuring the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

The six principles that form the basis of the Safe System approach will guide transportation safety efforts that are included in the plan:

1. Deaths and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive, and
6. Redundancy is crucial.

These six principles guide the development of priority transportation safety emphasis areas. The tribal council and community are committed to implementing these areas to maintain transportation safety and uphold their goal of zero road deaths on community roadways.

To achieve the mission in this plan, the plan will address the four elements (4 E's) of transportation safety – engineering, enforcement, education, and emergency services – and how they can be used to address safety issues.³



Diagram of the Four E's in Transportation Safety

Source: FHWA

2.4. Emphasis Areas

The 2025 Safety Plan Update reflects a continuation and expansion of transportation safety priorities for the region. Emphasis areas that remain ongoing from the 2015–2020 Plan have

³ Strategic Highway Safety Plan, FHWA, 2011 website:
https://safety.fhwa.dot.gov/hsip/resources/fhwasa1102/flyr3_in.cfm



been retained and integrated into this update, while completed items such as the establishment of a VPSO officer stationed full-time in Newhalen have been removed from the table.

New emphasis areas have been added with a particular focus on identifying and aligning with potential grant funding opportunities to support implementation. This updated plan is structured according to the Safe System Approach, allowing for a comprehensive and proactive strategy to enhance safety across roads, trails, waterways, and route areas. The priority areas outlined were informed by input gathered during a public meeting and in coordination with safety partners.

#	Safety Plan Emphasis Area	Categories	Ongoing & New Priorities	Grant Funding Opportunities
1	Newhalen River Crossing Safety	Emergency Response; Engineering	Ongoing. Need funding for bridge across Newhalen River; access and landholder approval needed. (TTP Bridge Program)	<i>TTP Bridge Program, BIA Tribal Transportation Program</i>
2	Emergency Response Communications	Emergency Response; Engineering	Ongoing. Improved systems needed for search/rescue, mass alert system, safety gear. Upgrade GCI from 3G to 5G. Medevac via Guardian, USCG, and National Guard.	<i>Homeland Security Grants, FCC Broadband Infrastructure Grants, USDA ReConnect Program</i>
3	Public Parking	Engineering	Ongoing. Parking lot not yet built; proposed areas face land ownership limitations.	<i>TTP Safety Funds, FHWA Tribal Transportation Safety Fund (TTSF)</i>
4	Lighting Improvements	Engineering	Ongoing. Need lighting at river mouth, residential, and school areas.	<i>DOE Tribal Energy Infrastructure Funding, TTP Safety Funds</i>
5	Pedestrian Safety	Engineering	Ongoing. Focus on improving pedestrian walkways along roads.	<i>Safe Streets for All (SS4A) Grant, TTP Safety Funds</i>
6	Four-Wheeler (ATV) Safety	Education; Enforcement; Engineering	Ongoing. Expand training to include older students beyond current school program.	<i>Highway Safety Grant (NHTSA), BIA Safety Funds, TTP Education Funds</i>
7	Trail Markings	Engineering	Ongoing. Markers needed for subsistence access across river. Bridge would assist.	<i>TTP Planning Funds, RTP (Recreational Trails Program)</i>
8	Speeding	Engineering; Enforcement; Education	Ongoing. Community-based speed deterrence needed since not enforceable by VPSO.	<i>NHTSA Traffic Safety Programs, TTP Safety Education Funds</i>
9	Road Repairs & Maintenance	Engineering	Ongoing. Surface and culvert improvements; coordination with DOT for Iliamna-Newhalen road.	<i>TTP Maintenance Program, FHWA Emergency Relief for Federally Owned Roads (ERFO)</i>
10	Float Planes and Aircraft Noise	Education; Enforcement	Ongoing. Summer noise issue; coordinate with lodge owners for quiet hours.	<i>DOT Community Noise Abatement Program, FAA Airport Improvement Program (for noise mitigation)</i>
11	Enforcement	Enforcement	Ongoing. VPSO full-time; adding Tribal Police Officer in the future.	<i>DOJ COPS Tribal Resources Grant, BIA Tribal Justice Support Funding</i>
12	Data Collection	Education; Enforcement; Engineering; Emergency Response	Ongoing. Use clinic/public safety reports to track crash data, identify problem areas, support audits.	<i>TTP Planning & Safety Program, FHWA STEP (Safe Transportation for Every Pedestrian)</i>
13	Tribal Transportation Program Office Space	Engineering	Ongoing. New facility planned summer 2025; needs funding for office space and training areas.	<i>EDA Public Works Grants, BIA TTP Facility Construction, HUD ICDBG Program</i>
14	Storage of Vehicles & Equipment	Engineering; Emergency Response	Ongoing. Fire truck needs repair; new TTP maintenance facility planned at store site.	<i>FEMA AFG (Assistance to Firefighters Grant), TTP Construction Funds</i>
15	Local Store Road Safety Improvements	Emergency Response; Engineering	New. Equipment activity poses hazards; long-term safety upgrades needed.	<i>TTP Safety and Construction Funds, Local Transportation Assistance Programs</i>

TABLE 2: TRANSPORTATION SAFETY EMPHASIS AREAS AND PRIORITY PROJECTS



3. Community Resources

Different departments and community groups work together to preserve and enhance transportation safety in Newhalen and the surrounding region. The following safety partners contribute to various aspects of transportation safety, including education, enforcement, maintenance, planning, and emergency response. These partners include the Newhalen Tribal Council, Lake and Peninsula Borough, Lake and Peninsula School District, Village Public Safety Officer (VPSO) Program, Alaska Department of Transportation and Public Facilities (DOT&PF), Iliamna-Newhalen-Nondalton Electric Cooperative, local aviation and ferry operators, health clinics, and volunteer emergency responders. Their collective efforts support a coordinated approach to creating a safer, more accessible transportation system for all users in the community.



Newhalen Public Safety Office and VPSO vehicle.

3.1. Safety Partners

Several safety partners collaborated in the development of this plan to ensure a comprehensive approach to transportation safety. Their contributions will help in efforts leading planning, education, enforcement, emergency response, and infrastructure improvements in Newhalen.

- **Newhalen Tribal Council:** The Newhalen Tribal Council plays a central role in supporting transportation safety within the community and in the surrounding areas that connect Newhalen to neighboring villages and regional hubs. As the local governing body, the Tribal Council advocates for infrastructure improvements, seeks funding opportunities, and coordinates with state and federal agencies to address safety priorities. Their leadership ensures that community needs are reflected in transportation planning efforts, including safe roadways, accessible trails, reliable emergency response systems, and improved connectivity to essential services. Through ongoing engagement and oversight, the Newhalen Tribal Council remains committed to building a safer, more resilient transportation network for all residents.
- **Newhalen Public Safety:** VPSO in Newhalen has served the community for the past two years, and his role remains a high-priority component of local transportation safety planning. His coverage is limited strictly to Newhalen, as Iliamna is no longer under VPSO jurisdiction due to recent changes in their community bylaws and is now served under a separate enforcement structure. This jurisdictional shift, along with the absence of VPSO coverage in neighboring Nondalton, has created enforcement gaps particularly for road users traveling between communities.



Traffic safety remains a significant concern in Newhalen, with frequent incidents of speeding by both ATVs and vehicles, and a general lack of driver compliance with traffic laws. The VPSO in Newhalen faces limitations in his ability to enforce these traffic laws, as he does not have the authority to pull over vehicles. Instead, he must rely on following up with individuals once they are stopped or contacted at home. The VPSO lacks the authority to enforce DUI laws or illicit substances arriving through Iliamna Airport. These challenges are compounded by resource constraints; the VPSO patrol vehicle was damaged in December 2024, leaving only one operational vehicle available for law enforcement duties.

- **Volunteer Fire Department:** The volunteer fire department in Newhalen plays a vital role in protecting the community, operating under the oversight of both the Newhalen Tribal Council and the City of Newhalen, in coordination with the neighboring tribal government in Iliamna. While the local fire truck is currently in need of repairs, fire response efforts are supported through a shared network of volunteers and equipment, including additional resources from the Alaska Department of Transportation and Public Facilities near the airport. In the event of large-scale fire incidents, Newhalen and Iliamna work together to coordinate emergency response, combining efforts across tribal and municipal lines to safeguard residents and property. Strengthening the local volunteer fire department, including restoring a fully functional fire truck in Newhalen, is essential to improving response times and ensuring community resilience.
- **Alaska Department of Transportation and Public Facilities:** The Alaska Department of Transportation and Public Facilities (ADOT) maintains an active and year-round presence in Newhalen, playing a critical role in overseeing and maintaining key transportation infrastructure in the region. This includes responsibility for ADOT maintained roadways within and around Newhalen, as well as full operational oversight of the Iliamna Airport, which also serves Newhalen residents and surrounding communities. ADOT staff are stationed in the area year-round to ensure timely maintenance of airport facilities and roadways, including snow removal, surface repairs, and seasonal upkeep necessary to keep these essential transportation routes safe and functional.



ADOT facility for Iliamna Airport and DOT maintained roadways in Newhalen and Iliamna.

The Newhalen Tribal Council recognizes the importance of continued collaboration with ADOT and has expressed interest in supporting improvements to ADOT managed roads



in the area. This includes the Newhalen–Iliamna Highway, a vital connector road between the two communities, as well as other regional roads that support local access, emergency response, and economic activity. The tribe is committed to working alongside ADOT to identify priority areas for improvement, advocate for funding, and explore opportunities to coordinate future upgrades that enhance safety, accessibility, and reliability for all users.

- **Iliamna Newhalen Nondalton Electric Cooperative, Inc. (INNEC):** The INNEC has played a key leadership role in implementing street lighting improvements throughout the Newhalen area, working to secure grant funding and other financial resources to support these projects. Their efforts have been instrumental in enhancing safety and visibility along community roadways. Energy offsets and operational costs associated with lighting are managed by the Newhalen Tribal Council. The Lake and Peninsula School District also contributes funding for lighting adjacent or connected to the school building and adjacent facilities. For roadways maintained by ADOT any installation of lighting adjacent to their roads would require coordination and approval from ADOT during the design or construction phases. This approach across local entities ensures that lighting improvements are both effective and aligned with jurisdictional responsibilities.



Community street lighting is maintained and overseen by INNEC in Newhalen.

- **City of Newhalen:** The City of Newhalen plays an important role in supporting transportation infrastructure and services within the community. As a local governing entity, the city helps oversee essential public facilities, including local roads, maintenance buildings, and public access areas. It works closely with the Newhalen Tribal Council, regional agencies, and state partners to coordinate improvements, address infrastructure needs, and ensure year-round access to key transportation routes. The city also manages public works operations and supports community safety in Newhalen

In addition to these operational roles, the City of Newhalen contributed valuable resources to the development of this transportation plan. City-operated facilities such as the local Inn and the community bingo hall provided critical space and support for stakeholder meetings, public outreach events, and planning workshops. These venues served as accessible gathering places for residents, officials, and partners to share input, collaborate on priorities, and shape the direction of the plan.



- Nilavena Sub-Regional Clinic:** The local clinic, operated by Southcentral Foundation, plays a vital role in supporting transportation safety and emergency response across Newhalen and the surrounding region. Serving the communities of Newhalen, Iliamna, and Nondalton, the clinic provides essential health services and coordinates medevac transport for medical emergencies that cannot be treated on-site. It also supports crash data mapping and severity tracking in partnership with the Tribe, contributing valuable information for transportation safety planning and risk mitigation. To enhance emergency response capabilities, the clinic is developing an address-tracking system aimed at reducing response times. While E911 coverage is not currently available in Newhalen, the clinic is working to implement a



Nilavena Sub-Regional Clinic which services several communities in the region.

- workaround system to improve emergency communication and service delivery. These initiatives underscore the clinic's integral role in advancing health-informed transportation safety solutions.
- Iliamna Airport:** Iliamna Airport serves as a critical transportation hub for the region, with regular service provided by Iliamna Air and Lake and Peninsula Airlines. In addition to scheduled passenger flights, the airport experiences a notable increase in charter and private aircraft usage during the summer and fall months. This seasonal surge is driven by the influx of lodge staff, visitors, and outdoor enthusiasts who travel to the area for fishing, hunting, and bear viewing. Many local lodges rely on the airport for access but also operate float planes that land on nearby lakes adjacent to their facilities, providing direct service to remote destinations. Private pilots are also a common presence, flying in and out of the community for both recreational and business purposes. With this diverse and growing aviation activity, maintaining and improving transportation safety is essential. Key partners such as Iliamna Air and Lake and Pen Air play an important role in supporting safety initiatives and ensuring reliable service. The tribe also recognizes the importance of including additional aircraft operators in transportation safety planning and oversight to promote coordinated, community-wide efforts that enhance safety for all air travelers and residents.



3.1.1. Education

The Newhalen School, overseen by the Lake and Peninsula School District, play a crucial role in shaping the future of the community and in identifying the transportation needs of students and residents. The school serves as a center for academic achievement and can support a broader approach to community transportation safety. Challenges such as the lack of access to driver’s education and barriers to obtaining a driver’s license directly impact students’ ability to pursue future employment and mobility.



Newhalen School and Playground.

Addressing these issues include incorporating driver’s education into the school curriculum, which would help provide students with essential life skills, improve public safety, and strengthen the overall transportation culture within the community.

Newhalen School offers valuable insight into transportation-related challenges that stem from broader community issues, including an increase in both new and younger road users, particularly those operating ATVs and personal vehicles. These factors complicate efforts to recruit and retain qualified educational personnel by increasing the risks associated with commuting to and from the community. As the school continues to explore innovative education models and flexible academic pathways for students, it is also positioned to help address the transportation needs of youth who are transitioning out of social services or entering the workforce. By fostering partnerships with local organizations and securing available funding, Newhalen School can play a pivotal role in building a safer, more equitable transportation system that supports both educational access and broader community development.



ATVs parked outside Newhalen School.

The school has a number of transportation safety concerns affecting daily operations and the well-being of students and staff. Overgrown brush along local roads especially on frequently traveled routes creates visibility hazards, forcing ATVs and other vehicles dangerously close to the edge of the roadway and limiting the ability to detect wildlife or pedestrians in time to react. Many of these roads lack proper shoulders, reducing safe pull-off areas for vehicles and other drivers. Surface conditions on roads



leading to residences and key facilities are can have potholes and uneven surfaces, along with drainage issues contributing to unsafe and uncomfortable travel, especially in winter when ice and erosion become major hazards. The strong presence of ATVs, often driven by younger or inexperienced users, adds further complexity to these concerns, particularly on narrow or poorly maintained roads.

3.1.2. Alaska DOT - Statewide Transportation Improvement Program (STIP)

The Alaska Statewide Transportation Improvement Program (STIP) is the state’s official four-year plan for preserving and developing Alaska’s transportation infrastructure. It includes projects involving interstate, state, and certain local highways, bridges, ferries, and public transit systems. However, it does not cover airports or ports and harbors that are not related to the ferry system. While the STIP outlines all system improvements expected to receive full or partial federal funding within the program’s timeframe, no transportation projects for Newhalen, Iliamna, or Nondalton are included in the 2024–2027 STIP. ⁴

3.1.3. Crash Data Overview

Comprehensive crash data in rural Alaska, including Lime Village and its neighboring communities, is often difficult to obtain due to limited data collection infrastructure. While official records are sparse, available sources include Alaska State Trooper dispatch logs, feedback from local community members, and reporting by VPSO officers and the local clinic

Under Alaska law, crashes that result in injury or over \$2,000 in property damage must be



Clinic overview map of Newhalen used to respond to emergencies and accidents by address number.

reported to the Division of Motor Vehicles (DMV). In rural areas like Newhalen, the Alaska State Troopers are the primary authority responsible for reporting such incidents—provided they are present in the community at the time. These reports are submitted to the DMV, which in turn shares the data with the ADOT inclusion in its statewide crash database.

According to ADOT records based on State Trooper crash reports, two crashes have been officially reported in Newhalen over the past 10 years. One significant incident occurred in 2016 near the airport, involving a serious injury that required emergency medical evacuation (medevac) to Anchorage for treatment.

In addition to these documented cases, other more minor injuries have occurred in recent years, including incidents in and around the new store area, and in more remote

⁴ Alaska DOT&PF STIP, DOT&PF, 2025 website: <https://dot.alaska.gov/stwdplng/cip/stip/>



locations along the lake's beach areas, where single-vehicle ATV accidents have been reported. These types of crashes may not always appear in official state datasets but are tracked through local clinic records, VPSO incident logs, and ADOT inputs. Contact Information and Point of Contact (POC) for ADOT Crash Data in Newhalen: Derrick Grimes, ADOT Planner, PO Box 112500, Juneau, AK 99811 Phone: 907-465-6993

Crash mapping and data compilation for Newhalen are managed by clinic staff, who aggregate reports from ADOT, VPSO, and healthcare providers. This collaborative approach helps form a more complete picture of transportation-related safety concerns, even when formal reporting channels are limited.

In addition to land-based crashes, the region has experienced notable floatplane accidents on nearby Iliamna Lake:

- September 15, 2015:** A float-equipped De Havilland DHC-3T aircraft crashed shortly after takeoff near Iliamna, Alaska, resulting in three fatalities, five serious injuries, and two minor injuries. The crash occurred during a flight from a fishing lodge to a remote location in dark, early-morning conditions. Investigators determined that the aircraft was overloaded by more than 500 pounds and outside of its center of gravity limits, which contributed to a loss of control shortly after liftoff. Despite operating normally, the aircraft impacted terrain following multiple low-altitude altitude changes and float contact with the water.⁵
- March 5, 2022:** A Cessna 206 crashed onto the frozen surface of Lake Iliamna near Newhalen, Alaska, resulting in serious injuries to five individuals. Despite the aircraft being completely destroyed, all occupants survived thanks to a swift community-led response involving over 20 local village volunteers, snowmachine access, and eventual medevac to Anchorage. The aircraft was operated by SEND North, and the National Transportation Safety Board (NTSB) findings indicate that the pilot's decision to continue flying under visual flight rules (VFR) into deteriorating weather conditions led to a loss of visual reference, ultimately resulting in a controlled flight into terrain (CFIT).⁶



Overview of 2022 plane crash site near Newhalen on Iliamna Lake.

Source: AK State Troopers

⁵ "Iliamna Lake Aviation Investigation Report", FAA, 2015 website: https://www.faa.gov/sites/faa.gov/files/2023-09/ANC15FA071_0.pdf

⁶ "5 injured in plane crash on frozen Lake Iliamna", Anchorage Daily News, 2022 website: <https://www.adn.com/alaska-news/2022/03/06/5-injured-in-plane-crash-on-frozen-lake-iliamna-in-southwest-alaska/>

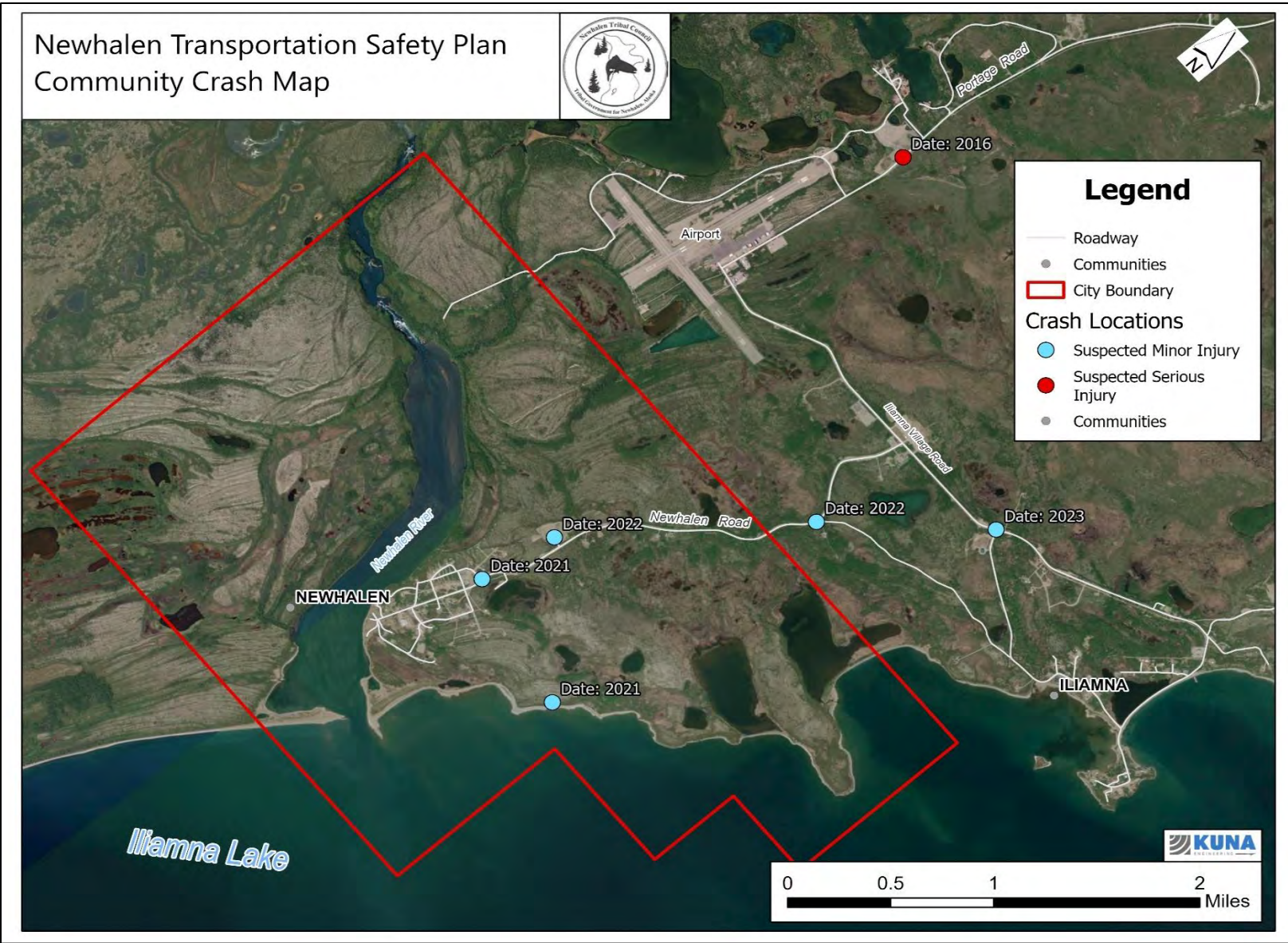


FIGURE 6. NEWHALEN COMMUNITY CRASH DATA 2015-2025 (ADOT & CLINIC CRASH DATA)

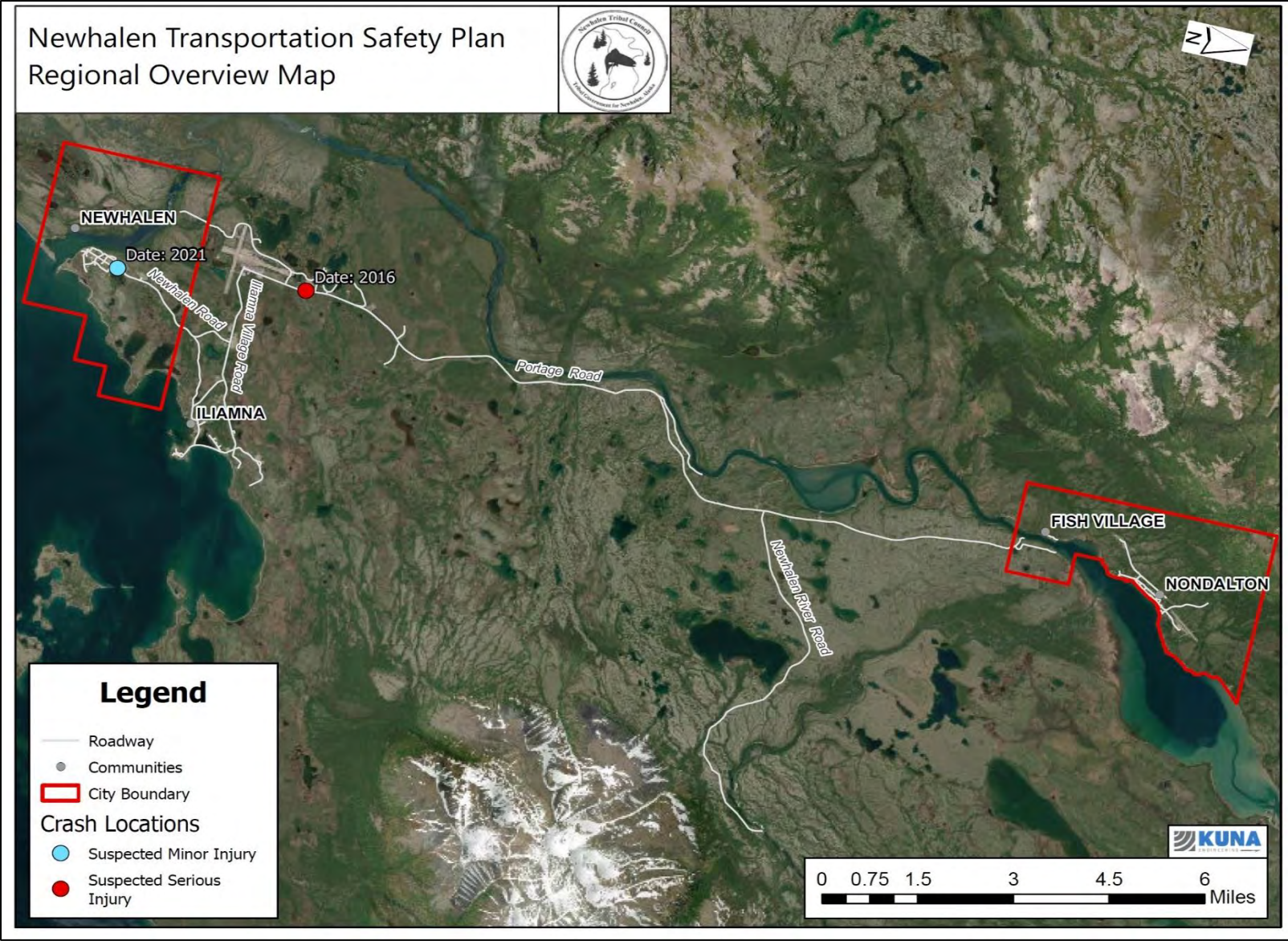


FIGURE 7. REGIONAL CRASH OVERVIEW MAP 2015-2025 (ADOT CRASH DATA)



3.2. Overview of Existing Efforts

This section presents transportation safety documents, planning efforts, and other programming currently in place that can help guide the transportation safety improvements included in this plan:

3.2.1. 2021 Long Range Transportation Plan (LRTP)

The Newhalen Village Long-Range Transportation Plan (LRTP) Update outlines key priorities for improving the community's transportation infrastructure and long-term accessibility. A central focus of the plan is the development of new motorized trail routes on lands owned by the Alaska Peninsula Corporation (APC) to support year-round subsistence access. In March 2021, the Newhalen Tribal Council identified the need to update the BIA Tribal Transportation Program (TTP) Inventory, proposing several new trail segments including extensions of "Rapids Road" and a new bridge crossing the Newhalen River. These routes are essential for connecting the community to a network of trails on the southwest side of the river that are frequently used for subsistence activities. The APC, as the primary landowner in the region with over 64,000 acres around Newhalen, has expressed strong support for these developments and intends to grant easements to the Tribal Council to allow for construction, maintenance, and trail marking.



The Newhalen River water crossing to connect the community to traditional subsistence hunting grounds was an important route connection in the LRTP Update.

The LRTP Update also emphasizes the importance of collaboration with federal agencies particularly the FHWA and the BIA Alaska regional office to support the planning and implementation of these transportation improvements. This partnership is seen as vital to securing the technical assistance, funding, and regulatory coordination necessary for successful project execution.

3.2.2. 2013 Bristol Bay Area Plan for Lands

The Bristol Bay Area Plan (BBAP) identifies Region 8 encompassing the communities of Newhalen, Iliamna, and Nondalton as a priority area for settlement expansion, recreation, and transportation infrastructure improvements. A key feature of the plan is the support for a proposed overland transportation corridor traversing the Newhalen-Iliamna area, with strategic components such as the completion of the Nondalton to Newhalen road and the construction of a Newhalen River Bridge. These improvements aim to enhance access between Iliamna Lake



communities and broader logistical routes, including the Cook Inlet to Bristol Bay Corridor outlined in the Southwest Alaska Transportation Plan. The plan also notes that while most lands are Native-owned, state-selected lands west of the Newhalen River are designated for future settlement and community expansion, pending federal conveyance.

The Newhalen River and Sixmile Lake are co-designated for public recreation and habitat protection, underscoring their ecological and recreational significance. Transportation access within region 8 is supported by regional airports, paved roads between Newhalen and Iliamna, barge delivery via the Kvichak River, and several RS 2477 trail routes, making the region one of the more accessible hubs in rural southwest Alaska. The plan positions Newhalen and its surrounding areas as central nodes for regional development, linking cultural heritage, resource access, and transportation infrastructure.



The Newhalen River is an important transportation network used to access neighboring communities such as Nondalton.

[3.2.3. 2024 Lake and Peninsula School District Action Plan](#)

The Lake and Peninsula School District (LPSD) has established a comprehensive and forward-looking action plan aimed at strengthening its educational systems, community partnerships, and operational readiness. Key components of this initiative include the development of site-specific instructional plans, expansion of remote and digital learning solutions, and the enhancement of teacher training, virtual course offerings, and student support services.

LPSD is actively working to ensure equitable access to education across all communities by investing in connectivity improvements, online enrollment processes, and flexible scheduling options that meet diverse student and family needs. The district is also focused on increasing collaboration with village councils, regional school districts, and health and safety professionals, and is committed to staff wellness, student well-being, and academic intervention and remediation programs. In addition, LPSD is enhancing its transportation, food service, and facility management protocols while prioritizing operational efficiency and staff training. With a focus on innovation, adaptability, and inclusive community engagement, LPSD is positioning itself to provide high-quality, resilient education systems that are responsive to both current and future needs of its students and families.

[3.2.4. 2021 Lake and Peninsula Borough Hazard Mitigation Plan](#)

The 2021 Lake and Peninsula Borough Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Update provides a vital framework for improving Newhalen's resilience to natural and human-caused hazards. As a participating jurisdiction, Newhalen benefits from a comprehensive risk

assessment, identification of critical infrastructure vulnerabilities, and development of mitigation strategies tailored to its unique geographic, environmental, and socioeconomic conditions. The plan outlines actionable steps to reduce future disaster losses, including improvements in infrastructure, emergency preparedness, public awareness, and coordination with regional and federal partners. By adopting the MJHMP, Newhalen qualifies for key federal hazard mitigation grants, which can fund transportation infrastructure upgrades, protective measures, and community safety initiatives. This proactive planning effort not only safeguards lives and property but also promotes sustainable development and stronger inter-community collaboration across the Lake and Peninsula region. Looking ahead, the MJHMP ensures that Newhalen is equipped with a strategic, adaptable roadmap to mitigate future risks, secure funding, and build a safer, more resilient future for its residents.

[3.2.5. 2025 Lake and Peninsula Borough Comprehensive Plan Update](#)

The 2025 Lake and Peninsula Borough Comprehensive Plan Update is a community-driven framework currently in the final stages of review and adoption, reflecting the priorities and vision of residents across the region, including those in Newhalen. Designed to guide both daily governance and long-term development, the plan focuses on key areas such as land use, infrastructure, transportation, housing, economic development, and cultural wellness. For Newhalen, this update presents new opportunities to align local needs with borough-wide goals, such as enhancing transportation connections, expanding broadband access, supporting housing development, and investing in critical public facilities. The plan's emphasis on collaborative infrastructure investment and local capacity building will help communities like Newhalen secure funding and technical support for high-priority projects. By supporting subsistence access, public safety, renewable energy integration, and workforce development, the plan positions Newhalen to take advantage of regional strategies while honoring its unique cultural and environmental context. As the plan moves toward final adoption, it will serve as a vital tool for advancing community-led improvements, project planning, and funding eligibility in Newhalen and throughout the borough.



Overview map of Lake and Peninsula Borough and Newhalen's location in the Lakes Area Subregion.

Source: Lake and Peninsula Borough

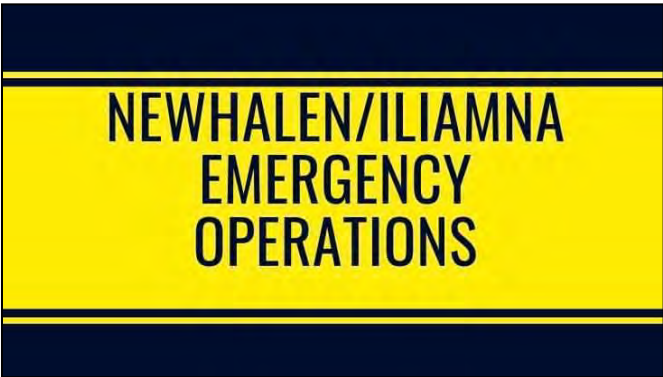


3.3. Emergency Response Resources

Emergency response in Newhalen is supported by a combination of local resources, including the VPSO, volunteer fire department, and clinic staff, who work together to respond quickly to incidents. In larger emergencies, regional entities such as the Iliamna Development Corporation, Village of Iliamna, and Alaska State Troopers coordinate with local responders to provide additional support, ensuring a unified and effective response effort.

- **Volunteer Fire Department:** The Newhalen Tribal Council oversees a volunteer fire department that serves as a vital component of the community's emergency response system. The department maintains its own firefighting equipment, though much of it is in need of updates to ensure it can respond effectively to increasingly complex incidents. In larger emergencies,

Newhalen collaborates with neighboring entities including the Iliamna Development Corporation, the Village of Iliamna, and receives logistical support from the Alaska Department of Transportation (DOT), which has equipment capable of assisting in fire suppression. A joint Facebook page, maintained by the City of Newhalen, Newhalen Tribal Council, and Iliamna Village Council, is used to broadcast



Fire and emergency response in Newhalen and Iliamna is coordinated through a joint effort involving tribal councils, city governments, and regional organizations.

Source: Newhalen/Iliamna Emergency Operations Alerts Page

emergency alerts and share critical information with residents in real time.

A fire in May, 2018 showcased the regional cooperation and dedication of local volunteers. When flames engulfed a home in Newhalen, volunteers and fire responders quickly mobilized, with the fire truck arriving on the scene shortly before 8 a.m. Firefighters connected to hydrants and worked swiftly to contain the blaze, ultimately saving the structure despite significant interior damage from heat, smoke, and water. The fire, believed to have originated from an electrical issue near the fuse box, left much of the home's wiring, insulation, and personal belongings destroyed. In the aftermath, the Newhalen Tribal Council began coordinating recovery and rebuilding efforts, including cleanup and structural repairs. The community has come together to support the affected family, reflecting the strong network of collaboration and mutual aid that underpins emergency response throughout the region.⁷

⁷ "Newhalen home fire destroys family's belongings" KDLG 670AM, May 2018, website: <https://www.kdlg.org/crime/2018-05-16/newhalen-home-fire-destroys-familys-belongings-no-injuries>



- **Search and Rescue:** The Newhalen Tribal Council operates a dedicated search and rescue and emergency transport program designed to ensure safe access across the Newhalen River and Iliamna Lake. In 2016, the Council acquired a specialized Safety Boat equipped to carry passengers, ATVs, and gear, reducing the significant risks previously associated with transporting people and equipment via small skiffs. By 2017, the boat was operational, and trained Boat Captain and Deckhand personnel certified through AVTEC Maritime Training in Seward were hired to operate the vessel. This search and rescue program plays a critical role in emergency response and search and rescue efforts on both Lake Iliamna and the Newhalen River, particularly during times when ice conditions make traditional crossings unsafe. Formal operating policies and procedures for the Safety Boat were completed, and efforts continue to secure funding for collecting transportation safety data related to usage, incident response, and amount of ridership per year for the Search and Rescue boat.
- **Nilavena Sub-Regional Clinic:** The Nilavena Sub-Regional Clinic, serving the communities on and around Iliamna Lake, provides a critical first line of healthcare for residents in the region. The clinic offers primary care services, urgent care, and emergency stabilization, addressing a wide range of medical needs including minor injuries, illness evaluations, chronic disease management, and preventative care such as immunizations and wellness checks. In the event of serious medical emergencies, the clinic is equipped to stabilize patients and provide immediate interventions including basic trauma care, wound management, oxygen therapy, IV administration, and cardiac monitoring before a medevac transport to Anchorage is arranged.



The boat launch area used to access the Newhalen River and Iliamna Lake.



Nilavena Health Center and Clinic, constructed in 2003.



Clinic staff work in close coordination with local public safety officers, regional emergency responders, and medevac teams to ensure rapid response times. In many cases, the clinic can initiate life-saving care and maintain patient stability during the critical window before air transport arrives. Their role is essential in supporting both day-to-day health needs and urgent medical emergencies, especially given the region's isolation and challenging travel conditions. The clinic also plays a supportive role in search and rescue efforts, offering medical support for victims brought in from the field, whether by ground transport or via the region's Search and Rescue program boat.

- Public Safety:** In Newhalen, public safety is overseen by a Village Public Safety Officer (VPSO) who provides immediate, on-the-ground response to local emergencies, including vehicle and ATV crashes, transportation-related incidents, and other safety concerns. The VPSO plays a key role in coordinating with clinic staff, responding to emergency calls, and supporting community-wide efforts to maintain a safe environment, especially given the region's limited infrastructure and remote location. For areas outside of Newhalen's boundaries, including Iliamna and Nondalton, public safety is currently handled by Alaska State Troopers based out of Anchorage, who respond to serious incidents as needed, typically through dispatch coordination. To strengthen coverage and reduce response times across the region, there are plans to station an additional VPSO in the near future. This officer would serve Iliamna and Nondalton while also providing backup support for Newhalen, enhancing the network of community-based safety personnel. For major emergencies or criminal investigations, response is still typically led by the Alaska State Troopers, with dispatch and coordination routed through Anchorage, ensuring that resources are deployed effectively regardless of the severity or location of the incident. This multi-layered approach helps bridge the gap between local capacity and state-level support in rural Alaska.



The Newhalen Public Safety Department operates out of the City Shop.

4. Documentation of Needs & Priorities

4.1. Community Priorities

The public community meeting in May 2025 and Kick Off Meeting with Tribal Leadership in February 2025, played a critical role in reinforcing the transportation safety priorities outlined in the plan. By providing a space for residents to directly engage with proposed projects, voice concerns, and rank priorities, the meeting ensured that community perspectives were central to shaping the plan's direction. The interactive format encouraged meaningful participation and helped validate key focus areas already identified through prior outreach.



The boat launch area is seen as a community priority for much needed improvements in the future.

The transportation safety survey offered valuable data on the specific needs and concerns of tribal members, further strengthening the alignment between community input and plan strategies. The insights gathered during the meeting and through the surveys not only informed the development of the updated plan but also provide a foundation for future transportation safety initiatives. A more detailed breakdown of the survey responses and public feedback is included in the appendix of the plan.

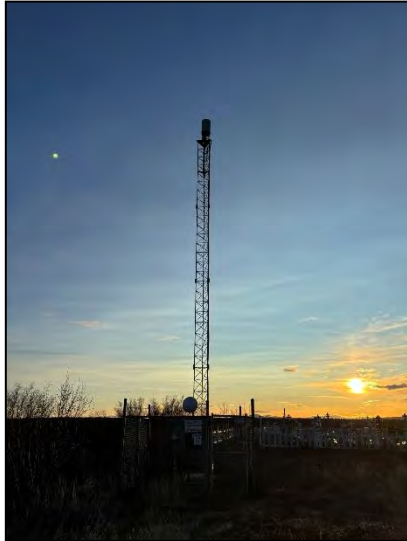
4.1.1. Transportation Safety Priority Input

Several **high-priority emphasis areas** were developed through the leadership of the Newhalen Tribal Council, the transportation safety planning working group, and reinforced by feedback gathered during the public community meeting. One such high priority is the **Newhalen River Crossing Safety**. Tribal leadership continues to seek funding for a bridge through programs such as the Tribal Transportation Program (TTP) Bridge Program. Safe access across the river is a long-standing community need, with current crossing areas requiring landholder approval and lacking sufficient infrastructure for safe transit.

Lighting improvements were also identified as a top priority, especially in key areas such as the mouth of the Newhalen River, near residential zones, and around the school. Enhanced lighting in these areas is critical to reducing safety risks for pedestrians and students, particularly during dark winter months. Despite recognition in previous plans, no new lighting has yet been added, further elevating the urgency of this issue.



Another pressing concern is **Emergency Response Communications**. Reliable systems for search and rescue operations are essential, including the development of a mass alert system and upgrades to existing infrastructure. Upgrading telecommunications from 3G to 5G is a major goal to improve medevac support and coordination with response agencies like Guardian Medevac Services, the U.S. Coast Guard, and the National Guard.



Telecom system improvements are an ongoing high priority for Newhalen.

The **Public Parking** situation near the boat launch was also highlighted in responses. While plans are ongoing, implementation is constrained due to limited available land and the need for approval through City of Newhalen, Alaska Peninsula Corporation and private landowners for construction. Still, community members emphasized the importance of establishing dedicated public parking to improve safety and access.

In terms of **Pedestrian Safety**, efforts are focused on improving walkways along heavily used roadways. As walking is a primary mode of transport for many residents, these enhancements are essential to reduce risk and ensure safer passage throughout the community.

Speeding and Enforcement remains a major concern, especially in residential areas. While the Village Public Safety Officer (VPSO) may have limited authority to enforce speed limits, community-led efforts and visible deterrence strategies are being pursued to address the issue proactively. These high-priority emphasis areas reflect the community's commitment to safety and demonstrate strong alignment between tribal leadership, working groups, and public input gathered through outreach and engagement.

5. Emphasis Areas, Goals and Strategies

Newhalen Tribal Council has identified emphasis areas in accordance with the plan's mission to provide safer conditions for boaters, motorists, bicyclists and pedestrians traveling in Newhalen and surrounding areas. The following sections provides background on each emphasis area, outlines the Tribe's goals in improving conditions, and describes specific strategies as appropriate with respect to the "four Es": **education, engineering, enforcement, and emergency services**.⁸ Implementation strategies associated with each emphasis area are also included. Each implementation strategy includes a goal, targeted timeline and priority level as determined by the safety action plan working group.

⁸ "Tools and Practices for System Wide Safety Improvement", Gap Analysis Report, FHWA, July 2013, website: https://safety.fhwa.dot.gov/rsdp/downloads/tsp_gap_analysis_rpt.pdf



TABLE 3: NEWHALEN TTSP EMPHASIS AREAS FOR IMPROVED TRANSPORTATION SAFETY

Emphasis Area #	Emphasis Area	Goal	Strategies	2025 Strategy Status	Timeline ¹	Cost Estimate ²	Categories	Priority ³
1	Newhalen River Crossing Safety	Safe transportation across Newhalen River	Look to get Bridge funding through TTP; work on getting landholder approvals for permitting and construction.	The Iliamna Native Corporation has developed a preliminary plan for a bridge crossing to connect Newhalen to Nondalton. Survey work has been completed along the proposed route and access corridor. However, no formal bridge design has been developed at this time. Funding is currently being sought to support the design and construction phases of the project.	5-10 years	\$25,000,000	Emergency Response; Engineering	High
2	Emergency Response Communications	Enhance communication for emergencies	Upgrade to 5G; establish mass alert system; equip emergency responders with response equipment.	GCI has proposed upgrades to the existing communication tower in Newhalen to support 5G service, which would significantly improve connectivity in the community. As part of future planning efforts, consideration could also be given to alternative providers such as AT&T or Verizon, both of which have demonstrated success in expanding communication infrastructure and access in rural Alaska.	3-5 year	\$550,000	Emergency Response; Engineering	High
3	Public Parking	Reduce congestion at boat launch area	Identify suitable land avoiding private/Native Allotments; construct lot using local labor and consultant engineering and oversight.	The currently proposed parking area is located adjacent to the boat launch, which also requires upgrades to better support boat users. To move forward, surrounding landowners will need to be offered incentives to grant easements for the development of the parking area. The Alaska Peninsula Corporation could play a key role by providing support and oversight to facilitate this process and ensure coordination with landowners.	5-10 years	\$140,000	Engineering	High
4	Lighting Improvements	Install beacons and street lighting for safety	Install beacons; lighting for school and residential zones.	A lighting beacon has been proposed for installation in the community to enhance visibility and safety, particularly at the mouth of the Newhalen River. This initiative could be developed as a joint venture with local lodge owners, many of whom rely on clear navigation for float plane operations during evening hours.	3-5 year	\$10,000	Engineering	High
5	Pedestrian Safety	Improve walkways for safe pedestrian access	Walkway improvements; lighting; traffic calming installations on community roads.	Currently, brush clearing is being conducted along the main roadways to improve visibility and accommodate both ATV and pedestrian use. More comprehensive improvements such as dedicated pedestrian walkways or widened shoulders are needed to enhance long-term safety and accessibility.	3-5 year	\$24,230	Engineering	High
6	Four-Wheeler (ATV) Safety	Educate and regulate ATV use by youth	Expand ATV training to high schoolers; enforce helmet rules through public safety department	ATV safety training is currently available through State of Alaska training programs, providing a foundational level of education for operators. However, additional funding could help expand access to this training, particularly for students at the Newhalen School.	1-3 year	\$20,000	Education; Enforcement; Engineering	Medium
7	Trail Markings	Mark trails for safe access to subsistence areas	Install reflective trail markers; GPS-based mapping through support from consultants or GIS.	Willow and brush are commonly used in the community to mark subsistence trails and winter travel routes. To enhance the reliability and visibility of these markings, especially during low-light or inclement conditions, the State of Alaska's Winter Trails Program should be integrated into local efforts.	1-3 year	\$25,000	Engineering	Low
8	Speeding	Deter speeding in community areas	Community-based deterrents; speed bumps; signage and enforcement.	The community would like to position the VPSO at key points along roadways as a visible presence to discourage speeding. While the VPSO does not have the authority to pursue or ticket speeders, their presence alone can serve as an effective deterrent by reminding residents and drivers of posted speed limits.	1-3 year	\$250,000	Engineering; Enforcement; Education	High

¹Timeline is for short (1-3 year), medium (3-5 year) and long term (5-10 years) implementation.

²Cost Estimates are developed from Alaska DOT&PF, FHWA & BIA TTP Project sources from historical projects in rural Alaska.

³Priority Level **High, Medium, Low** based on input and feedback collected from Safety Action Planning Team.



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Emphasis Area #	Emphasis Area	Goal	Strategies	2025 Strategy Status	Timeline ¹	Cost Estimate ²	Categories	Priority ³
9	Road Repairs & Maintenance	Maintain and upgrade road infrastructure	Patch potholes; coordinate with DOT for supporting improvements to DOT owned roadways in Newhalen.	Coordination efforts for road repairs beyond routine maintenance on community roads are currently underway, focusing on a collaborative approach among key regional stakeholders. These efforts involve the Alaska Department of Transportation (DOT), the Iliamna Native Corporation, and the Iliamna Tribal Council, working in partnership to develop and implement roadway improvements that serve each community.	3-5 year	\$130,000	Engineering	High
10	Float Planes and Aircraft Noise	Minimize noise disturbance	Set quiet hours; coordinate with lodge owners for making sure float planes aren't flying by community at night.	During the summer of 2025, the community will focus on engaging local lodge owners to ensure they are adhering to established quiet hour flight restrictions. Outreach efforts will emphasize the importance of limiting floatplane activity during designated quiet hours to minimize noise disturbances for residents. Exceptions to these restrictions will be allowed only in cases of emergencies or critical transport needs. This proactive approach aims to foster cooperation, reduce community disruptions, and promote responsible tourism practices.	1-3 year	N/A	Education; Enforcement	High
11	Enforcement	Ensure proper law enforcement presence	Add Tribal Police Officer to support VPSO Officer; equip public safety with enforcement tools and equipment.	The community is currently exploring the addition of a Tribal Police Officer, contingent upon available funding. This officer would provide law enforcement support and oversight across the communities of Newhalen, Iliamna, and Nondalton.	1-3 year	N/A	Enforcement	High
12	Data Collection	Improve crash and safety data records	Coordinate with clinic; use data collection for audits and planning for reducing crashes and accidents on community roadways.	The local clinic is in the process of developing an E911 response system that incorporates a locally understood map and addressing framework. This system is designed to improve emergency response by ensuring responders can quickly locate homes and key landmarks using familiar, community-based identifiers. Once the mapping and addressing system is finalized and proven effective, the community will be positioned to solicit external E911 oversight and data collection services.	5-10 years	\$25,000	Education; Enforcement; Engineering; Emergency Response	Low
13	TTP Office Space	Provide office space for transportation staff	Start to Construct TTP facility by 2025; secure additional funds for more tribal office space.	Once the TTP Maintenance Facility is constructed, an assessment will be conducted to determine whether the attached office space is sufficient to accommodate transportation program staff. This evaluation will help identify if the facility can offset the limited space currently available at the tribal office	3-5 year	\$144,000	Engineering	Low
14	Storage of Vehicles & Equipment	Maintain emergency response equipment	Repair fire truck; build new maintenance/storage facility for equipment.	Surveying and permitting for the planned TTP maintenance facility will take place during summer 2025, with construction proposed for later in the year. No current plans to repair fire truck until additional staff and funding is available.	3-5 year	\$1,250,000	Engineering; Emergency Response	Medium
15	Local Store Road Safety Improvements	Ensure safe access around new store site	Integrate new store into long-term road safety planning and area improvements.	The store currently located at its existing site is scheduled to be relocated to a new location. Once the relocation is complete, construction of the TTP Maintenance Facility at the former store site can proceed. The new store site will require the development of public parking areas and the installation of appropriate transportation safety signage to ensure safe access and circulation for vehicles and pedestrians.	3-5 year	\$30,000	Emergency Response; Engineering	High



6. Newhalen River Crossing Safety (Emphasis Area 1)

Within the 2015-2020 Newhalen Village Transportation Safety Plan, it is noted that the community successfully purchased a Safety Boat in 2016 to provide a safer alternative for transporting passengers, ATVs, and gear across the Newhalen River. Prior to this, residents were using small, overloaded skiffs to reach hunting and subsistence areas, posing a significant risk of capsizing. The Safety Boat has since become a vital asset, operated by a trained captain and deckhand, and guided by formal operating procedures established by the Newhalen Tribal Council. Beyond routine transport, the vessel also plays a critical role in search and rescue efforts on Lake Iliamna, supporting not only the community but also outside agencies. It has also been used to assist with transportation for community members traveling across the lake to Kokhanok, strengthening its value as an emergency response and mobility resource.



The Search and Rescue boat is used to transport community members across the Newhalen River and Iliamna Lake.

Looking ahead, the community's focus is shifting toward establishing a permanent bridge crossing over the Newhalen River, particularly at the river's mouth. While the Iliamna Native Corporation is evaluating an upriver crossing that would provide a connection to Nondalton, the Newhalen Tribal Council is prioritizing a localized solution tailored to the needs of Newhalen residents and subsistence users. Both proposed bridge crossing locations at the mouth of the river and the upriver site can be seen in Figure 8 below. To ensure the final design supports year-round use and respects the dynamics of the river, coordination with local lodge owners and boat operators will be essential, especially to address navigational requirements and seasonal activity patterns.



The mouth of the Newhalen River which runs adjacent to the community of Newhalen.

The project is considered a long-term project and is estimated to cost **\$25,000,000**. The project cost estimate is derived from the cost breakdown of similar bridge crossings constructed in rural Alaska, providing a benchmark for anticipated expenses in comparable conditions. Due to the remote location and absence of an adjoining roadway, this particular project would require several preliminary steps prior to actual construction. These steps may include land access planning, environmental assessments, right-of-way acquisition, geotechnical surveys, and potentially the development of temporary or permanent access routes to support construction logistics.⁹

⁹ "Kivalina Evacuation and School Site Access Road" ADOT&PF, 2019, website: <https://dot.alaska.gov/nreg/KivalinaEvacRd/>

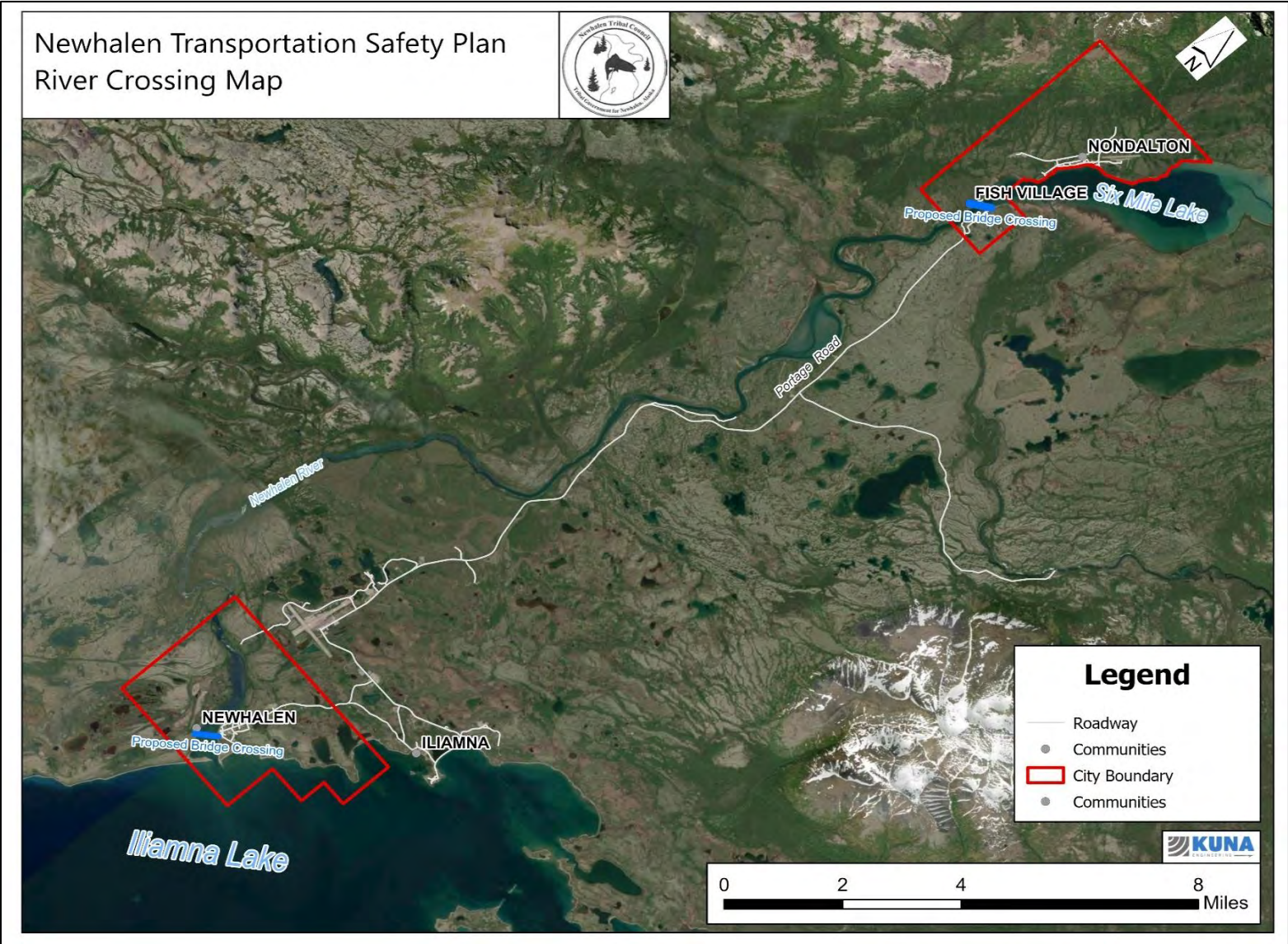


FIGURE 8. PROPOSED BRIDGE CROSSINGS ACROSS THE NEWHALEN RIVER



7. Emergency Response Communications (Emphasis Area 2)

The 2015-2020 Newhalen Village Transportation Safety Plan centered its emergency response strategy around the deployment and operation of a Safety Boat, which has since proven effective in transporting residents and supporting limited search and rescue (SAR) efforts on the Newhalen River and Iliamna Lake. With trained captains and deckhands, the boat was a major achievement and continues to serve as a



SAR mission on Lake Iliamna on March 5, 2022, to support rescue of plane crash passengers. Improved response could be developed through improved communications in the region. ([Alaska National Guard](#))

seasonal resource. However, its utility is constrained by the lack of a robust communication network, which limits coordination during emergencies, especially in areas beyond the areas around community infrastructure. Recognizing these limitations, the 2025 update to the emergency response plan places renewed emphasis on enhancing the community's communications infrastructure as a critical foundation for safety, coordination, and responsiveness.

Currently, Newhalen's communication network has limited signal range, and service often drops off rapidly outside the core community area, particularly when out on Lake Iliamna, where many SAR incidents occur. To improve this, the community is evaluating options for expanded 5G coverage, learning from other Lake and Peninsula Borough and Bristol Bay communities that have successfully transitioned to modern networks. For example, Dillingham partnered with GCI to bring enhanced LTE and 5G wireless services to more residents by installing new infrastructure in 2022.¹⁰ Similarly, Naknek has benefited from AT&T's rural investment initiatives, which expanded coverage and improved emergency communications across key travel routes.

In rural Alaska, cell phone access and capabilities have played an increasingly vital role in SAR operations and transportation safety, often serving as the primary means of communication in emergencies. In recent incidents, individuals stranded on snowmachines, boats, or remote trails

¹⁰ "Dillingham is GCI's newest 5G mobile market" GCI, August 13, 2024, website: <https://news.gci.com/news-releases/dillingham-is-gcis-newest-unlimited-mobile-market>

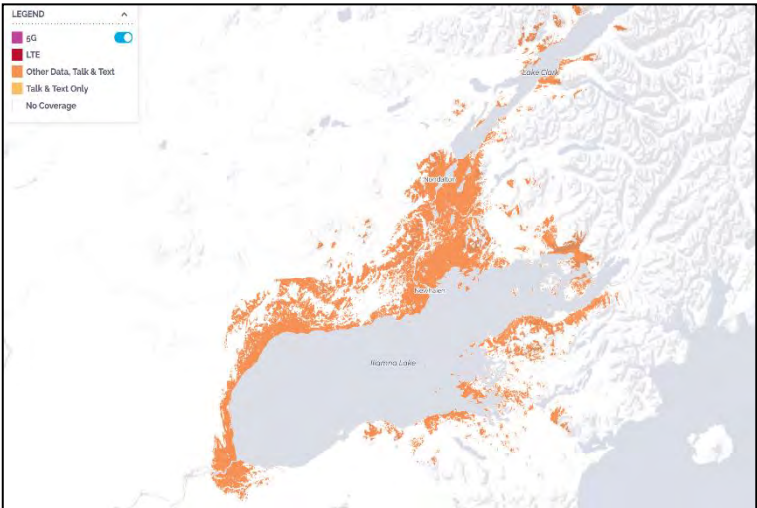


have been able to call or text rescuers with precise GPS coordinates, significantly reducing response times. In some communities, SAR teams rely on cellular networks to coordinate with village public safety officers, medical personnel, and aviation responders in real time. Cell service has enabled faster reporting of dangerous conditions, such as thin ice, wildlife hazards, or unexpected weather changes, helping prevent accidents before they occur. In cases where communities have upgraded to 4G or 5G networks, the use of location-sharing apps, emergency alert systems, and mobile radio integration has further enhanced SAR readiness and situational awareness.



Example of a 5G Cell Tower installed in 2024 in rural Southeast Alaska. ([Chilkat Valley News](#))

The cost to install a 5G service tower in a rural Alaska community can vary significantly based on location, terrain, and the availability of supporting infrastructure, but estimates typically start around **\$550,000**. This figure includes expenses for permitting, transportation of materials (often by barge or air in remote areas), foundation work in permafrost or rugged terrain, tower erection, power supply installation (such as generators or solar arrays), and backhaul connectivity via satellite or microwave links.¹¹



Map of current 2025 GCI Coverage showing limited communications capacity in the Iliamna Lake region. ([GCI Coverage Map](#))

¹¹ "Tlingit & Haida to install its first permanent cell tower in Wrangell" Chilkat Valley News, August 20, 2024, website: <https://www.chilkatvalleynews.com/2024/08/20/tlingit-haida-to-install-its-first-permanent-cell-tower-in-wrangell/>



8. Public Parking (Emphasis Area 3)

Efforts to alleviate congestion from street-side parking near the Newhalen River have evolved into a broader public parking development plan centered around the boat launch site, a location widely recognized by residents and visitors as the primary river access point. While this area currently functions informally as a launch and staging zone, it lacks dedicated parking infrastructure, which contributes to congestion, particularly during peak subsistence and boating seasons. Vehicles are often left along narrow roadways, creating traffic bottlenecks and safety concerns for both drivers and pedestrians. To address this, the community is now prioritizing the development of a designated public parking area adjacent to the launch, which would include structured access and signage.



Boat Launch and adjacent area proposed for parking.

Implementing this plan of additional public parking will require coordination with local property owners, as some of the surrounding land is privately held. Community support and clear communication with these stakeholders are essential to secure land agreements or easements, ensuring the development is both respectful of local interests and aligned with long-term infrastructure goals. In addition to constructing a parking facility, the project will involve the installation of “No Parking” signage in problem zones, and improved roadway markings to



The boat launch would service access to the Newhalen River and Lake Iliamna.

better organize vehicle movement. Consideration is also being given to seasonal overflow parking areas designated spaces for longer-term or overnight vehicle storage, particularly during high-use periods such as fishing season or community gatherings.

Public parking development near the existing boat launch in Newhalen is needed to support increased recreational and subsistence use of the area. Based on previous costs for similar boat launch sites in rural Alaska, the estimated total expense for clearing land,

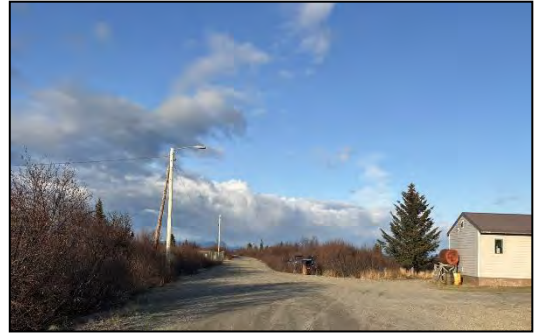
site preparation, is approximately **\$140,000**. This figure reflects typical costs for projects of similar scale, including vegetation clearing, grading, debris removal, and construction of a durable cleared parking surface. The investment aims to improve safety, reduce congestion, and enhance access for local residents and visitors using the boat launch.¹²

¹² “Copper River Boat Launch” State of Alaska, OMB, FY2021, website: https://omb.alaska.gov/ombfiles/21_budget/Fish/Proposed/2021proj62863.pdf



9. Lighting Improvements (Emphasis Area 4)

There is a recognized need for additional lighting and lighting beacons in Newhalen, particularly to enhance visibility and safety for boaters along Lake Iliamna. Street lighting was previously installed in 2012 through BIA funding, resulting in the installation of 19 lights with oversight and input from the INNEC. Any future lighting improvements will likewise require coordination with INNEC to ensure proper planning, installation, and integration with existing infrastructure. Proposed new lighting areas include the vicinity around the community store, the school, and locations where proposed new residential housing is being developed or has plans for development.



Example of existing lighting infrastructure in Newhalen

Lighting beacons are a critical navigational aid used in many rural Alaska communities to enhance safety for boaters traveling in low-visibility conditions or darkness. These beacons, typically solar-powered or wired to local electrical infrastructure, emit steady or flashing lights to mark key locations such as shorelines, docks, hazards, or travel routes. On Lake Iliamna, the proposal to install lighting beacons aims to improve nighttime and poor-weather navigation, particularly by making it easier for boaters to identify the boat launch area and safely access Newhalen from the lake. This initiative is especially important given the reliance on water travel in the region and the challenges posed by the lake's size, variable weather, and limited existing lighting. Communities such as Egegik, Togiak, and others in the Bristol Bay region have successfully implemented similar systems to support maritime safety and community access.



FAA Lighting Beacon (USDOT)

To enhance safety and visibility during low-light condition, especially during early morning or late evening use common in subsistence activities, a lighting beacon installation is recommended. In rural Alaska, the estimated cost of installing a solar-powered lighting beacon or LED area light system is roughly **\$10,000**, which accounts for procurement of the beacon (with solar power preferred to minimize operating costs), installation with base and pole mounting, required electrical or solar infrastructure, transportation to the remote site, and labor for local coordination. This cost estimate is consistent with similar rural infrastructure projects and can be referenced FAA typical installation and project costs.¹³

¹³ "Airport and Heliport Beacons" FAA, September 2010, website:

https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.information/documentNumber/150_5345-12F?ce=chatgpt.com

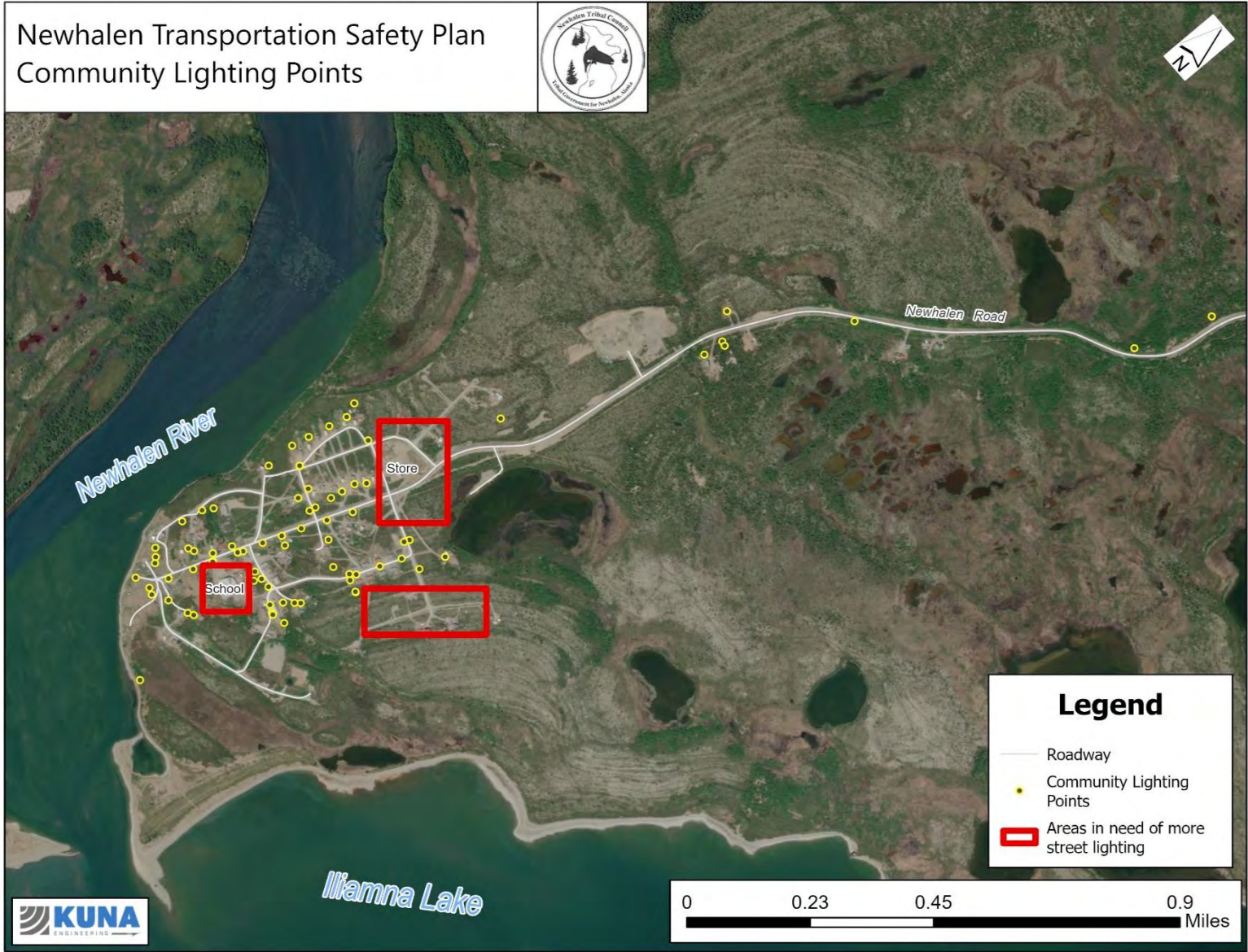


FIGURE 9. PROPOSED COMMUNITY LIGHTING IMPROVEMENT AREAS IN NEWHALEN.



10. Pedestrian Safety (Emphasis Area 5)

Walkway improvements and traffic calming installations remain a high priority for enhancing pedestrian safety on community roads in Newhalen. The primary objective is to establish a safer environment for all pedestrians, especially youth walking to school and residents moving between neighborhoods.

Progress has been made in recent years, particularly in brush clearing efforts to improve visibility and reduce fire hazards along key roadways. However, further evaluation and data collection are necessary to identify where pedestrian corridors are most needed and which roads require additional safety measures such as speed humps, signage, or narrowed lanes to calm traffic and encourage safe crossings.

Efforts are ongoing to improve visibility and safety along community roadways through targeted brush clearing, which benefits both pedestrians and ATV users traveling adjacent to the roads. Regular clearing of overgrown vegetation helps widen sight lines, reduce hiding spots for wildlife, and create a more defined and navigable shoulder space for foot and ATV traffic. This is especially important in Newhalen, where many residents rely on ATVs for transportation and where pedestrians often walk along unpaved or narrow roadside areas. Maintaining these cleared corridors enhances safety, minimizes the risk of accidents, and supports year-round mobility for all users, particularly during the darker, winter months when visibility is already reduced. Brush clearing will continue on an annual basis as part of a broader strategy to support multimodal use of community roads and improve access between residential areas and key destinations.

Regular brush clearing along Newhalen's community roadways is essential for improving visibility and creating safer travel corridors for both pedestrians and ATV users. Clearing overgrown vegetation widens sight lines, reduces wildlife hazards, and provides a clearer shoulder zone that can be used safely adjacent to roads crucial during darker winter months and early subsistence activity hours. According to cost data specific to the State of Alaska, the average professional brush clearing cost is approximately **\$2,423 per acre**, including removal of small trees, undergrowth, and organic debris with labor and basic debris handling. Implementing this as an annual maintenance practice will significantly enhance multi-modal access and reduce the risk of accidents along community routes.¹⁴



Typical example of road and shoulder areas used as walkways by pedestrians and bicyclists.

¹⁴ "Clearing and Grubbing" State of Alaska, ARR, 2019, Section 201, website:

https://www.alaskarailroad.com/sites/default/files/procurement/Att_2_BR64.7_Technical_Specifications.pdf



11. Four-Wheeler (ATV) Safety (Emphasis Area 6)

ATV usage is a widespread and practical means of transportation in Newhalen, particularly among youth who rely on four-wheelers for commuting to school, social visits, and subsistence activities. However, the absence of structured education and clear operating standards has raised concerns about safety, especially regarding underage and untrained riders. To ensure safe ATV operation by all residents, especially younger users, a coordinated initiative is needed to implement educational campaigns, community policies, and enforcement measures. These efforts should include the development and promotion of local operating procedures, public safety workshops, and school-based learning programs focused on helmet use, speed control, and awareness of traffic interactions. Collaboration with parents is essential. One effective strategy could be a "**Safety Promise**" agreement where parents and youth jointly commit to using properly sized helmets, avoiding overcrowding on ATVs, and adhering to established speed limits, with clearly outlined consequences for non-compliance.



ATV usage is a common means of transportation by both young and old people in Newhalen.

Complementing these educational and enforcement efforts, infrastructure improvements are also necessary. The enhancement and expansion of ATV trails, particularly those separated from main roadways, would provide safer, dedicated routes for riders and reduce conflicts between ATVs, vehicles, and pedestrians. These upgrades should follow engineering standards suitable for year-round rural use. In parallel, a comprehensive household transportation safety survey would help collect critical data on ATV usage patterns, helmet compliance, age demographics, and accident history. This data would not only guide improvements to infrastructure and policy but also support funding applications to state and federal sources.

To support improved transportation safety and promote responsible ATV operation among youth in rural Alaska, implementing an ATV education and training program is recommended. These programs typically focus on safe riding practices, basic vehicle maintenance, helmet use, and awareness of local road rules, particularly important in communities where ATVs are a primary mode of transportation. Based on similar initiatives coordinated through Alaska DOT&PF, Southcentral Foundation and tribal transportation programs, the estimated cost for hosting a local training session ranges from **\$5,000-10,000**.¹⁵ This includes instructor fees, travel and lodging (if applicable), educational materials, and safety gear distribution. Costs can vary depending on whether trainers are brought in externally or sourced locally, and some programs may qualify for cost-sharing or grant-funded support through state or tribal safety initiatives.

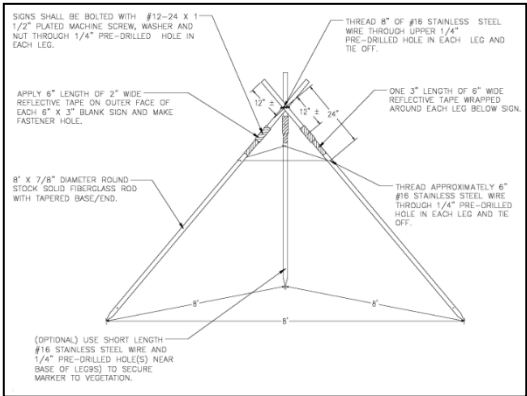
¹⁵ "ATV Safety Initiative" Southcentral Foundation, 2025, website:

<https://www.southcentralfoundation.com/services/primary-care-clinics/atv-safety-initiative/>



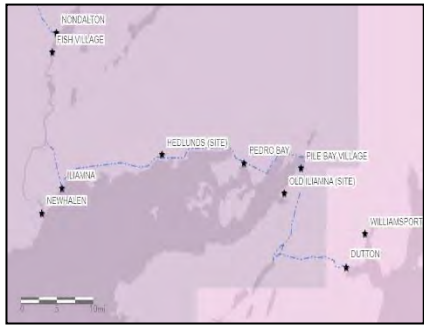
12. Trail Markings (Emphasis Area 7)

Ensuring that all trails in Newhalen and the surrounding areas are properly marked is a high-priority goal aimed at improving navigation and overall safety, particularly during winter months when conditions are hazardous and visibility is limited. The community's strategy includes assessing all trails to identify where reflective and/or lighted trail markers are needed, securing funding to support installation, and implementing a comprehensive trail-marking project within a 1–3 year timeframe. Annual assessments will help evaluate the effectiveness and maintenance needs of the markings.



Typical Representation of Trail Marker used by Community Trails Program. Source: ADOT

To supplement infrastructure improvements, trail safety education and training are also recommended for community members, especially those involved in trail creation and seasonal maintenance. Topics such as first aid, frostbite care, and winter survival skills are essential to support safe travel and emergency preparedness. The State of Alaska DOT Winter Trails Program can serve as a key resource for both technical guidance and funding opportunities. Partnerships with local schools and emergency response teams can help deliver training to students and residents, reinforcing trail safety awareness and preparedness throughout the community.



Current Winter Trails Program Map for Iliamna Lake Area. Source: DOT

Trail markings are especially critical during winter months and low-visibility conditions, when trail users rely on consistent visual cues for safe travel across snow-covered or remote terrain. Based on cost data from similar rural infrastructure efforts and guidance provided by the State of Alaska's Community Winter Trails Program, the estimated cost for installing trail markers ranges from **\$15,000 to \$30,000 per project**, depending on the length of trail, number of markers needed, terrain conditions, and logistics such as transportation of materials and installation labor. This estimate includes procurement of reflective signage or poles,

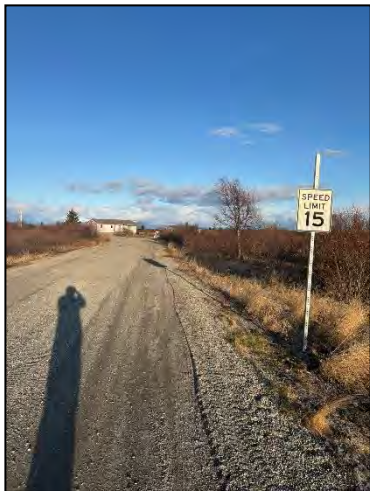
base installation materials, GPS-based mapping, and coordination with local crews. The Alaska Community Winter Trails Program is a state-supported initiative managed by the ADOT that provides grant funding and technical assistance to rural communities for developing and maintaining winter trails. Designed specifically for off-road system communities, the program helps improve seasonal access, safety, and connectivity by supporting projects such as trail marking, mapping, and clearing.¹⁶

¹⁶ "Community Winter Trails Program" ADOT, 2025, website: <https://dot.alaska.gov/nreg/wintertrails/>



13. Speeding (Emphasis Area 8)

Newhalen is working to reduce speeding by vehicles and ATVs, particularly in the community center where pedestrian activity is highest. Proposed solutions include installing “Children Playing” signs, adding seasonal speed bumps in key areas, and setting lower speed limits as drivers enter town. Additional efforts involve collecting data on speeding through Average Daily Traffic (ADT) counts and encouraging tourism-related businesses to slow down when driving through the area.



Speed limit sign in Newhalen.

Recent developments in local law enforcement provide a renewed opportunity to make progress. The addition of a VPSO and plans to hire a Village Police Officer will help address previous gaps in enforcement. These personnel will be key to enforcing speed limits and educating drivers about safe travel through the community. In addition, collaboration with Iliamna and Alaska DOT&PF can support implementation of traffic calming measures and signage.

The primary cost associated with improving enforcement of public safety and reducing speeding in Newhalen would be funding for an additional VPSO. This role would enhance current efforts by helping to monitor traffic, engage with the community, and ensure drivers follow posted speed limits,

without the need for major new enforcement infrastructure. The education component is already supported through local outreach efforts, and most speed limit signs are already in place, with limits generally set at 15 to 25 mph within the community and 30 mph on roads leading into town. To further encourage safe driving, the ADOT could offer additional support through its driver education program, if needed. This approach builds on existing resources while focusing investment on local personnel who can work closely with residents to promote safe and respectful driving habits.

14. Road Repair & Maintenance (Emphasis Area 9)

Newhalen’s hopes to ensure that all roads in the community are brought up to standard and maintained year-round to improve safety, access, and overall travel conditions. The Newhalen Tribal Council has made steady progress by updating its BIA TTP Roads Inventory annually and carrying out local road maintenance using available equipment and resources. Coordination between the Tribal Council, the City of Newhalen, and the ADOT has also supported ongoing road construction and repair efforts. Residents have consistently voiced the need for more comprehensive road repairs, particularly during seasons of heavy use or harsh weather conditions.



TTP funding continues to be a key resource for supporting local maintenance efforts, including the use of tribal-owned heavy equipment. However, existing maintenance equipment, including a 2014 maintenance vehicle, is now outdated and should be considered for replacement to ensure reliable operation and expand capacity for repairs and construction. Additional support from the ADOT should be pursued to enhance collaborative planning, access to materials, and potential funding opportunities.

Road repair and maintenance in Newhalen are recurring annual expenses, primarily funded through BIA and TTP sources. These programs enable the community to carry out regular maintenance activities that are essential for safe and reliable transportation throughout the year. However, roadway safety can be compromised by persistent issues such as potholes, washouts, and poor drainage. Inadequate drainage causes standing water and erosion, leading to unsafe driving conditions and accelerated road degradation, particularly concerning for ATVs and light vehicles commonly used in the community. To support these efforts, Newhalen benefits from access to local material sites which provide gravel and other essential resources for road surfacing and repair. Utilizing local material sources helps reduce transportation costs, ensures a quicker response to road damage, and promotes long-term sustainability in construction and maintenance operations. Maintaining and investing in these sites is key to supporting the community's ability to manage its road network effectively.

The annual cost of road maintenance and improvements in Newhalen is supported in part by the TTP which provides an average tribal share of **\$130,000** per year. This amount represents the total TTP allocation and is not exclusively for maintenance, as it must also support planning,



Typical gravel material used for community roadways in Newhalen.

construction, safety projects, equipment, and administrative needs. Under current regulations, a Tribe may now use up to 25 percent of its TTP share specifically for road maintenance, while activities such as road sealing are not subject to this limitation. These funds are intended to supplement, not replace, the BIA road maintenance program, for which BIA retains primary responsibility.¹⁷

¹⁷ "Tribal Transportation Program" BIA, 2017, website: <https://www.bia.gov/regional-offices/great-plains/indian-reservation-roads-program>



15. Float Planes and Aircraft Noise (Emphasis Area 10)

To help reduce float plane and low-flying aircraft noise over residential areas in Newhalen, the community will need to establish clear guidelines and work collaboratively with nearby tourism operators. This includes setting defined “no-fly” hours, such as between 10 p.m. and 6 a.m., to prevent aircraft from disrupting residents, especially during peak tourism seasons when hunting lodges are active. Additionally, policies should be put in place to ensure float planes land at a safe distance from the Newhalen shoreline and maintain minimum altitude requirements when flying over the village to limit excessive noise and safety concerns. These policies can be supported through local ordinances and shared with pilots and lodge operators in the region to encourage compliance and shared respect for community well-being.



Float Planes are active in the region particularly in Iliamna. Source: Rainbow King Lodge (Iliamna)

Partnerships with lodges in Iliamna and the surrounding region will be essential to the success of this effort. Operators and their staff can help by attending community meetings, where they can learn about residents’ concerns and communicate their flight schedules. Lodges are also encouraged to contribute to summer community events as a way to build goodwill and show support for local priorities. Through direct dialogue and respectful collaboration, Newhalen can foster a positive working relationship with tourism-based businesses while protecting the peace, safety, and quality of life for local residents.



The increase in interest in bear viewing flight seeing tours from Iliamna and Newhalen has increased the amount of float plane traffic in the region.

Source: Grizzly Alaska (Iliamna)

Reducing float plane noise near Newhalen will not require new funding but will depend on strong collaboration and consistent communication with key stakeholders. Local lodges and tour operators, particularly those based in Iliamna, can help by adjusting flight schedules to avoid early morning and late evening disturbances and by honoring agreed-upon altitude and distance guidelines near residential areas. Coordination with the ADOT, which oversees the nearby airport, is also important to ensure that community concerns are taken into account during airport operations and flight planning. Private plane owners can support this effort by participating in community discussions and respecting established “no-fly” periods and height restrictions. Through shared responsibility and ongoing

dialogue, these efforts can help reduce aircraft-related disturbances while strengthening relationships between the aviation and tourism industries and the Newhalen community.



16. Enforcement (Emphasis Area 11)

Newhalen has made progress toward improving community safety by successfully establishing a VPSO who now serves the area. This represents a key step forward in filling the gap left by the departure of the Alaska State Trooper who was stationed in the community up until 2016. The current VPSO is dedicated to serving Newhalen only, but there are plans to introduce a VPO position that could potentially serve both Newhalen and neighboring Iliamna. This local presence allows for more responsive, community-centered enforcement of transportation and public safety rules, particularly along roads, trails, and waterways. With the VPSO in place, enforcement efforts can be focused on addressing speeding, safe trail use, and other local concerns using an approach that emphasizes familiarity with and accountability to the community.

While collaboration with the Alaska State Troopers remains an option for more serious incidents or broader enforcement coordination, the emphasis should be on supporting and expanding local law enforcement that understands the needs of Newhalen residents. Enforcement strategies could include the use of radar equipment to monitor speeds, increased community visibility, and data collection to track safety concerns and demonstrate the need for additional support or funding. Continuing to work closely with the VPSO, and eventually the VPO, provides a foundation for long-term, sustainable safety that is built on trust and community involvement.

The VPSO has expressed interest in developing a systematic crash data analysis program that draws from both existing datasets provided by the ADOT and locally collected data from the Newhalen health clinic. By tracking crash locations, injury types, and contributing factors, this data can help identify high-risk areas across roads, trails, and waterways. Accurate crash and injury data will allow the VPSO to better allocate limited resources, prioritize enforcement areas, and support evidence-based decision-making. This approach aligns with national best practices promoted by the FHWA and is directly supported by funding opportunities such as the SS4A program.¹⁸ These initiatives encourage data-driven planning and have proven effective in similar rural and tribal communities across the country. By leveraging these models, Newhalen can develop a community-focused transportation safety strategy that integrates enforcement, public health data, and planning.



Newhalen VPSO and public safety support is also provided by the State Troopers based out of Anchorage. Source: AST

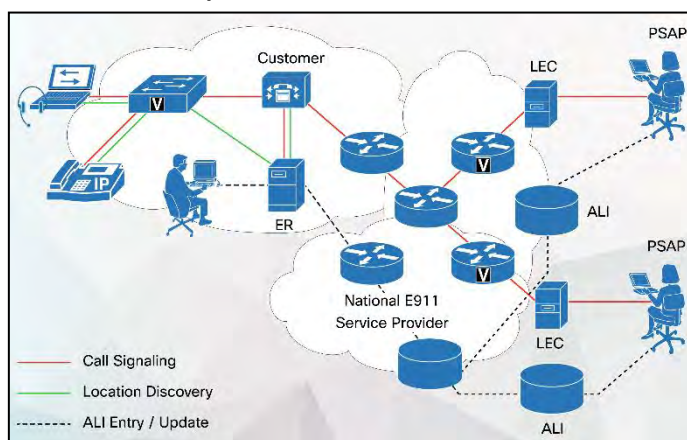
¹⁸ "Systemic Approach to Safety" FHWA, 2025, website: <https://highways.dot.gov/safety/data-analysis-tools/systemic>



17. Data Collection (Emphasis Area 12)

Improving transportation safety planning in Newhalen requires better and more consistent data collection to support decision-making, planning, and implementation. Currently, the community has very limited crash, injury, and usage data, which significantly hinders its ability to assess transportation risks across roads, trails, waterways, and emergency routes. The Newhalen Tribal Council has previously submitted funding requests to the FHWA TTPSF to establish a local

database and collection process, including data such as average daily traffic (ADT), speeding incidents, helmet and seatbelt use, emergency response times, and trail and pedestrian characteristics. These data points would help identify trends, prioritize safety investments, and evaluate the effectiveness of safety interventions. The clinic's work on developing a locally based Enhanced 911 (E911) response system, including a custom mapping and addressing framework, is another step toward improving emergency communication and location tracking in the community. Collaboration with the local clinic presents a key opportunity to strengthen these data efforts. The clinic can support the collection of crash and injury data, which would be essential for conducting transportation safety audits and developing crash-reduction strategies. By aligning transportation safety efforts with public health data, the Tribal Council and clinic can jointly identify high-risk locations, support grant applications, and implement more targeted interventions.



E911 System connectivity when implemented to support local 911 and emergency response services Source: ACS

The State of Alaska operates an E911 Working Group that brings together state, local, and tribal stakeholders to coordinate the development and expansion of Enhanced 911 services across rural and urban communities. This group focuses on technical standards, addressing systems, emergency response protocols, and funding strategies. It works closely with federal partners, including the National 911 Program and the Federal Communications Commission (FCC), to ensure compliance with national guidelines and access to federal resources. The working group also helps guide statewide planning efforts, promote interoperability between jurisdictions, and support rural communities in implementing customized E911 systems that meet local needs.¹⁹

Several rural Alaska communities have successfully implemented locally managed E911 systems that meet Phase I/II standards, enabling emergency responders to receive both the caller's

¹⁹ "9-1-1 & Dispatch Consolidation Working Group" State of Alaska, Report and Recommendations, 2020, website: <https://aws.state.ak.us/OnlinePublicNotices/Notices/Attachment.aspx?id=124070>



location and callback number from mobile devices. These systems primarily require investment in mapping and addressing infrastructure, such as GPS-capable software, signage, address databases, and coordination with Public Safety Answering Points (PSAPs). Implementation costs typically range from **\$25,000 to \$50,000** depending on the size of the community and selected technologies. Funding is often supported by federal E911 grant programs and state 911 surcharge revenues, which can cover up to 50 percent of initial costs. Once operational, ongoing expenses remain relatively low and are generally limited to maintaining maps, updating databases, and coordinating with dispatch services.

18. TTP Office Space (Emphasis Area 13)

Newhalen has recognized the growing need for expanded office space and staff capacity to effectively implement and manage the TTP Program for the community. Current facilities are too limited to support the increasing responsibilities of the TTP Department, particularly in areas such as planning, data management, emergency response coordination, and community safety. As services expand, it has become necessary to identify a suitable parcel for a new TTP office or consider the construction of a dedicated facility for the transportation program. Establishing adequate space would also support the hiring of a full-time Transportation Program Manager and other related staff, ensuring the consistent implementation, oversight, and evaluation of transportation safety initiatives.



Current Newhalen Tribal Office & Lot.

As an alternative to new construction, Newhalen could evaluate existing community buildings that are underutilized or vacant and assess their potential for retrofitting. Repurposing such structures could provide a cost-effective solution for housing transportation staff and expanding operational space. Depending on the condition and size of the facility, retrofitting costs can range from \$75 to \$150 per square foot, covering necessary upgrades such as insulation, internet connectivity, heating, office partitions, and ADA-compliant access. The cost of constructing a modular office building in rural Alaska typically ranges from **\$144,000 to \$192,000**, depending on the location, site preparation needs, and building specifications. This estimate is based on completed modular projects in similar rural communities, where the use of prefabricated units reduces on-site labor time and transportation challenges. Costs generally include the design, transportation, installation, foundation work, utility connections, and interior outfitting of the building.²⁰ A modular structure is a cost-effective solution for expanding essential services in remote areas like Newhalen, especially when reliable access to materials, skilled labor, and extended construction seasons are limited.

²⁰ "Creating Sustainable Housing and Jobs in Rural Alaska" NREL, 1/12/2023, website: <https://www.nrel.gov/news/feature/2023/creating-sustainable-housing-and-jobs-in-rural-alaska>



19. Storage of Vehicles & Equipment (Emphasis Area 14)

To support the growing needs of Newhalen's transportation programs, the Newhalen Tribal Council has prioritized the development of adequate storage and maintenance facilities for its expanding fleet and equipment inventory. Over the past five years, the Tribe has acquired three transit vehicles, a range of heavy equipment for road construction and maintenance, a Safety Boat, brush-clearing tools, and other materials essential to its transportation safety goals. However, the current warehouse is too small and lacks the capacity to securely store or service this equipment. In response Newhalen is working with the BIA TTP program in Alaska to identify funding for key improvements. This includes constructing a new maintenance facility, expanding the existing warehouse, and installing fencing around the property to ensure secure storage and facilitate year-round maintenance operations.

Surveying and permitting for the planned TTP maintenance facility are scheduled for the summer of 2025, with construction expected to begin later in the year. The planned TTP maintenance facility in Newhalen is a significant step toward supporting the long-term operations and sustainability of the



Current Newhalen tribal heavy equipment inventory adjacent to new store.

Tribe's growing transportation program. Surveying and permitting for the site are scheduled for summer 2025, which will provide the foundational layout for the facility's construction and functionality. Once complete, the maintenance facility will serve as a central hub for storing and servicing transit vehicles, heavy equipment, the Safety Boat, and other tools and materials critical to the success of transportation safety initiatives. The design will also incorporate secure storage areas and accommodate seasonal maintenance needs, enabling year-round operations for road and trail upkeep, emergency preparedness, and other infrastructure activities.

In addition to its primary function, the facility is expected to include limited office space, which could be used by the Tribal Transportation Program Manager and maintenance staff for daily operations, reporting, and coordination. While this space will not replace the need for a larger, standalone office facility, it will provide an immediate and functional workspace that supports field operations and improves communication between transportation staff and other departments. The estimated cost for the proposed facility, including the integrated office space, is roughly **\$1-2.5 million**, which is consistent with construction costs for similar multi-use transportation and maintenance buildings in rural Alaska.²¹

²¹ "Snow Removal Equipment Building" State of Alaska, ADOT False Pass Airport, Online Notice, August 2024, website: <https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=216197>



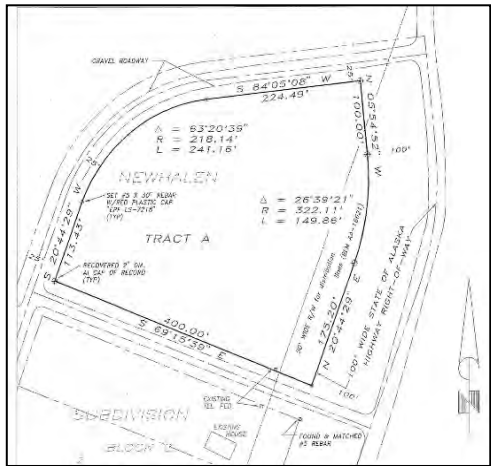
20. Local Store Road Safety Improvements (Emphasis Area 15)

As part of the relocation process, the new store will be moved from its current temporary location to an adjacent, permanent lot. Ensuring safe access to and around the new store site is a critical priority. This includes the development of adequate public parking, accessible entry and exit points, and clear site lines for both vehicles and pedestrians. Visibility at all access points must be optimized to reduce the risk of accidents and improve the overall safety experience for customers and staff. Traffic calming measures, such as speed humps, signage, and pedestrian crossings, should be implemented as part of the site development to manage vehicle speeds and enhance pedestrian safety. These safety features will not only address immediate operational needs but also serve as foundational elements in the broader, long-term transportation planning for the area.

Following the permanent relocation of the store, the existing temporary lot will become available for the construction of the TTP Maintenance Facility. This sequencing provides an opportunity to integrate both projects into a unified safety and infrastructure strategy. The transition presents a critical moment to incorporate the new store site into long-term road safety planning and area improvements, ensuring consistency in design and function across adjacent parcels. As this area becomes increasingly active with both commercial and transportation functions, coordinated visibility improvements, signage, lighting, and access control will be necessary to support a safe and efficient flow of traffic and maintain clear lines of sight throughout the zone. These enhancements will contribute to a more resilient and accessible community infrastructure that supports future growth and operational efficiency.



The recently constructed store in Newhalen.



Survey area of Tract A: proposed new development area.

Funding for establishing the new site is already secured through the BIA. An additional safety budget of around **\$30,000** could be earmarked specifically for road safety enhancements, namely a basic gravel pad, pedestrian access signage, and lighting upgrades. These improvements can be supported by a combination of BIA resources and HSIP funds, which are administered by the ADOT to focus on cost-effective safety measures for roads in rural Alaska.



21. Implementation

The Newhalen Tribal Transportation Safety Plan will be implemented following final approval from the community, Tribal Council, agencies, and partners. Upon formal adoption through an official adoption letter, the Newhalen Tribal Council will guide improvements based on the plan's emphasis areas. The plan will be shared with community members, tribal stakeholders, and potential funding partners to support awareness and access to transportation safety grants. The Tribal Administrator will serve as the lead facilitator, ensuring timely development of safety initiatives, while the Tribal President will build relationships with safety partners to coordinate next steps and collaboration moving plan strategies forward.

As implementation moves into the future, the Tribal Council will monitor progress and ensure accountability through regular status reviews. While some responsibilities may fall to state or federal agencies, Newhalen will take an active coordination role through its plan leaders. Periodic updates and reviews scheduled every five years will help incorporate new data, assess results, and adapt strategies to meet evolving transportation safety needs for the community and the greater Iliamna Lake region.

21.1 [Evaluation](#)

Ongoing evaluation is essential to ensuring the long-term success of the Newhalen Tribal Transportation Safety Plan. It enables the Newhalen Tribal Council and safety partners to assess whether the plan's emphasis areas and safety goals are being achieved, while also identifying new or emerging transportation safety concerns that may have arisen since the plan's adoption.

To support this effort, the transportation safety plan working group will be the lead for review and future plan updates. This working group will be led by Tribal leadership, with support from the Newhalen Village staff, and include key stakeholders such as road maintenance staff, regional partners (Southcentral Foundation), and state agencies, including ADOT and the Alaska State Troopers.

The working group will convene annually to conduct a comprehensive review of the plan's implementation. When feasible, these meetings can be aligned with existing tribal planning sessions to promote broad participation and minimize scheduling conflicts. The primary role of the working group will be to monitor progress on action items, collect input from responsible agencies and staff, and evaluate whether implementation is advancing across all emphasis areas.

The Transportation Safety Working Group will collaborate to provide targeted support, refine strategies, and, when necessary, reassign responsibilities to help accelerate progress on key initiatives. In addition to monitoring implementation, the group will assist in identifying potential funding opportunities and may designate qualified staff to pursue grant applications and other external resources. Findings from the group's annual evaluations will be compiled into a Transportation Safety Progress Report, which will be shared with the community to promote transparency, accountability, and informed decision-making. Guided by this structured review

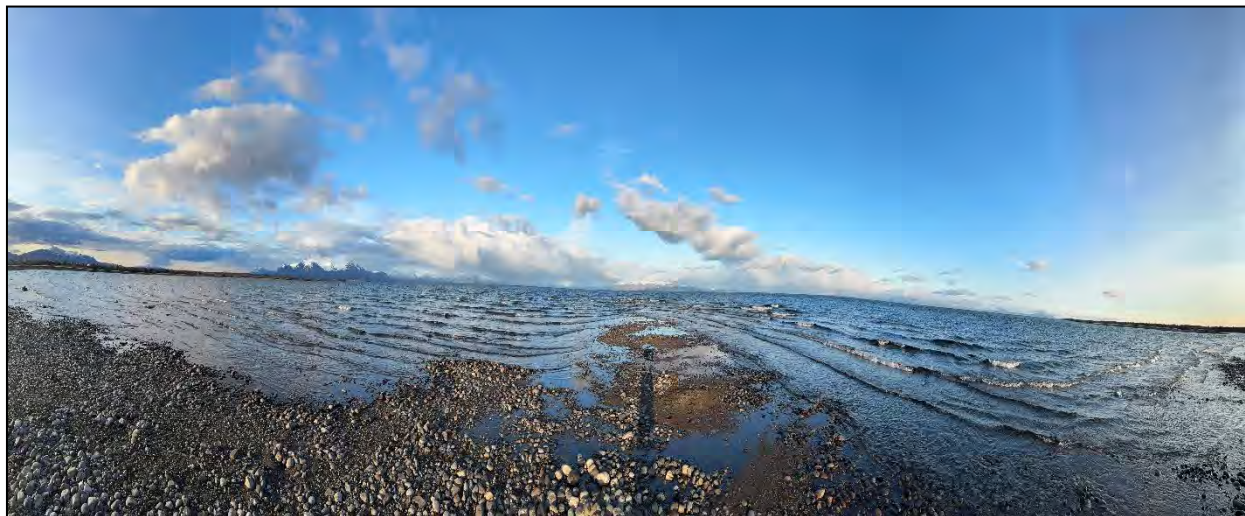


process, the Newhalen Transportation Safety Plan will remain a living document, one that evolves alongside community needs and continues to drive meaningful, long-term improvements in transportation safety for all residents.

21.2 [Plan Updates](#)

The Newhalen Tribal Transportation Safety Plan will be reviewed annually by the Newhalen Tribal Council Leadership and formally updated every five years. These updates will incorporate completed projects, newly collected transportation safety data, and emerging concerns specific to Newhalen and surrounding areas. By documenting ongoing efforts, the plan remains a living, adaptable tool that supports timely, proactive responses to evolving community needs and environmental conditions. This process helps ensure that all safety strategies stay relevant, community-driven, and effective.

This Safety Plan represents a critical step in advancing transportation safety for the Newhalen community, guided by the goals and vision of the Newhalen Tribal Council. It supports safe access to subsistence lands, improved emergency response coordination, infrastructure planning, and data-informed decision-making. Through ongoing evaluation, strategic updates, and sustained commitment from tribal leadership and regional partners, the plan provides a strong foundation for long-term improvements that protect the health, mobility, and well-being of tribal members and all who travel in and through Newhalen.



The Newhalen Tribal Council, rooted on the shores of Iliamna Lake, plays a vital leadership role in guiding the community's future while honoring its deep cultural ties to the land and surrounding region. As stewards of this unique and remote area, the Council is committed to preserving the values of safety, access, and sustainability for current and future generations.



Appendix I: Works Cited

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- 8.) "Annual Report", Lake and Peninsula Borough, 2022, website:
<https://lakeandpen.com/2022annualreport/>
- 9.) "Bristol Bay Regional Energy Plan", Bristol Bay Association, SWAMC, November 2013, website: <https://bbna.com/wp-content/uploads/2019/10/c56cb-bbrep-phase-i-resource-inventory.pdf>
- 10.) "School Wide Plan", Lake and Peninsula School District, May 2014, website:
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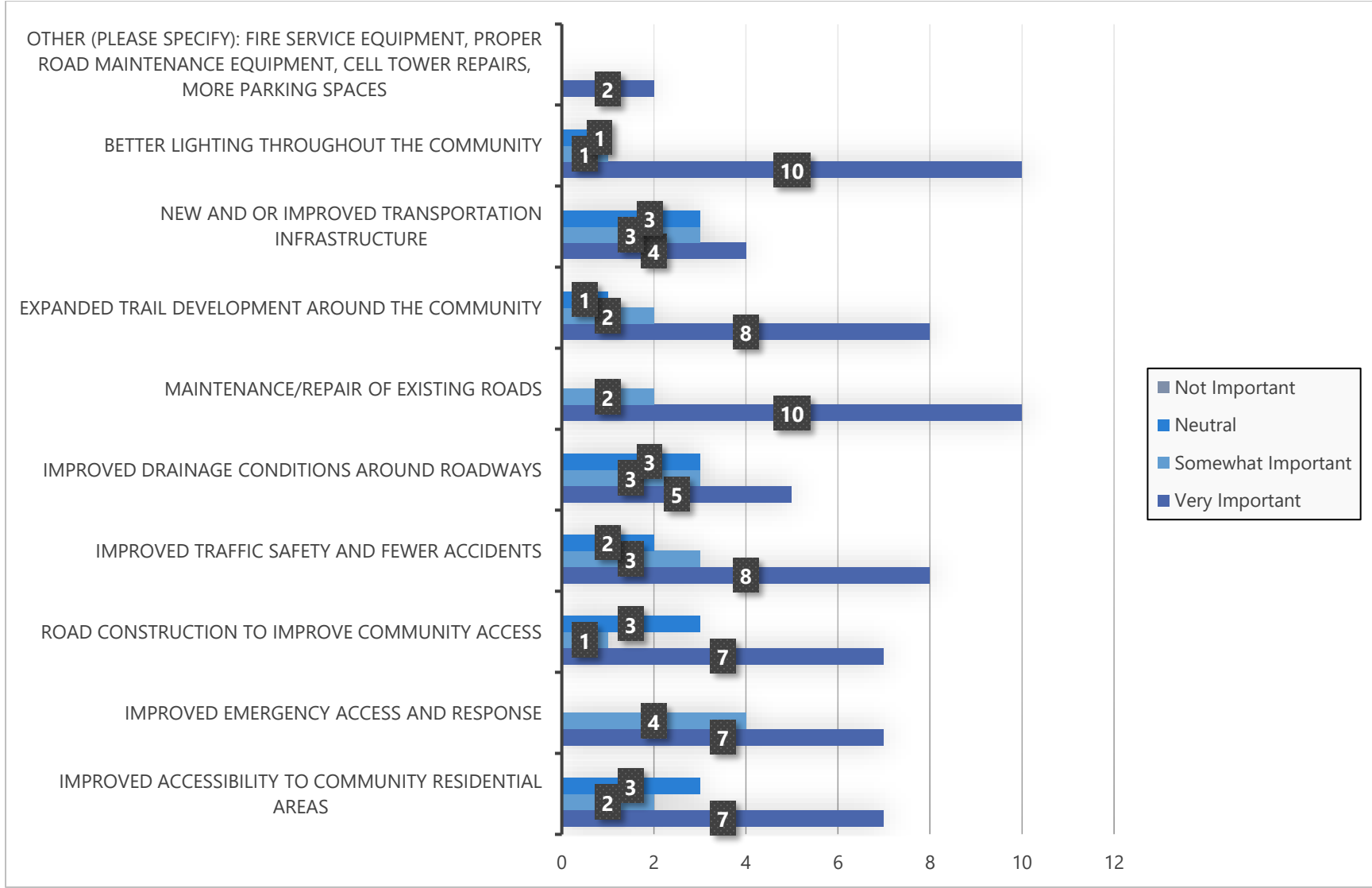


Appendix II: Newhalen Public Meeting Transportation Safety Survey

The survey data collected at the public meeting on May 5th, 2025, where 20 attendees participated and contributed to the survey, has been used to refine priorities for the community and shape the current and future transportation safety goals for Newhalen.

1. Rating percentage from community survey for key transportation safety issues in Newhalen:

Transportation Issue	Very Important	Somewhat Important	Neutral	Not Important	Total Responses
Improved accessibility to community residential areas	58.30%	16.70%	25.00%	0.00%	12
Improved emergency access and response	63.60%	36.40%	0.00%	0.00%	11
Road construction to improve community access	58.30%	8.30%	25.00%	8.30%	12
Improved traffic safety and fewer accidents	61.50%	23.10%	15.40%	0.00%	13
Improved drainage conditions around roadways	45.50%	27.30%	27.30%	0.00%	11
Maintenance/repair of existing roads	83.30%	16.70%	0.00%	0.00%	12
Expanded trail development around the community	72.70%	18.20%	9.10%	0.00%	11
New and/or improved transportation infrastructure	33.30%	25.00%	25.00%	25.00%	12
Better lighting throughout the community	83.30%	8.30%	8.30%	0.00%	12
Other (e.g., fire service, cell tower, parking)	100.00%	0.00%	0.00%	0.00%	2





2. What transportation safety related projects would you like to see developed in the community?		Public Response
A. Next Year (0-1 yr)		- Repair existing roads to homes
		- Brush removal
		- Fix roads to smoke houses
		- Make roads smoother
		- Walking trails
		- Parking at beach area for boaters
		- Cell phone repeaters in common areas
		- Lights in remote areas around community
		- ATV road next to paved areas
		- Three-bay maintenance garage
B. Short Term (1-5 yrs)		- Street lights in old HUD and Old Village houses
		- Community dock
		- Fix existing roads
		- Update back roads
C. Medium Term (6-10 yrs)		- Finish building bridge to Nondalton
		- Improve side roads
		- Bridge or crossing to Kokhanok
		- Loading ramp dock at beach in Newhalen
D. Long Term (10-20 yrs)		- Bridge across river
		- Trail development to rapids
		- Better fire truck and equipment for fire station
		- Pave all roads
		- More roads to new homes

	Public Response
3. What safety improvements could be made to roads in Newhalen (i.e. expanded snow plowing, improved roads, new road maintenance equipment)?	- Expanded snow plowing
	- Maintenance for main roads and rural roads
	- Brush cutting
	- Widen roads and culverts
	- Pave roads
	- Add sidewalks and ATV trails
	- Install trail lighting
4. Any additional comments or suggestions related to transportation safety improvements in Newhalen?	- Acquire good equipment for road maintenance
	- Install cell phone repeaters in common areas for safety and communication



2. Public Input for Safety Plan Emphasis Areas

#	Safety Plan Emphasis Area	Categories	Ongoing & New Priorities	Public Input Priority (High, Medium, Low)
1	Newhalen River Crossing Safety	Emergency Response; Engineering	Ongoing. Need to get funding for a bridge across Newhalen River, access currently needed for crossing area and approval needed from landholder. (TTP Bridge Program).	High
2	Emergency Response Communications	Emergency Response; Engineering	Ongoing. Improved communication systems are still needed for search and rescue operations, including a reliable mass alert system and adequate safety gear. Upgrading GCI service from 3G to 5G is a priority to support these efforts. Medevac services are currently provided by Guardian, with additional support from the U.S. Coast Guard and National Guard for more serious emergencies	High
3	Public Parking	Engineering	Ongoing. Parking lot not yet built near boat launch site. Current areas that are proposed may be limited due to private property and Native Allotments near proposed site.	High
4	Lighting improvements	Engineering	Ongoing. Beacons at Mouth of Newhalen River, as well as residential and school areas. Improved lighting around school area needed to reduce risks. No new lighting added since previous plan.	High
5	Pedestrian Safety	Engineering	Ongoing. Focus on improving areas along roadways to improve pedestrian walkways along roadway.	High
6	Four-Wheeler (ATV) Safety	Education; Enforcement; Engineering	Ongoing. Existing program through school provides training for younger students. Older students including High School aged students should also be involved in these ATV safety trainings as well.	Medium
7	Trail Markings	Engineering	Ongoing. Trail markers are primarily needed to access subsistence areas across Newhalen River. A bridge crossing would also help with access.	Low



#	Safety Plan Emphasis Area	Categories	Ongoing & New Priorities	Public Input Priority (High, Medium, Low)
8	Speeding	Engineering; Enforcement; Education	Ongoing. While not enforceable by the VPSO, speed deterrence can be coordinated through community involvement and visible presence to discourage speeding.	High
9	Road Repairs & Maintenance	Engineering	Ongoing. Improvements to roads including surface improvements and culvert locations. Look into potential support to DOT to improve Iliamna-Newhalen road to community. This could include patching pavement where potholes or problems exist.	High
10	Float Planes and Aircraft Noise	Education; Enforcement	Ongoing. Primarily a summer concern, this issue could be addressed by coordinating with lodge owners to enforce designated quiet hours when flights occur later in the day.	High
11	Enforcement	Enforcement	Ongoing. VPSO now stationed full-time. Will be adding an additional Tribal Police Officer in the coming year to provide support for both Newhalen and Iliamna.	High
12	Data Collection	Education; Enforcement; Engineering; Emergency Response	Ongoing. Crash data collection could include reports from both the local clinic and the public safety office. Additional data could be used to identify problem road areas and support road safety audits, including monitoring locations that may benefit from enhanced signage and transportation safety signs.	Low
13	Tribal Transportation Program Office Space.	Engineering	Ongoing. A new transportation facility is scheduled for development in summer 2025. Additional funding is needed to support the planned building, including the addition of office space for staff. This space could accommodate maintenance personnel and provide a venue for training sessions and program activities.	Low
14	Storage of Vehicles, Equipment & Materials	Engineering; Emergency Response	Ongoing. The local fire truck is in need of repairs; previous fire incidents required assistance from Iliamna. A fully functioning fire truck based in Newhalen would significantly improve emergency response capabilities. A new maintenance facility for the Tribal Transportation Program is planned at the current store location.	Medium



#	Safety Plan Emphasis Area	Categories	Ongoing & New Priorities	Public Input Priority (High, Medium, Low)
15	Local Store Road Safety Improvements	Emergency Response; Engineering	New. Ongoing heavy equipment activity near the store may pose safety hazards; the new store site should be integrated into long-term safety improvement plans to ensure safe access for users.	High



PUBLIC MEETING ATTENDEES AT THE MAY 2025 PUBLIC MEETING AT THE CITY OF NEWHALEN BINGO HALL TO DISCUSS THE NEWHALEN TRIBAL TRANSPORTATION PLAN UPDATE

