CRAIG TRIBAL ASSOCIATION

2025 STRATEGIC TRIBAL

TRANSPORTATION SAFETY PLAN UPDATE

July 2025

Prepared by:

RED PLAINS PROFESSIONAL, INC.

TABLE OF CONTENTS

TABLE OF CONTENTS (CONT.)

TABLE OF TABLES

TABLE OF CONTENTS (CONT.)

TABLE OF FIGURES

PROCESS

PLAN DEVELOPMENT

Project Initiation

CTA issued a Request for Quote (RFQ) for the Tribal Safety Plan Update of their Tribal Safety Plan in January 2025. RPP was notified of being selected for the project and a contract was signed and executed in February 2025. Crash data received from Alaska Department of Transportation (AKDOT&PF) and Craig Police Department (CPD) was analyzed. RPP met and discussed the plans development with various CTA stakeholders throughout the project lifespan.

Study Area

The study area includes Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, City of Klawock, and the main arterials of Craig-Klawock-Hollis Highway in its entirety MP 0-31.1, from City of Craig to Hollis Ferry Terminal, Boundary/Big Salt Road MP 0-3 from Klawock to airport, and Port Street Nicholas Road.

Web Mapping Application

This plan was developed with a data driven approach using modern Geographic Information System mapping and visualization technologies. All project data is viewable with the following Web Mapping Application:

https://red-plains.xyz/CraigTribalAssociation

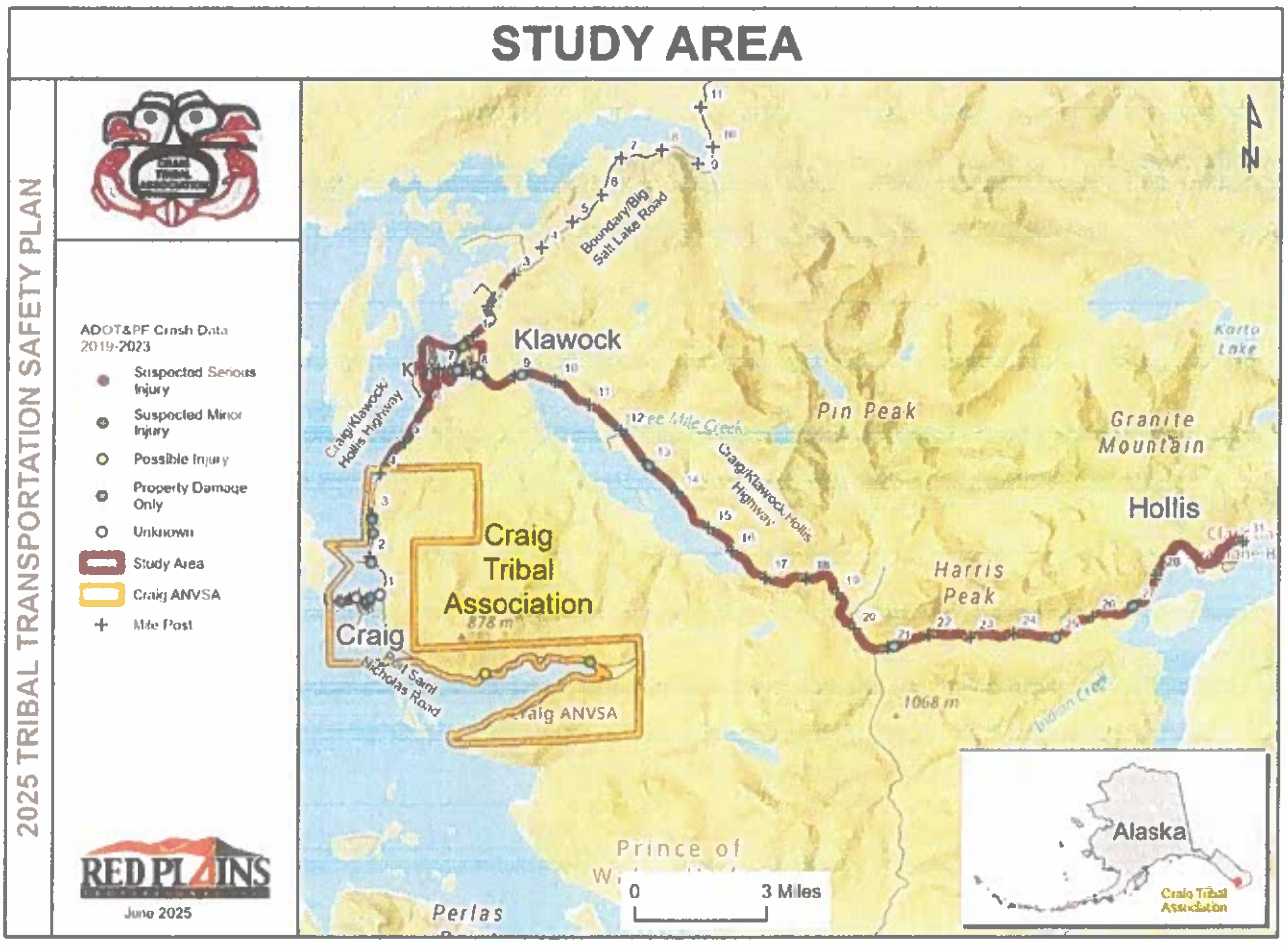

Figure 1 – Study Area Map.

SAFETY PARTNERS/CHAMPIONS

Safety Partners/Champions are agency departments and other entities that are directly involved in transportation safety through collaborative planning, maintenance, emergency response and actively implementing safety strategies. To achieve the goals within the emphasis areas of the plan, the CTA envisions ongoing cooperation with numerous Tribal, Federal, State, local and private entities; i.e., safety partners, which represent enforcement, education, engineering, and emergency medical services. Maintaining relationships with these agencies and organizations will help ensure long-term sustained efforts to improve safety across Prince of Wales Island.

Established in the 2015 plan and updated in 2021 and 2025, the Tribal Safety Plan Development Meeting and CTA Tribal Safety Plan Development Survey identified the following list of safety partners, which may grow over time with the resolution of area safety needs and challenges and/or the rise of new areas of concern and focus:

CRAIG TRIBAL ASSOCIATION (CTA)

- CTA Transportation Department
- CTA Tribal Council
- CTA Environmental Department

KLAWOCK COOPERATIVE ASSOCIATION (KCA)

- KCA Tribal Administrator
- KCA Transportation Department

ORGANIZED VILLAGE OF KASAAN (OVK)

CITY OF CRAIG

- Craig Police Department (CPD)
- Craig Emergency Fire
- Craig Emergency Management Services
- Craig City School District
- Craig Planning and Zoning Department

CITY OF KLAWOCK

- Klawock Police Department (KPD)

PRINCE OF WALES ISLAND

- Prince of Wales Island Community Advisory Council (POWCAC)
- Prince of Wales Island Emergency Management Services
- Prince of Wales Health Network

FEDERAL

- United States Forest Service (USFS)
  - Craig Ranger District
  - Thorne Bay Ranger District

STATE OF ALASKA

- Alaska Department of Transportation and Public Facilities (AKDOT&PF)
  - Southcoast Region Planning Division
  - Statewide Transportation Program (STIP)
  - Alaska Transportation Alternatives Program (ATAP)
- Alaska State Troopers (ASP)
- Alaska Department of Health

INTER-ISLAND FERRY AUTHORITY

SOUTHEAST ALASKA REGIONAL HEALTH CONSORTIUM (SEARHC)

- Alicia Roberts Medical Center
- Community Family Services Program

PEACE HEALTH MEDICAL GROUP

PRINCE OF WALES CANCER COALITION

PRINCE OF WALES HEALTH NETWORK

CRAIG AQUATIC CENTER

ALASKA NATIVE TRIBAL HEALTH CONSORTIUM

SOUTHERN SOUTHEAST LOCAL EMERGENCY PLANNING COMMITTEE

PRINCE OF WALES YOUTH FIRST RESPONDERS

THE SAFETY SPECIALISTS

HELPING OURSELVES PREVENT EMERGENCIES (HOPE)

SHAAN-SEET, INC.

SEALASKA REGION CORPORATION

EXISTING EFFORTS

Craig Tribal Association

Although the Craig Tribal Association is a small tribe, it historically has had a significant impact within the Craig community and larger POW area due to the constant and proactive attention the Tribe's Transportation Department has paid/is paying to local and island-wide safety improvement via the completion of essential transportation plans and projects.

- **Craig Klawock Bike & Pedestrian Pathway Project (2026):** In 2024 the Craig Klawock Bike and Pedestrian Pathway was added to the 2022-2026 Statewide Transportation Program (STIP). The project is to construct approximately 4.6 mile bike and pedestrian pathway between Craig and Klawock, AK. See Figure 2 below.

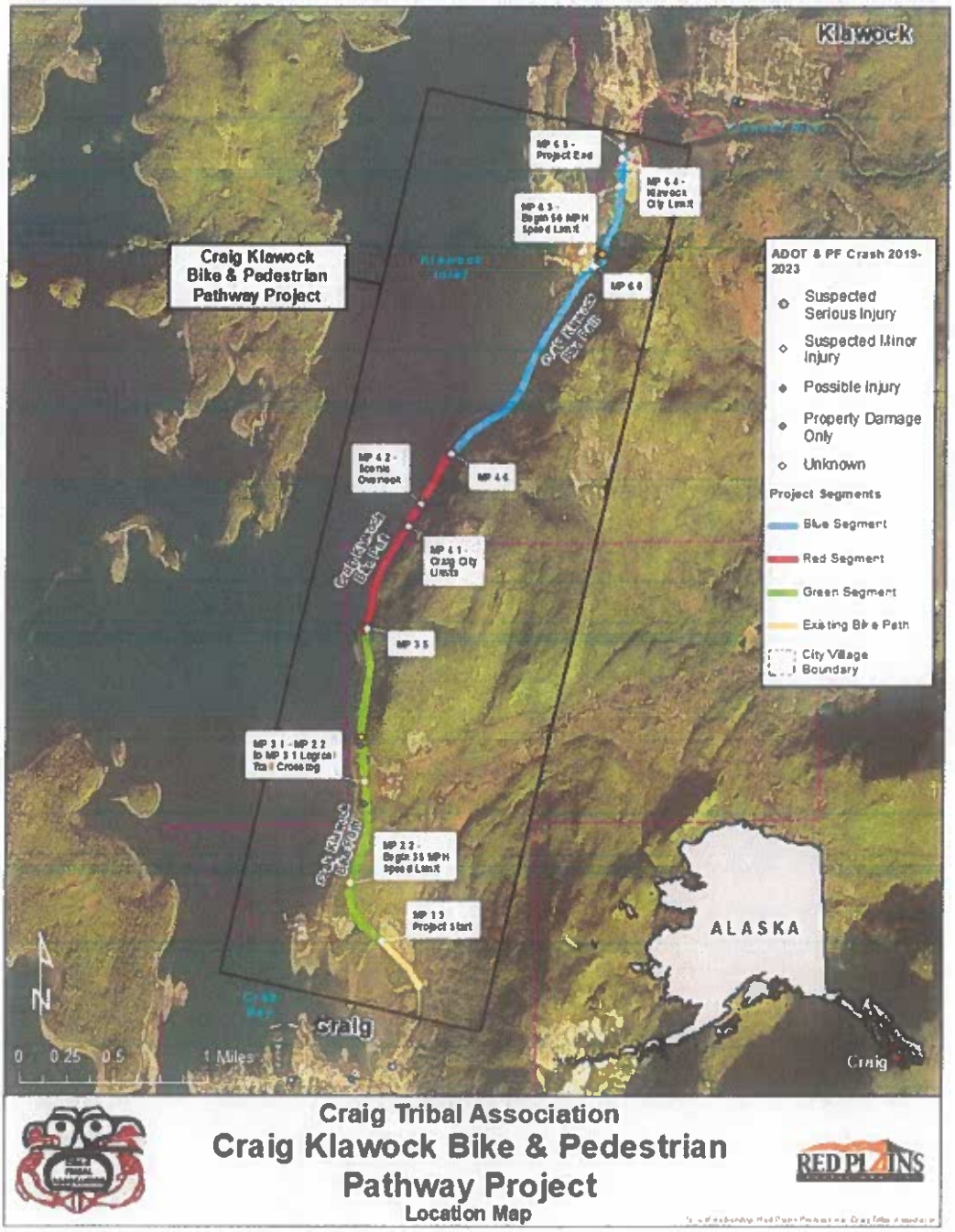

Figure 2 – Craig Klawock Bike and Pedestrian Pathway Project location map.

The pathway will start in the City of Craig at milepost 1.9 and goes north toward the City of Klawock at milepost 6.5. The goal of the project is to provide a dedicated facility for pedestrians and bicyclists to improve safety within the corridor between Craig and Klawock. The pathway will be ~10' wide to allow for bike as well as foot traffic and will utilize an asphalt surface to match the characteristics of the adjoining pathways. This pathway will provide enhanced access and safety for alternate modes of transportation along the route. There is currently no dedicated facility for transit along the highway between Craig and Klawock. Schoolchildren, visitors, pedestrians and bicyclists walk or ride on unsafe, unmarked sections of the highway at risk due to vehicular traffic. Construction to begin in spring of 2026.

- **Long Range Transportation Plan LRTP (2015, 2018):** The LRTP demonstrates the Tribe's transportation needs and develops strategies to meet those needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs. The LRTP development process included inventory and analysis of infrastructure completed in collaboration with State, Cities, Boroughs, community members and other stakeholders to identify projects to improve multi-modal transportation options locally and regionally. The plan also included the development of a comprehensive Prioritized Project List (PPL) as a planning tool to program identify and Plan Tribal projects. (See Appendix A).
- **National Tribal Transportation Facility Inventory (NTTFI) (2020):** The NTTFI inventory is used by Tribes, Bureau of Indian Affairs (BIA) and Federal Highways (FHWA) to assist in transportation and project planning, expenditure justification, identify transportation needs, maintain existing facilities and development management systems.
- **Strategic Tribal Transportation Safety Plan (STTSP) (2025):** This Plan identifies transportation safety needs, provides crash analysis and safety concerns, and emphasis areas with strategies to improve safety. Plan supports the higher prioritization of needed transportation safety improvements on the specific transportation network impacting safe ingress and egress to and from Tribal lands, facilities and the community. The STTSP is used as a communication tool, not only to apply for and justify future Tribal Transportation Plan Safety Funding (TTPSF) and other grant funding, but to also make the surrounding transportation jurisdiction aware of the Tribe's safety emphasis areas and continuing safety improvement efforts. This is an update to the 2021 and 2015 documents.
- **Port Saint Nicholas Road Improvements (2021):** The project improved the approach paving and constructed guardrails along Port Saint Nicholas Road.
- **Pedestrian Pathways (2019-Ongoing):** Since 2019, CTA has constructed pedestrian pathways and sidewalks accessing the Craig Elementary and Middle School campus, and Craig Recreation and Pool facility. A gravel/dirt pathway was constructed between CES and the pool. Concrete sidewalks were added south from Craig-Klawock-Hollis Highway, along the west side of T&H Street to the cul-de-sac at Craig Elementary, and along Port Bagail Boulevard to Watertower Road. Continuation of the sidewalk south along Port Bagail Boulevard was completed summer 2021 and construction of additional pedestrian facilities along Tanner Crab Court will begin in 2025.
- **Tsunami Evacuation Route (2020):** The city of Craig is a coastal community, making it susceptible to Tsunami hazards. The development of a Tsunami Hazard Plan and Evacuation Route better prepares local officials to alert and evacuate the community if such an emergency were to arise.

Craig City School District

- **Craig Elementary and Middle School Rehabilitation Project (2025-2026):** With construction beginning in June 2025 and scheduled to complete in 2026, the rehabilitation project is to reconstruct and update much of the elementary and middle school facilities with planned upgrades to security, HVAC systems and ADA accessibility compliance.

Encouragement

- POW Health Network's Health Wellness Fair, annual events and activities:
  - National Drug Take-Back Day
  - National Immunization Week each April
  - Immunization Awareness Month each August
  - Community Wellness "Potluck" Luncheon
  - Numerous Fun Runs/Walks - Healthy Heart Hustle 3K/5K

Enforcement

- The passage of State and local ordinances, which punish texting and driving infractions with the same penalties as a Driving Under the Influence (DUI) charge
- Mobile radar speed trailers indicating vehicle speeds
- Commercial Driver's License testing Ongoing DUI and speeding enforcement
- Seat belt citation fine revenue is donated to Craig EMS.

EMS

- Weekly Craig EMS training
- Quarterly EMS training for POW EMS squads
- Island-Wide Emergency Medical Services
  - Drug Screening
  - First Aid Kits
- The City of Craig
  - Installation of tsunami warning sirens and evacuation signage
  - Siren testing the first Wednesday of each month

Engineering

- Roadway signage - including hazardous road conditions signage and changeable message boards with vital driver information.
- School crossing warning assemblies approaching Craig Elementary and Middle schools.
- Roadway maintenance - Considered a public authority under 25 CFR Part 170, CTA collaborates with the City, Shaan-Seet Corporation, and State for roadway maintenance, even though some Craig roads receive only seasonal upkeep.
- Continuous pursuit of POW transportation sector improvements within all transportation segments.

Southeast Alaska Regional Health Consortium (SEARHC)

SEARHC runs an Injury Prevention Program with the goal to reduce injury mortality and morbidity thru evidence based interventions and increase the maturity and depth of knowledge by encouraging self-sustainability and integration of local organizations through injury preventions teams. The following programs exist under their Injury Prevention Program.

- **POW Child Passenger Safety Course and Program:** Child Passenger Safety Technicians (CPSTs) training, become advocate for child passenger safety. Child Passenger Car Seat sales at cost, which requires a community member to be willing to become a trained technician. Increase youth seat belt use through education and enforcement.

- **Pedestrian Safety:** Guidelines to reduce your risk of injury as a walker.

MOTOR VEHICLE CRASH DATA REVIEW AND ANALYSIS

CRASH OVERVIEW

The data source for the following analysis was AKDOT&PF for the period of January 1, 2019 to December 31, 2023 and CPD crash data for the period January 1, 2019 to April 31, 2025. The study area includes Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, City of Klawock, and the main arterials of Craig-Klawock-Hollis Highway in its entirety MP 0-31.1, from City of Craig to Hollis Ferry Terminal, Boundary/Big Salt Road MP 0-3 from Klawock to airport, and Port Street Nicholas Road. See Figure 3 below.

The statistics in the following section tell the story of AKDOT&PF/CPD crashes occurring within the study area. Comparative analysis between the 2013-2018 crash data set studied in the 2021 plan and the 2019-2025 crash dataset studied in this 2025 plan update, when applicable, will be displayed. CPD crash data was not mapped in GIS and will not be displayed in figures but will be shown in data when possible.

All project data is viewable with the following Web Mapping Application:
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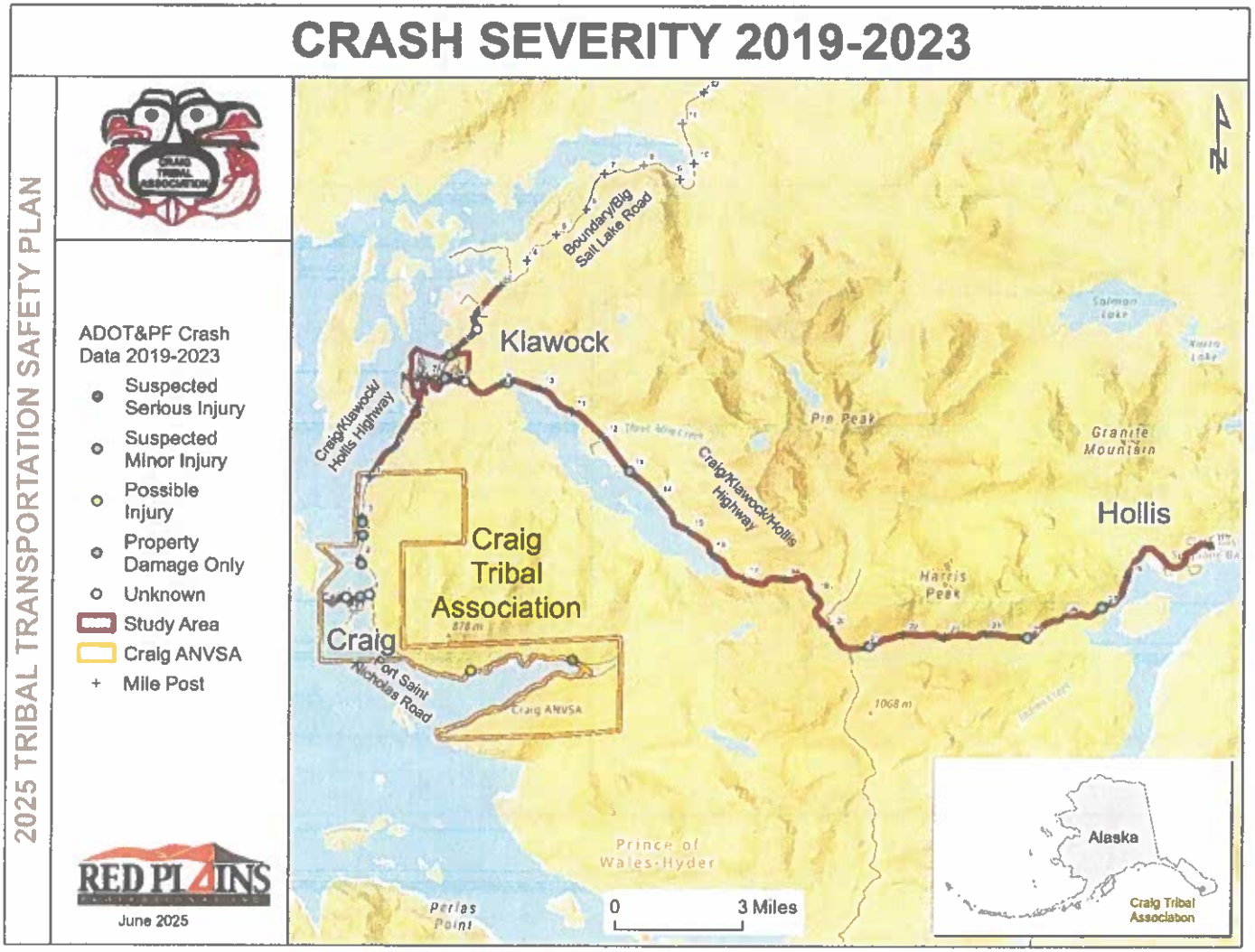


Figure 3 – AKDOT&PF Crash Severity Map, 2019-2023.

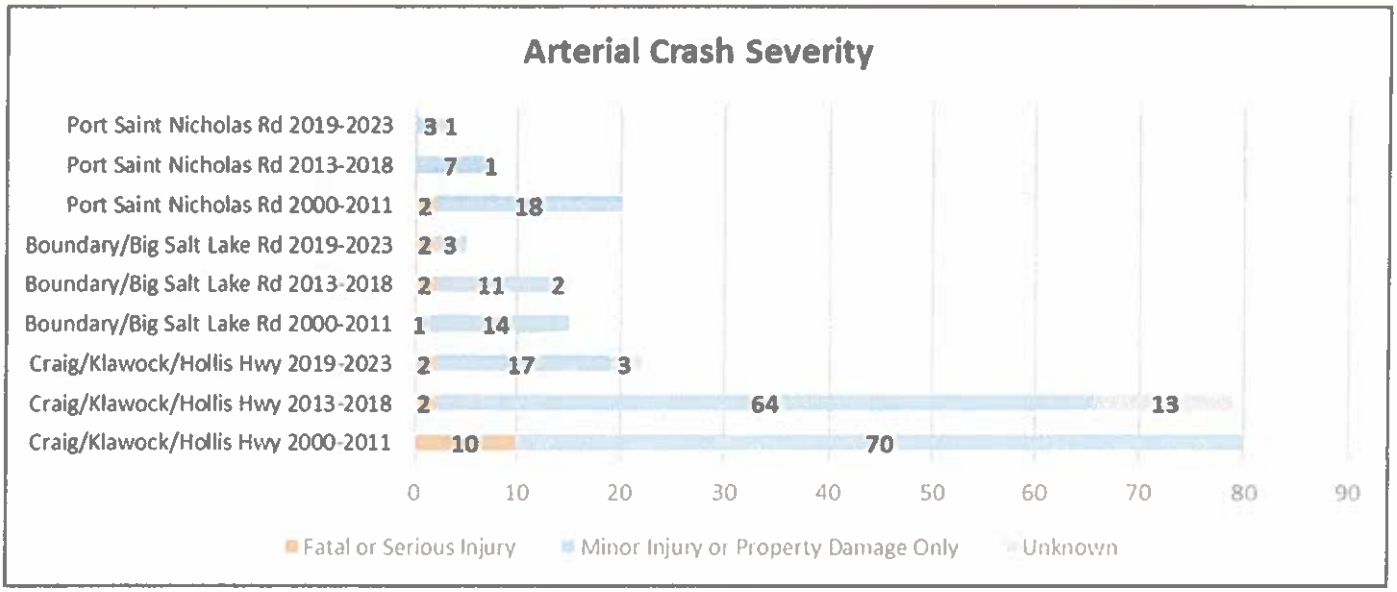


Figure 7 – Arterial Crash Severity

Overall:

- 16% (24 of 154) of 2019-2025 crashes resulted in injuries.
- 20% (49 of 245) of 2013-2018 crashes resulted in 48 injuries and 1 fatality crash.
- 44% (122 of 279) of 2000-2011 crashes resulted in 117 injury crashes and 5 fatality crashes.
- Decreasing trend in number of crashes per year and decreasing injury and fatality trends from previous plans.

CRASH TYPE AND INVOLVEMENT

Mix

- 60% of 2019-2025 versus 78% of 2013-2018 crashes involved 1 vehicle or party. Increasing trend from previous plan.

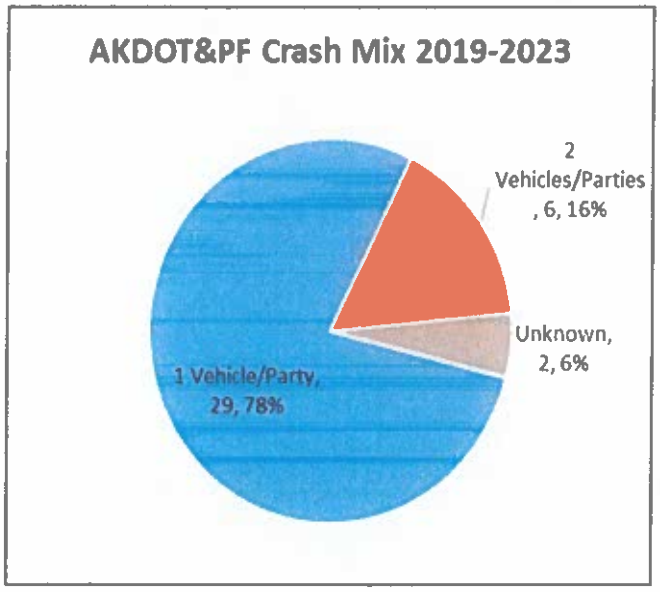


Figure 8 – AKDOT&PF Crash Mix 2019-2023

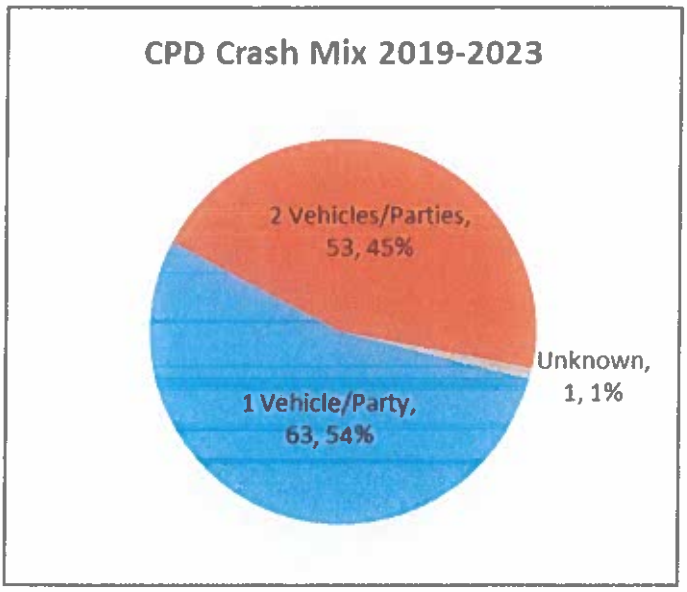


Figure 9 – CPD Crash Mix 2019-2023

Type

- 27% of 2019-2023 crashes were single vehicles run-off road
- Head-on crashed were the highest collision type at 11%

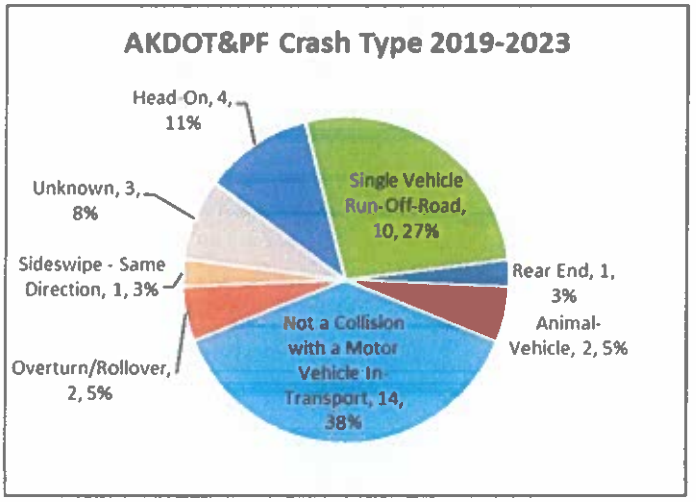


Figure 10 – Crash Type, totals and percentiles.

Motor Vehicle Involved With And Driver Action

- There were no crashes involving pedestrians in 2019-2023 versus 1% of 2013-2018 crashes involved pedestrian.
- 11% of 2019-2023 versus 1% of 2013-2018 crashes involved animal. Increasing trend from previous plan.
- 54% of 2019-2023 versus 44% of 2013-2018 crashes involved fixed object. Increasing trend from previous plan.

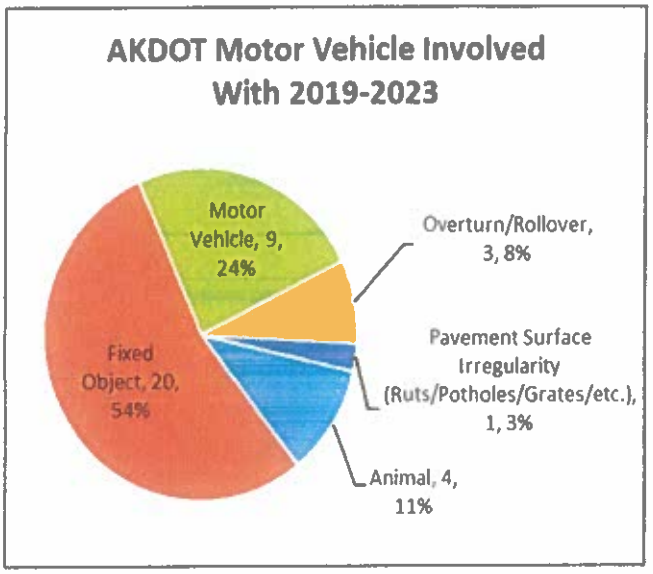


Figure 11 – Motor Vehicle Involved With percentiles.

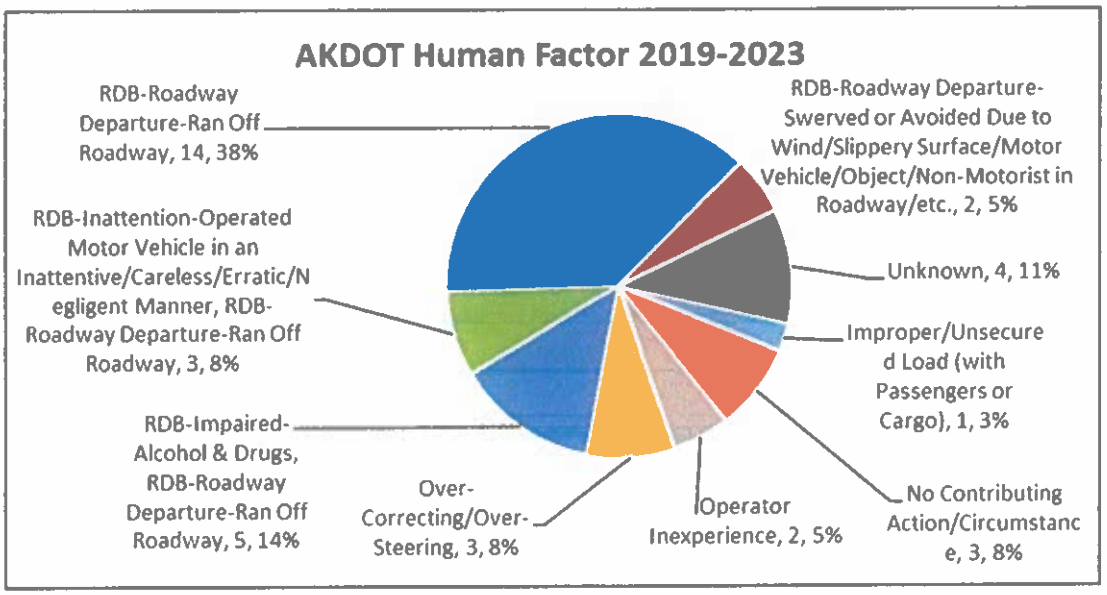


Figure 12 – AKDOT Human Factor percentiles

Driver Age

- Drivers under 24 years of age or younger were the highest crash rate group with 22%.

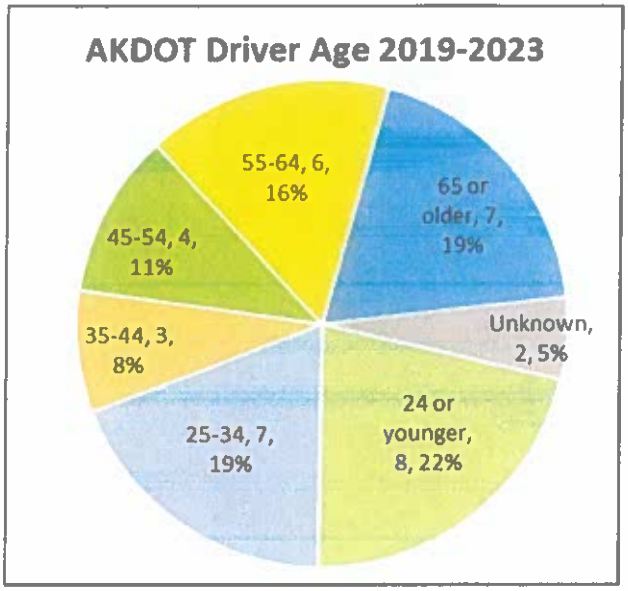


Figure 13 – AKDOT Driver Age 2019-2023

ENVIRONMENT AND ROADWAY FACTORS

Light Conditions

- 43% of 2013-2018 versus 33% of 2000-2011 crashes occurred in dark or in low light conditions. Increasing trend from previous plan.
- 50% of 2013-2018 versus 30% of fatal or serious injury crashes occurred in dark or in low light conditions. Increasing trend from previous plan.

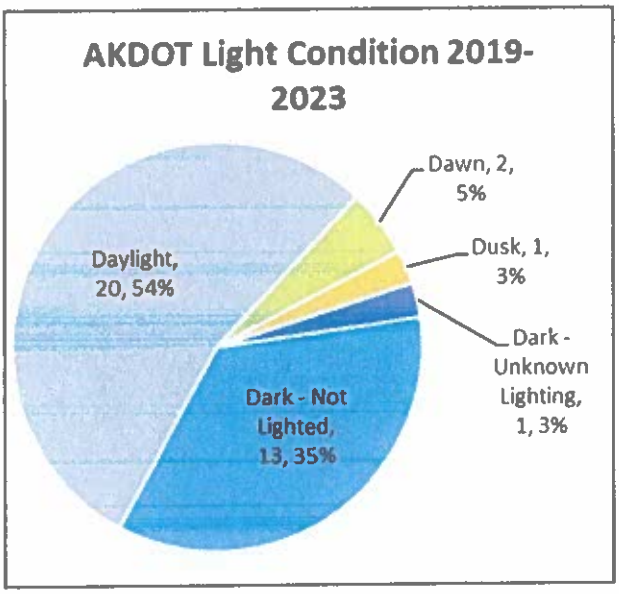


Figure 14 – Light Conditions

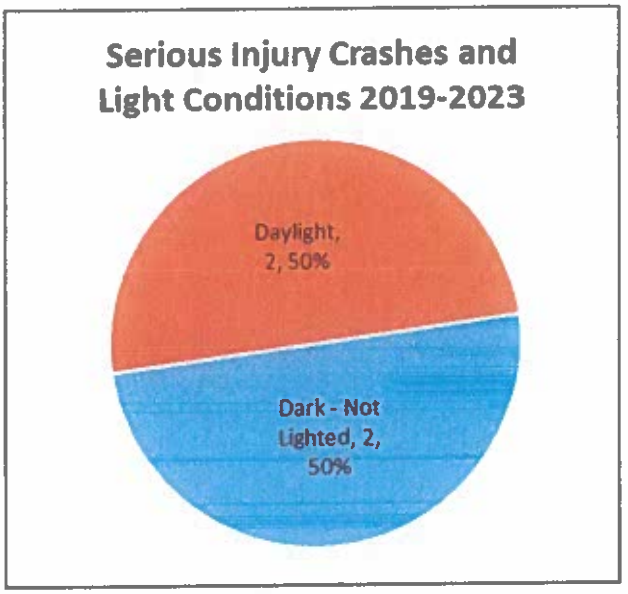


Figure 15 – Serious Injury Crashes andLight Conditions

Surface Conditions

- 62% of 2019-2023 versus 20% of 2013-2018 crashes occurred in wet, snowy or icy driving conditions.

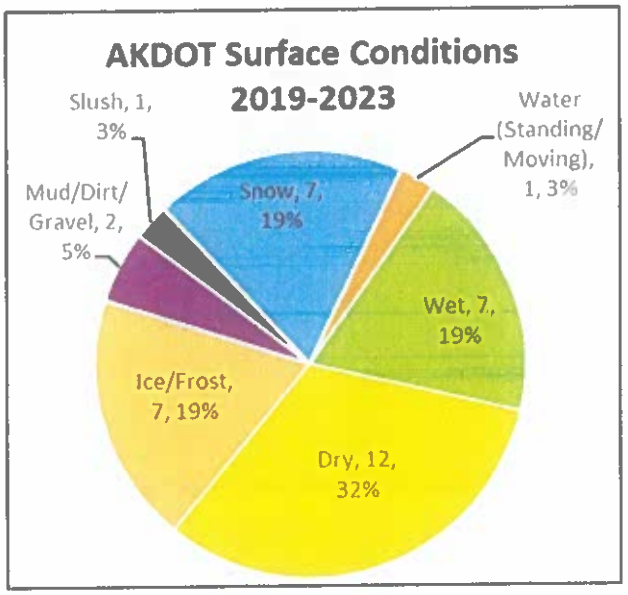


Figure 16 – Surface Conditions

ROADWAY DEPARTURE AND RISKY DRIVING BEHAVIORS

Roadway Departure

The FHWA (Federal Highway Administration) defines Roadway Departure as a crash which a vehicle crosses an edge line, center line or otherwise leaves the traveled way.

- 73% of all crashes reported Roadway or Lane Departure Involved
- Roadway or Lane Departure Involved crashes reported a 33% Injury rate and Not Involved reported a 40% Injury rate.
- 51% of traffic involved Fatalities from 2016-2018 in the United States resulted from Roadway Departure.

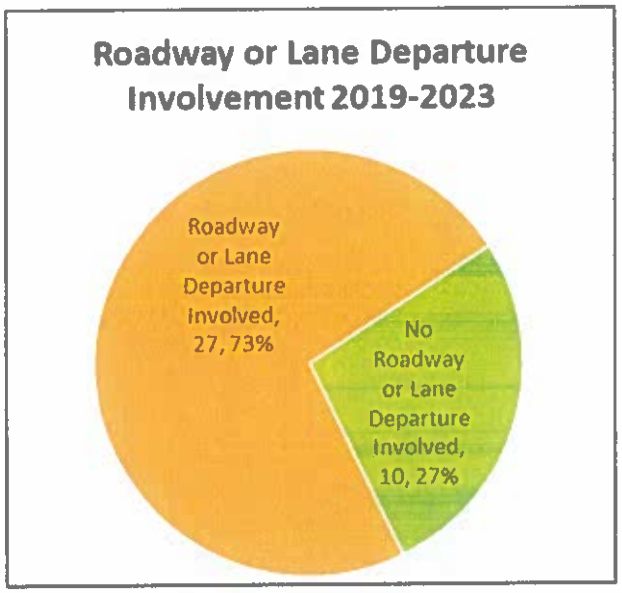


Figure 17 – Roadway or Lane Departure Involvement

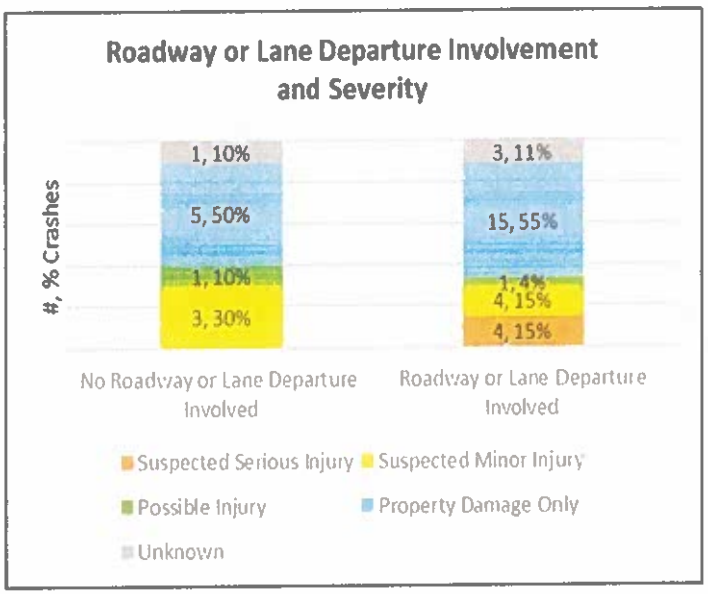


Figure 18 – Roadway or Lane Departure Severity

Risky Driving Behavior (RDB)

Primary human factors preceding the crash are the human action or behavior error that were reported as the primary cause of the crash. National Highway Safety Transportation Administration (NHTSA) defines Risky Driving Behaviors (RDB) as: Impaired (under influence of alcohol or drug, ill or drowsy), Distracted Driving/Innatention, Not Using Safety Equipment (seatbelts, helmet, etc), and Speeding (includes aggressive, careless or reckless driving). RDBs are behaviors of high-risk that need to be addressed to decrease the occurance of fatal and injury crashes. For this study, in addition to the NHTSA RDBs, Roadway (or Lane) Departure is also a RDB.

Many crashes in the study area reported multiple RDBs. The following analysis of each RDB is mutually exclusive; therefore, a crash with multiple RDBs reported will be included in the statistical analysis for each RDB.

- 73% (27 of 37) of crashes reported by AKDOT&PF have RDB involvement.
- RDB-Impaired crashes reported rate of 14% (5 of 37), and a Serious Injury rate of 60%.
- RDB-Roadway or Lane Departure reported the highest rate of 72% (27 of 37), and an Injury rate of 33%.
- RDB-Inattention reported rate of 11% (4 of 37), and an Injury rate of 50%.
- RDB-SE Not Used crashes reported the lowest rate of occurrence with 5% (2 of 37), with an Injury rate of 100%
- RDB-Speeding crashes reported rate of 3% (1 of 37), and an Injury rate of 100%

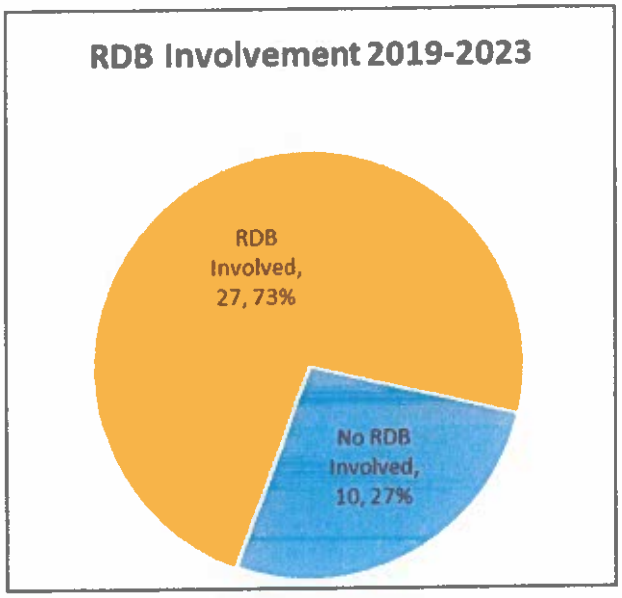


Figure 19 – RDB Involvement

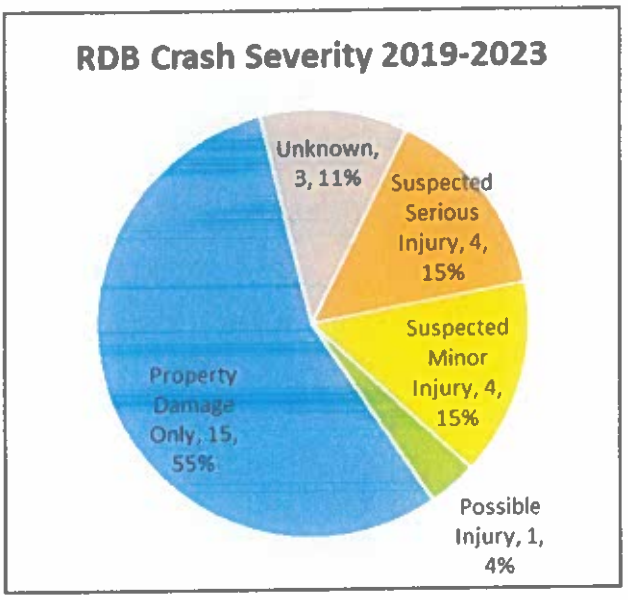


Figure 20 – RDB Crash Severity

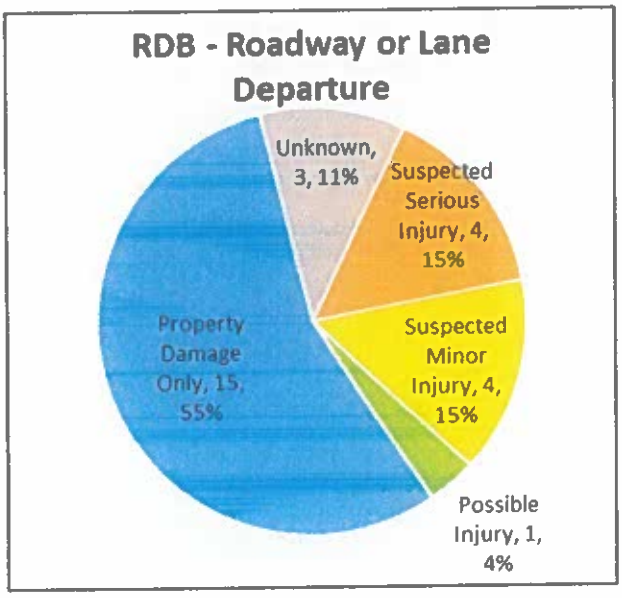


Figure 21 – RDB Roadway or Lane Departure

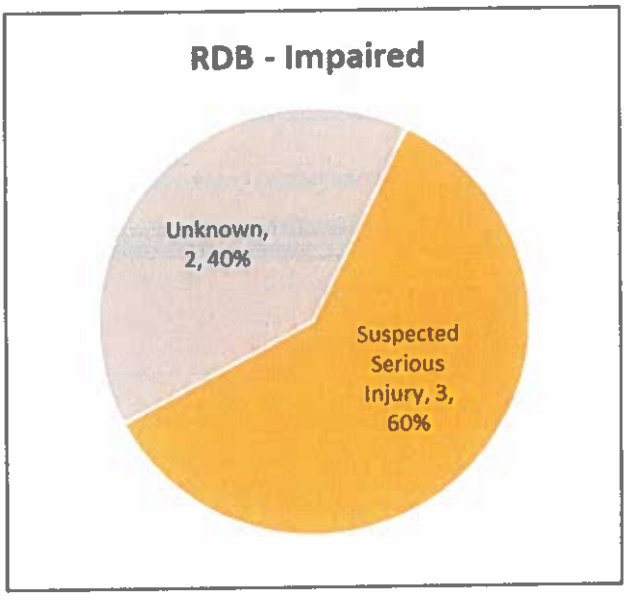


Figure 22 – RDB Impaired

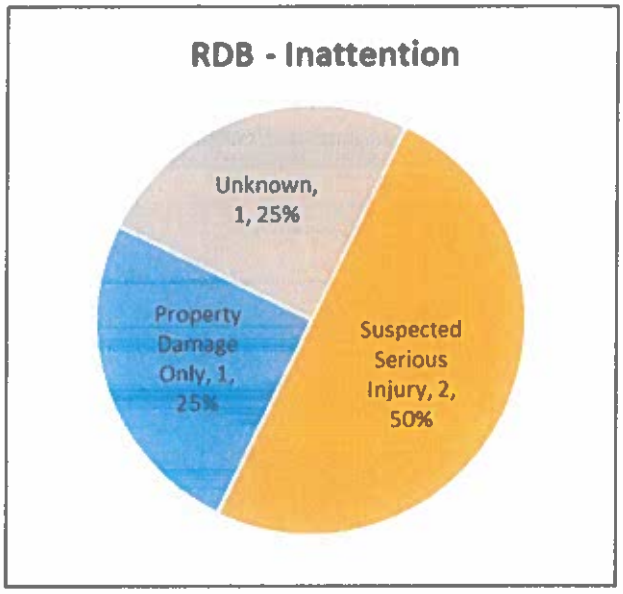


Figure 23 – RDB Inattention

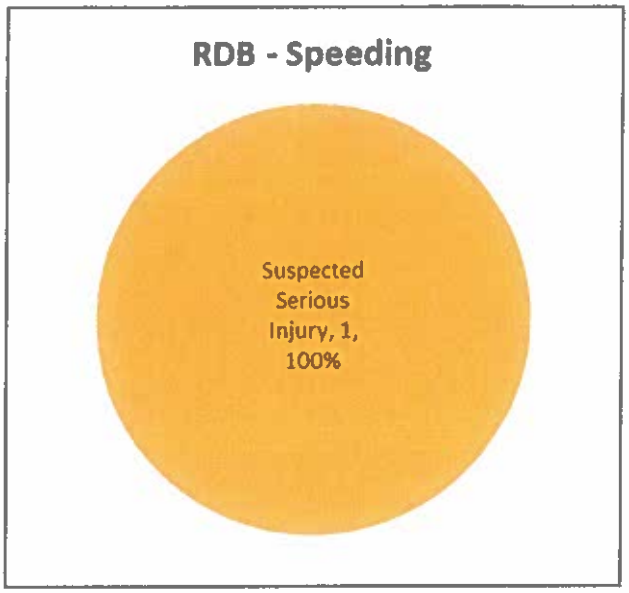


Figure 24 – RDB Speeding

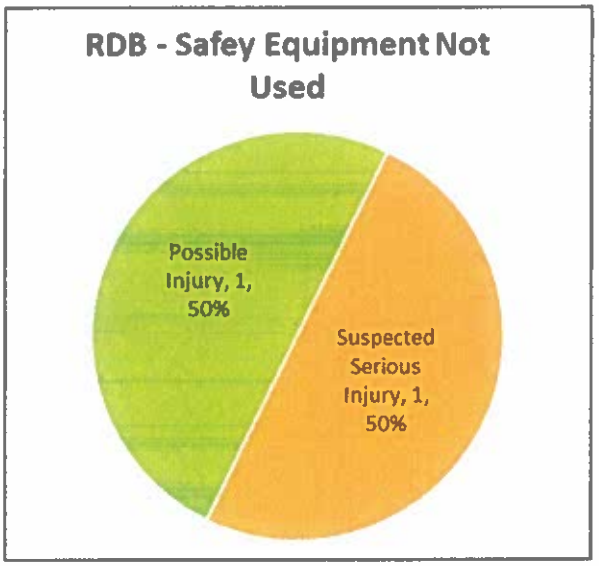


Figure 25 – RDB Safety Equipment Not Used

VULNERABLE AND OLDER ROAD USERS

Vulnerable Road Users

Vulnerable Road Users (VRUs) include pedestrians, bicyclists, and motorcyclists. VRUs are more exposed than drivers operating vehicles, making them more susceptible to injury in the event of a crash. No VRU related crashes were reported by either AKDOT&PF or CPD for this study's timeframe.

Older Road Users

Older Road Users (ORUs) are 65 years of age or older. ORUs are more susceptible to injury in the event of a crash.

- ORUs, Drivers 65 or older were involved in 19% of all 2019-2023 crashes. ORUs for the 2021 Plan were involved in 7% crashes. Decreasing trend from previous plan.
- 29% of 2019-2023 crashes reporting an ORU resulted in injury.
- All 2019-2023 ORU involved RDB crashes reported Roadway or Lane Departure.

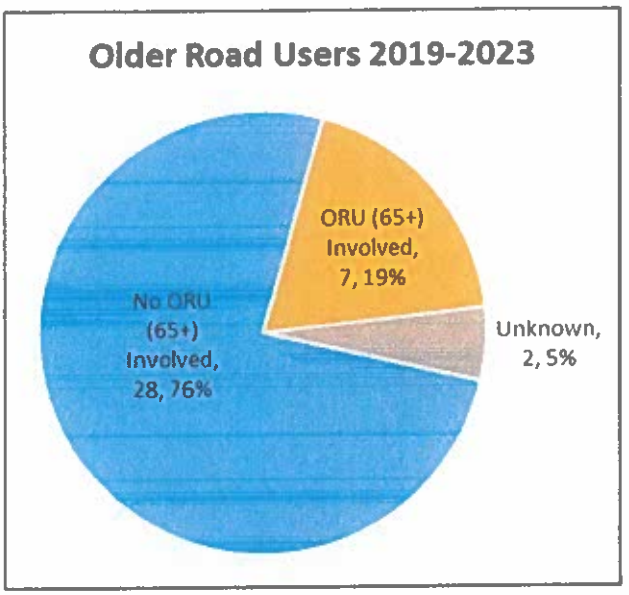


Figure 26 – Severity and ORU totals and percentiles, AKDOT.

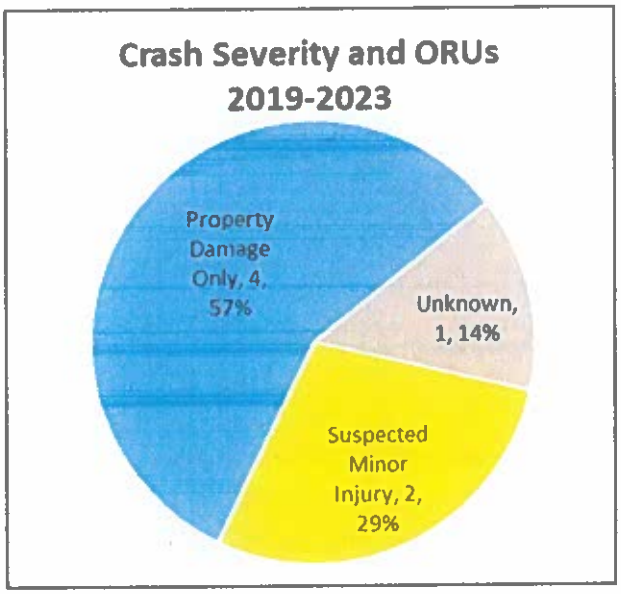


Figure 27 – ORU percentiles, AKDOT.

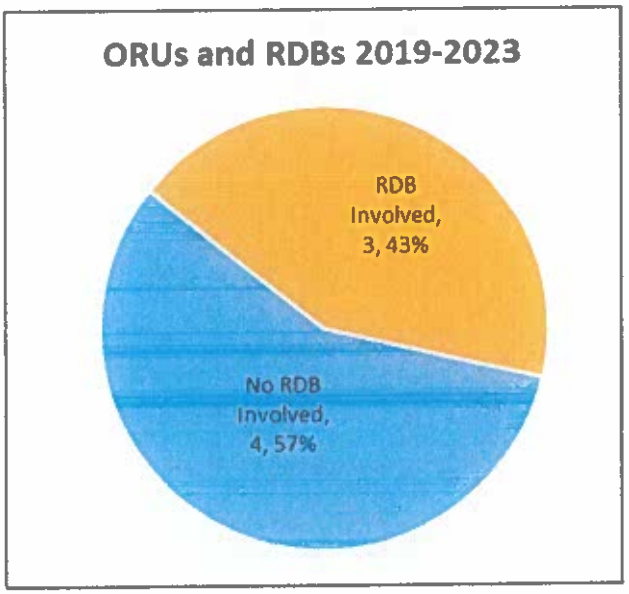


Figure 28 – ORU and RDB percentiles, AKDOT.

EMPHASIS AREAS

After reviewing the available data, six emphasis areas were selected for added attention in the transportation safety efforts of Craig Tribal Association. These emphasis areas represent the most significant opportunities to accomplish the Tribe's vision:

Emphasis Area 1 – Craig Roadway Safety Audit

Emphasis Area 2 - Roadway Safety Improvement Projects

Emphasis Area 3 - Community-Based Education

Emphasis Area 4 - Safe Routes to School

Emphasis Area 5 - Reducing Roadway Departure and Risky Driving Behaviors

Emphasis Area 6 - Data Gathering/Data Management

Each emphasis area is described below and accompanied by a list of strategies that, if implemented, are expected to reduce the associated crashes and enhance safety. Each strategy is assigned to a champion that is responsible for implementation and evaluation.

It is anticipated that if critical effort is focused on these six safety concerns in both the short and long-term, the overall safety of the Craig area transportation system will improve, while the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system will decrease.

EMPHASIS AREA 1 - CRAIG ROADWAY SAFETY AUDIT

Description

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

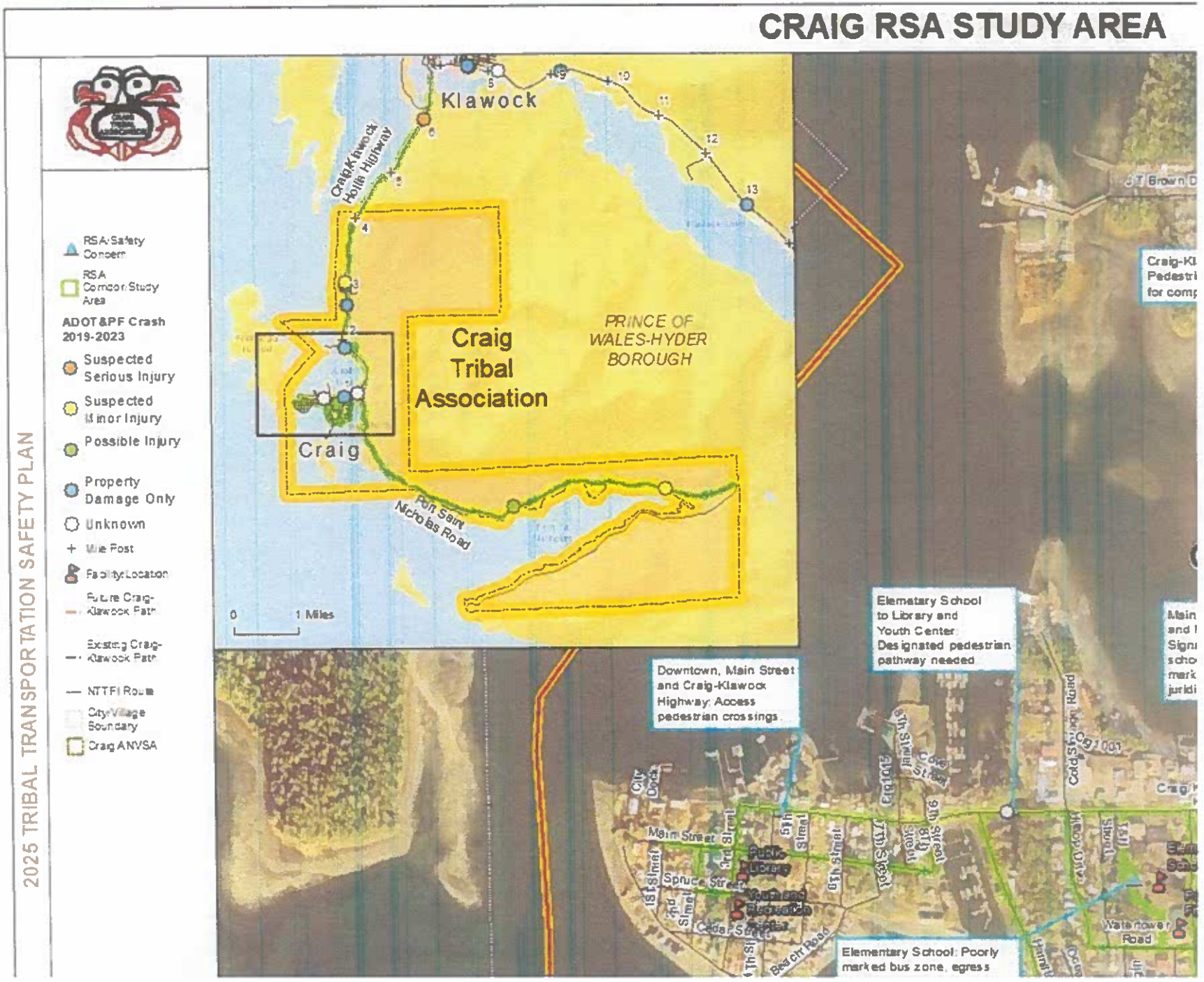
Multidisciplinary RSAs identify well-supported required traffic control revisions and infrastructure improvements in areas reporting high crash occurrences or identified risk. The RSAs will utilize FHWA's Proven Safety Countermeasures initiative (PSC)[7] when developing recommendations. The following RSA will have a particular focus on lighting, pedestrian, bicycle safety, and vehicular roadway departure prevention improvements. The RSA should include a significant traffic analysis defining the roadway and intersection level of service during peak hours, traffic volumes, traffic speeds, and general modeled traffic patterns. After analysis of current crash data, and safety concerns identified in the prior safety plans, a systemic RSA is needed in Craig. The Craig RSA will address the following safety concerns, assess current conditions, and determine effective countermeasures needed to improve transportation safety:

- Lack of pedestrian infrastructure, including gaps and connectivity, sidewalks and crossings.
    - High School – ADA compliance, need for completion of Craig- Klawock Bike and Pedestrian Pathway.
    - Elementary School – poorly marked bus zone.
    - Designated pedestrian pathway needed between Elementary School to Library and Youth Center.
    - Hamilton Drive pedestrian pathway/sidewalk not completed.
    - Access pedestrian crossings downtown, Main Street and Craig-Klawock-Hollis Highway.
- Egress and Ingress Improvements.
    - Main Street/Highway and Elementary School Access.
    - Access between Elementary School and Pool.
- Signage assessment needed on Main Street, Craig-Klawock-Hollis Highway and Port Saint Nicholas Road.
    - Lack of school bus stop signage.
    - No mile markers along Highway.
    - Inconsistent and limited speed zones and jurisdictional signage- speed zones need assessment and new sign placement.
- Poor delineator placement and visibility.
- Curve safety assessment needed- speed, warning signage, guardrail.
- Access need for lighting - limited visibility in low light and dark conditions for drivers, pedestrians and bicyclists.

During the period from 2019 to 2025, within the Craig RSA study area, 127 reported crashes with 15 crashes resulting in injury, 98 crashes resulted in property damage only, and 14 were unknown. 80% (8 of 10 reported) of Craig RSA study area reported crashes involved roadway or lane departure.

[7] U.S Department of Transportation FHWA – Proven Safety Countermeasures initiative (PSC) https://highways.dot.gov/safety/proven-safety-countermeasures

CRAIG RSA STUDY AREA



The Craig RSA study area includes: Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, and the main arterials of Craig-Klawock-Hollis Highway MP 0-6.5, from City of Craig to City of Klawock, and Port Street Nicholas Road. Non-arterials include: 2nd Street, 3rd Street, 9th Street, East Hamilton Drive, Elementary Access Road, High School Access Road, Hamilton Drive, Hilltop Drive, Main Street, Port Bagail Boulevard, Spruce Street and Watertower Road. Total RSA corridor mileage is approximately 17 miles.

Goals

Complete Craig RSA by 2028.

RSA Strategies

RSA STRATEGY	*TARGET AREA*	*STRATEGY CHAMPION*
Apply for a Federal Highway Tribal Transportation Safety Grant (TTPSF) to secure RSA funding.	• TTPSF Grant	CTA
Conduct a systemic, multidisciplinary RSA on Craig study area.	• RSA • System Wide Planning • Risk Mitigation	CTA, POW Planners and Transportation Directors, AKDOT&PF, and POW Community Advisory Council (POWCAC)
Implement recommendations of RSA in planning, improvement and maintenance projects.	• System Wide Planning • Risk Mitigation • Roadway • Intersection • Ped/Bike Facilities	CTA, POW Planners and Transportation Directors, AKDOT&PF, and POW Community Advisory Council (POWCAC)

Table 1 – RSA Strategies

EMPHASIS AREA 2- INFRASTRUCTURE IMPROVEMENTS

Description

Transportation asset maintenance, retrofitting new construction or reconstruction can reduce fatal or serious injury crashes, improve traffic flow, and increase safety for all roadway users. Emergency response and access improvements can result in lives saved and resources protected more effectively by facilitating quick response, transport, and evacuation. Improvements in this emphasis area focus on equipment, facilities, and transportation accessibility. The CTA has thoroughly identified safety concerns for their transportation network during the planning process for this plan, as well as earlier and planning efforts.

Improving communitywide transportation safety requires both location specific and systemic approaches, which the CTA is accomplishing with its existing, current, and future planning, maintenance and improvement efforts. Completing and implementing these projects will require collaborative planning, expansion, and coordination with facility owners.

Strategies that involve Vulnerable Road User (VRU) including VRU-Pedestrian or VRU-Pedalcyclist are highlighted in orange. VRUs are more exposed than drivers operating vehicles, making them more susceptible to injury in the event of an incident.

The following strategies section summarizes safety concerns developed with input from the general public, Shaan-Seet, Inc., The Sealaska Region Corporation, City of Craig, and CTA's Transportation Department.

Goals

Improve safety throughout CTA facilities and transportation system by 2029 through physical roadway improvements.

Strategies

Strategy	*Target Area*	*Strategy Champion*
Upgrade Craig area roadways, guardrails, sight lines, signage and signage placement, road edges (e.g., install rumble strips and wider shoulders), and bridges.	• System Wide Planning • Signage • Striping • Roadway Departure Mitigation	CTA, POW Planners and Transportation Directors, AKDOT&PF, and POW Community Advisory Council (POWCAC)
Complete essential City of Craig street improvement projects; e.g., drainage, alignment, and sidewalk completion with permanent materials.	• System Wide Planning • Ped/Bike Facilities • Drainage	CTA, City of Craig, and POWCAC
Complete/Implement the Port Plan.	• System Wide Planning • Risk Mitigation	CTA, City of Craig, and POWCAC
Complete improvements to CTA docks and ramp.	• System Wide Planning • Risk Mitigation	CTA, City of Craig, and POWCAC