

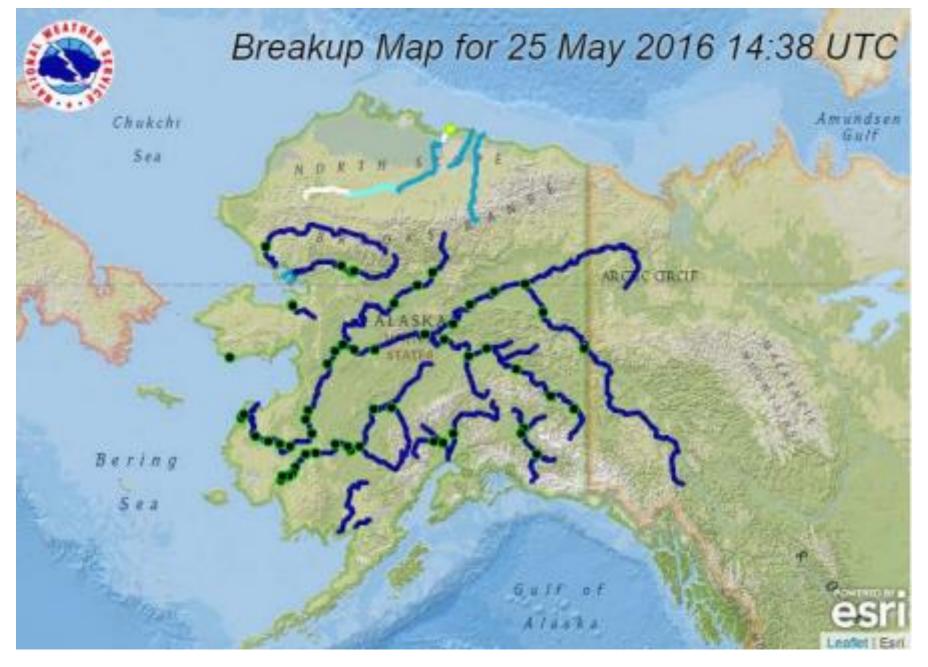
Patrick Samson: Tribal Transportation Director



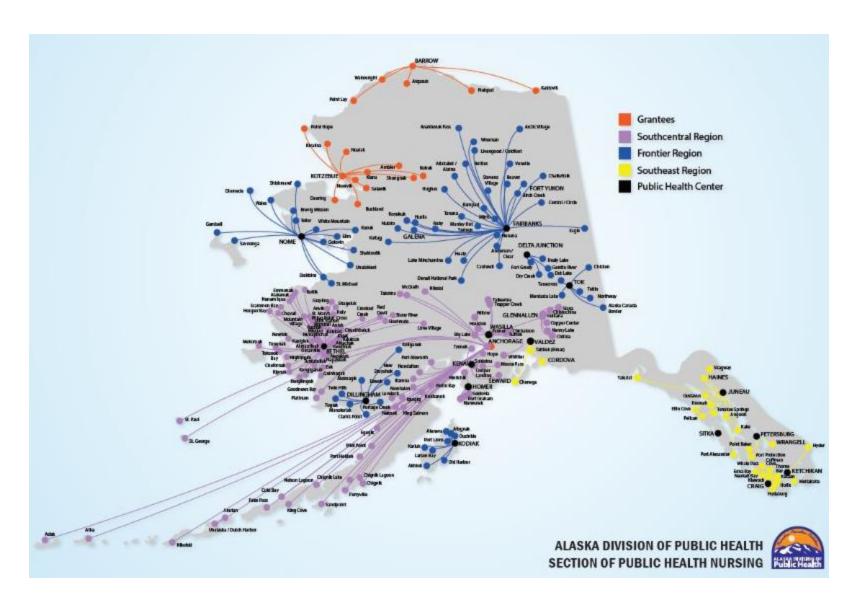




Road System



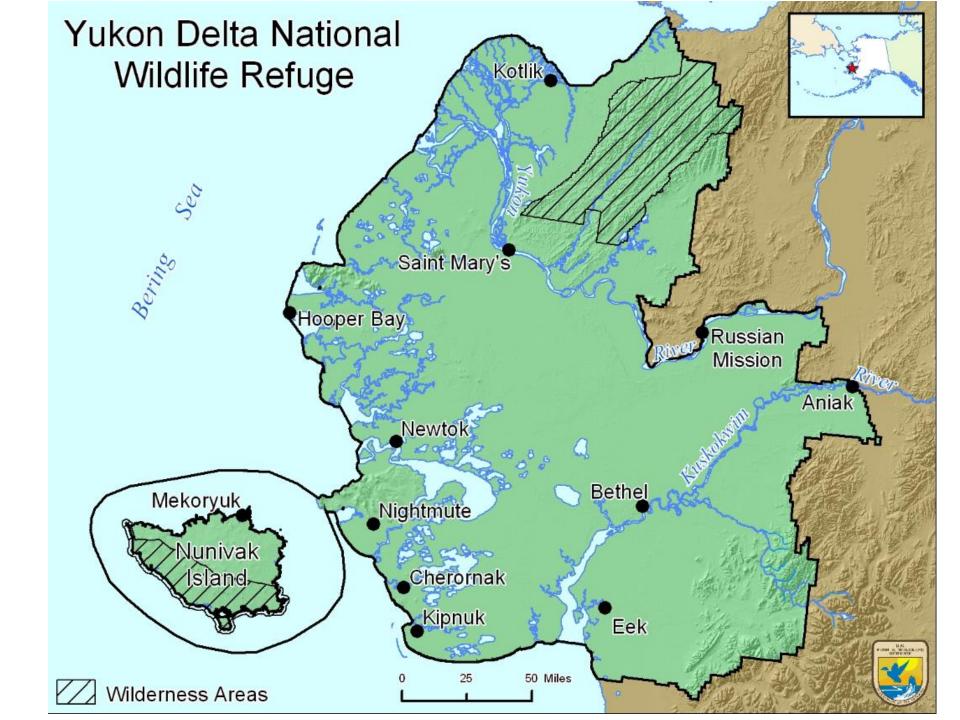
Major Rivers with dots representing communities dependent of the river system



Communities in Alaska (with health clinics)

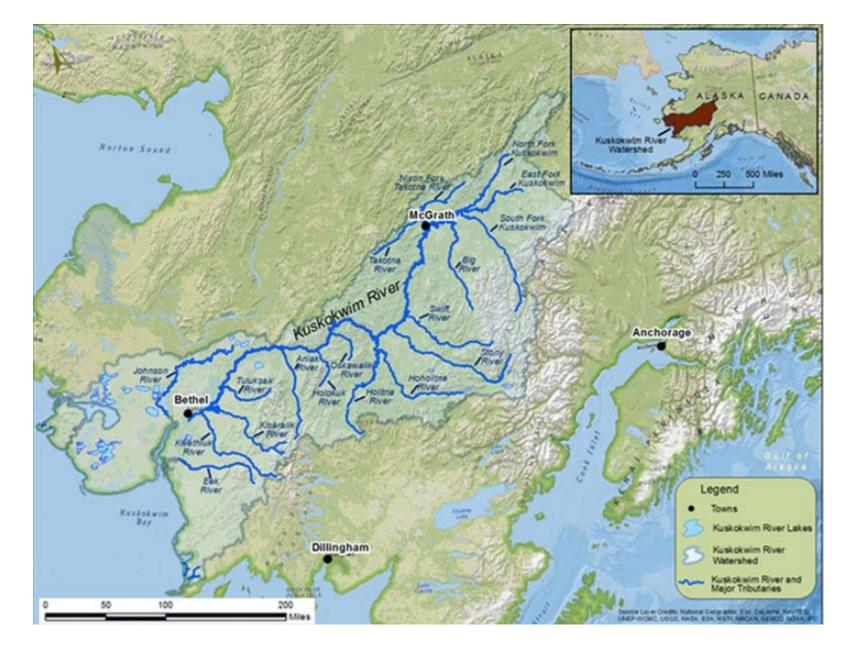


Yukon Kuskokwim Delta Region in South West Alaska





Villages in the YK Delta that are inhabited year round



River System in the Yukon Kuskokwim Delta



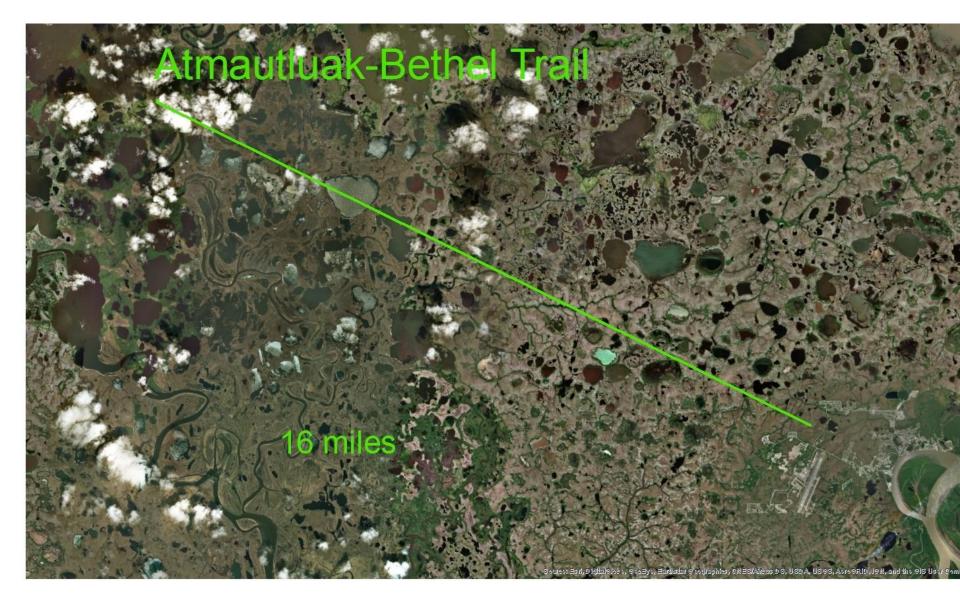
Flickr, Travis

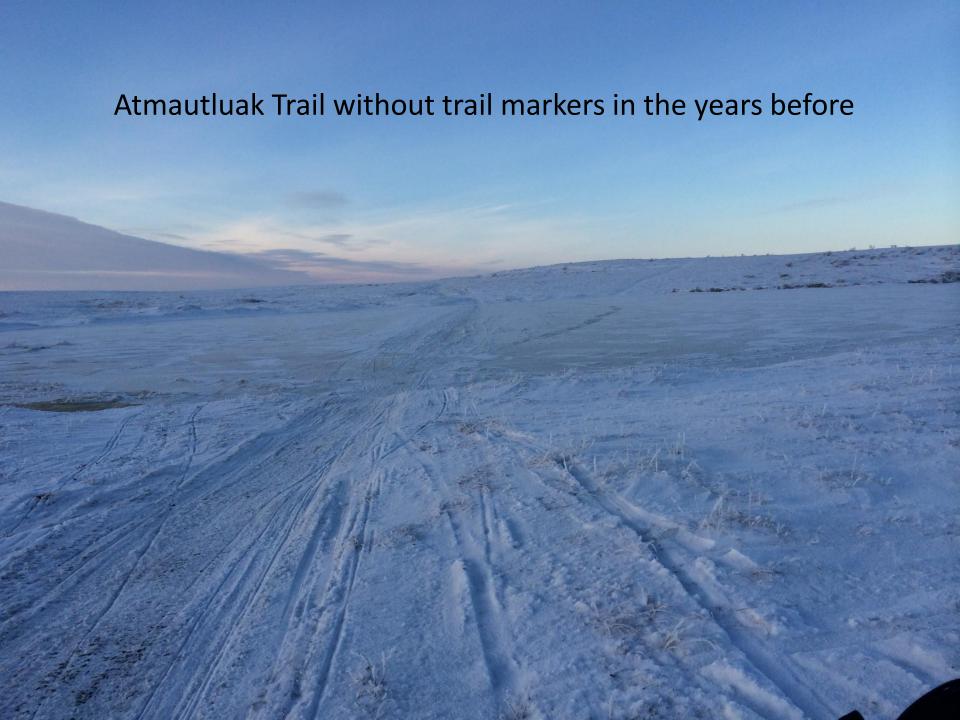
Located in Western Alaska, Bethel is the main airport on the Kuskokwim River and it also serves as the main administrative and transportation hub for the outlying 56 villages in the Yukon-Kuskokwim Delta. This community is only accessible via air or river. In town you will find three runways: the first measures at 6,400 by 150 feet with an asphalt surface; the second measures at 4,000 by 75 feet with an asphalt surface; and the third measures at 1,858 by 75 feet with an asphalt/gravel surface.



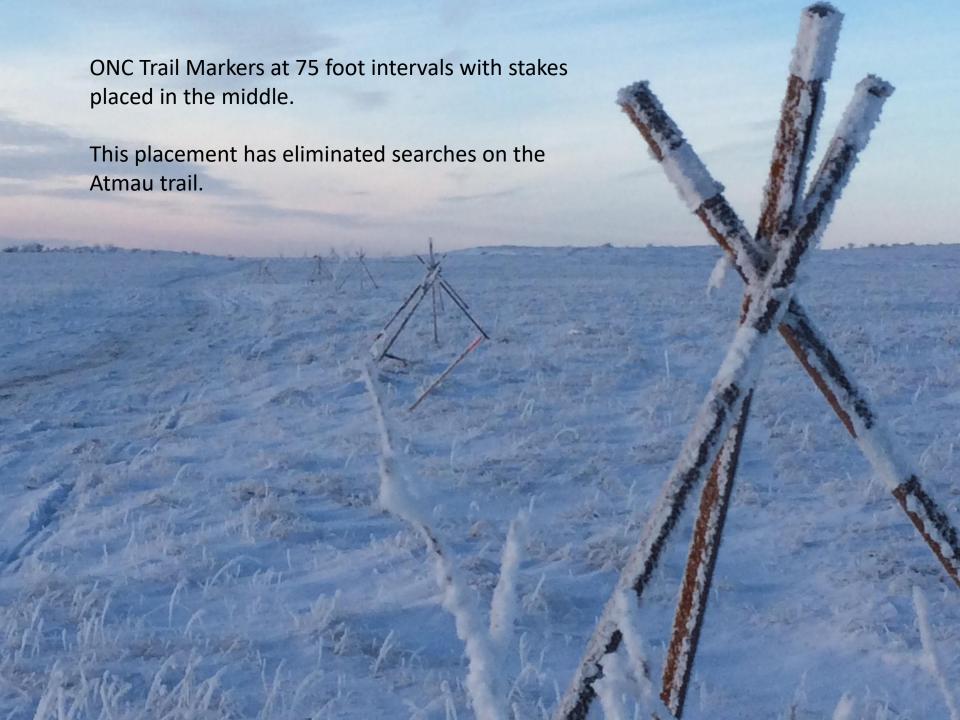
Village of Atmautluak (ut-mou-el-uoa-q) Population 277 in 2018

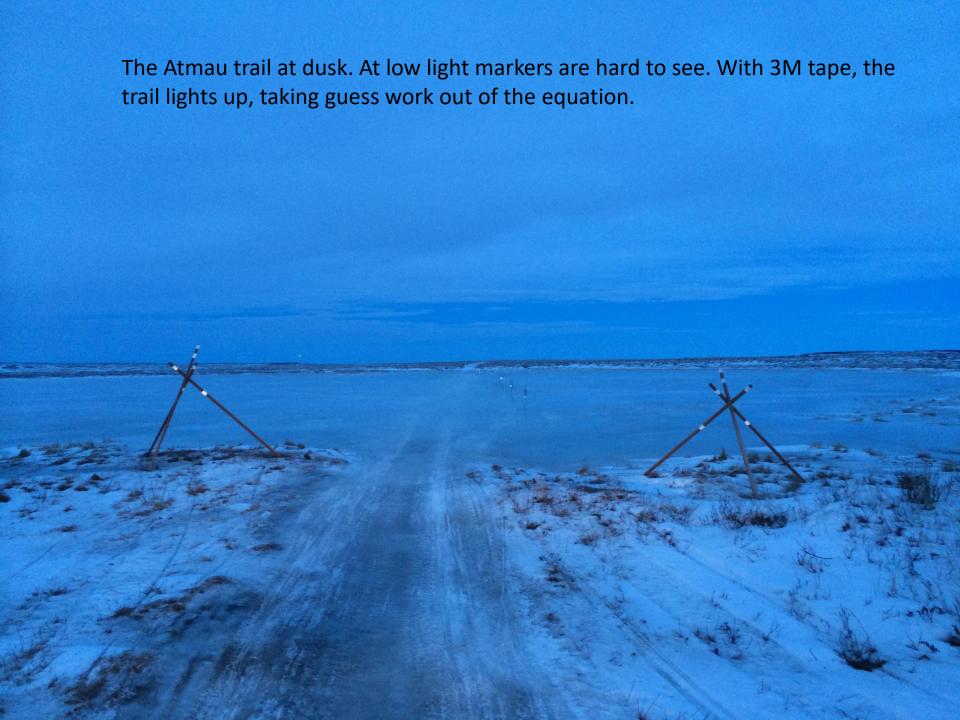
Air and River Dependent (as all other communities in the YK Delta are)











The biggest problem: Vandalism



National Natural Landmarks by state

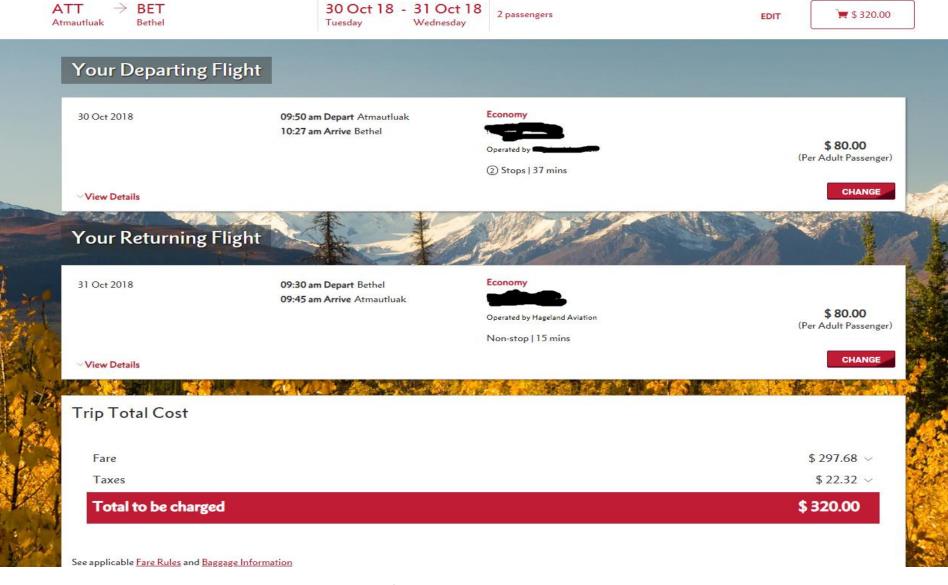
Alaska

The state of Alaska boasts 16 National Natural Landmark sites, ranging in size from tiny Bogoslof Island at 170 acres to the massive Clarence Rhode National Wildlife Refuge at almost 1.8 million acres. The sites in Alaska received NNL designation from 1967-1976. Two sites are located in the Kenai Peninsula Borough, but the rest of the sites are located in unorganized boroughs in the state. Landowners include the U.S. Fish and Wildlife Service, National Park Service, State of Alaska, and private individuals. The sites include the largest piedmont glacier in North America, a major walrus haulout, remants of a petrified metasequoia forest from the Tertiary period, and multiple examples of active volcanoes.

In a nutshell, this means no rebars or metal objects to be used as markers







To bring your kid to the dentist, costs \$80 one way per person (12 year old is considered adult fare). For the two of you; \$160 one way, round trip \$320 = \$5.00 a mile per person. (\$11/minute.)

Cheap Flights from Anchorage to Seattle/Tacoma Intl in 2019 - KAYAK

https://www.kayak.com → Flights → United States → Washington → Seattle ▼ \$143.00 to \$253.00

FAQs for Booking **Anchorage to Seattle**/Tacoma Intl Flights Which airlines provide the cheapest flights from **Anchorage to Seattle**\/Tacoma Intl? In the past 3 days, the cheapest **round-trip** tickets were found on JetBlue (\$143), Delta (\$154) and Alaska Airlines (\$154).

\$154 Flights from Anchorage to Seattle: ANC to SEA Flights | Orbitz

https://www.orbitz.com > ... > Washington > Flights to Seattle ▼

Flights from **Anchorage** (ANC) to **Seattle** (SEA): Compare Last Minute Flight Deals, Direct Flights and **Round-Trip** Flights with Orbitz Today!

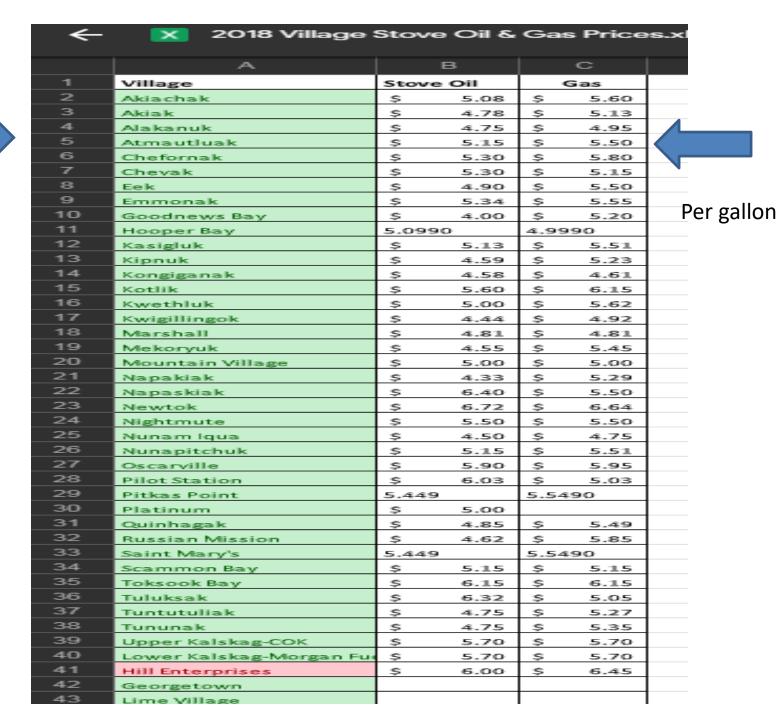
Flight Price: \$154 Distance: 2,312 km

Distance from Anchorage (ANC) to Seattle (SEA) - Air Miles Calculator

https://www.airmilescalculator.com/distance/anc-to-sea/ ▼

Distance from Ted Stevens **Anchorage** International Airport to **Seattle**-Tacoma International Airport is 1448 **miles** / 2331 kilometers / 1259 nautical **miles**.

\$154/1448 miles = \$0.11 per mile



Model Year	Model Name / Miles Per Gallon
2017	TRX90X
2017	TRX250X
(2014)	TRX400X
(2014)	TRX450R (TRX450ER)
2017	Recon 250 (TRX250TM1) / 29.4 MPG
2017	Recon ES 250 (TRX250TE1) / 29.4 MPG
2017	Rancher 420 (TRX420TM1) / 41.4 MPG
2017	Rancher 420 (TRX420FM1) / 41.4 MPG
2017	Rancher ES 420 (TRX420FE1) / 41.4 MPG
2017	Rancher DCT EPS 420 (TRX420FA2) / 41.4 MPG
2017	Rancher DCT IRS 420 (TRX420FA5) / 41.4 MPG
2017	Rancher DCT EPS IRS (TRX420FA6) / 41.4 MPG
2017	Foreman 500 (TRX500FM1) / 33.6 MPG
2017	Foreman ES EPS (TRX500FE2) / 33.6 MPG
2017	Rubicon EPS 500 (TRX500FM6) / 33.6 MPG
2017	Rubicon DCT 500 (TRX500FA5) / 33.6 MPG
2017	Rubicon DCT EPS 500 (TRX500FA6) / 33.6 MPG
2017	Rubicon Deluxe DCT EPS 500 (TRX500FA7) / 33.6 MPG
2017	Rincon 680 (TRX680FA)



The most popular model in the YK Delta

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2017	Rubicon DCT 500 (TRX500FA5) / 33.6 MPG
2017	Rubicon DCT EPS 500 (TRX500FA6) / 33.6 MPG
2017	Rubicon Deluxe DCT EPS 500 (TRX500FA7) / 33.6 MPG
2017	Rincon 680 (TRX680FA)

33.6 miles a gallon

Atmautluak to Bethel 16 miles

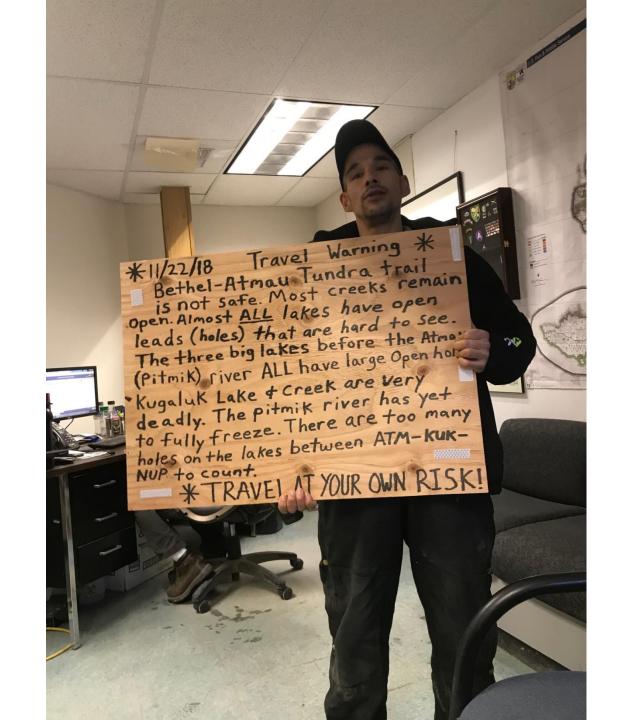
16 miles / 33.6 miles per gallon = \$0.47 a mile

Compared to \$5.00 per mile/ per person by air





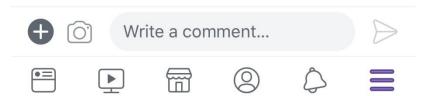
Because of the exorbitant airline prices; People of the YUKON KUSKOKWIM DELTA have been taking extraordinary risks with their lives and their loved ones lives.





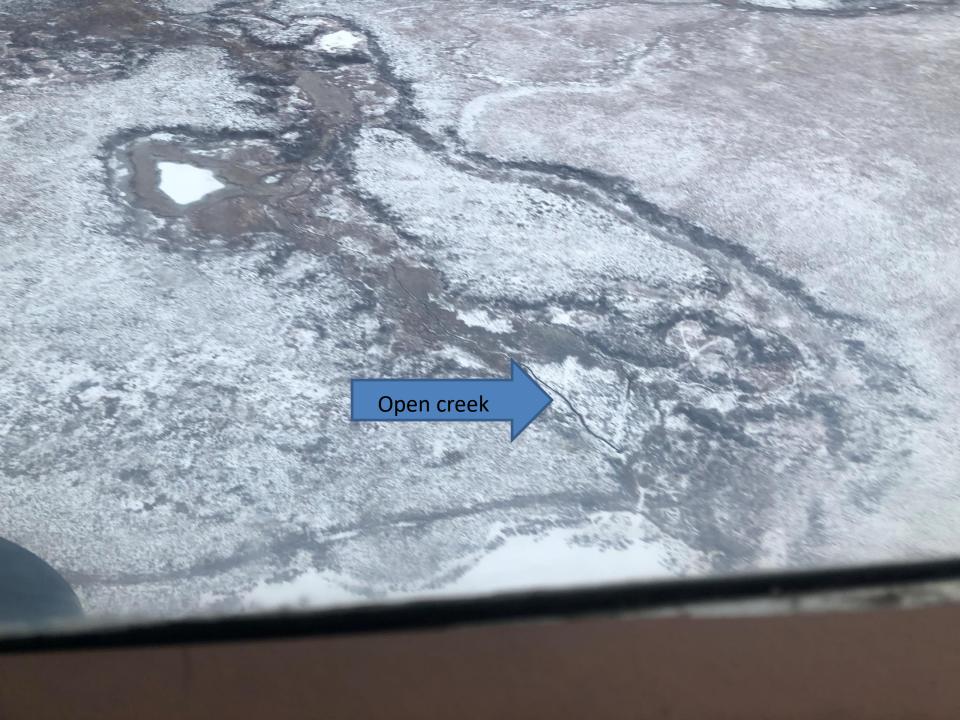


Mian'aq Fritz Charles and 39 others shared this











Dangers of deceptively small creeks

When the rest of America thinks of a snowmobile, this is what comes to mind



Snowmobile races



Fun, Happiness, Freedom



Snowmobile used in the villages to provide for food









Packing Yukon Moose

Snowmobile used to procure wood for heating





Perils of ice roads and marked trails



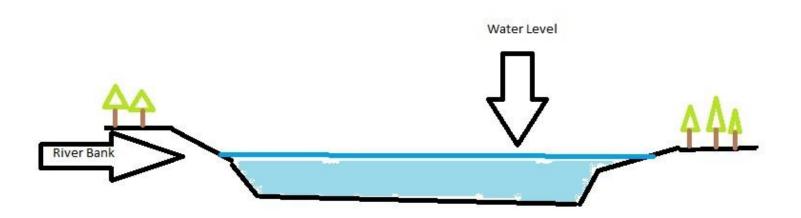


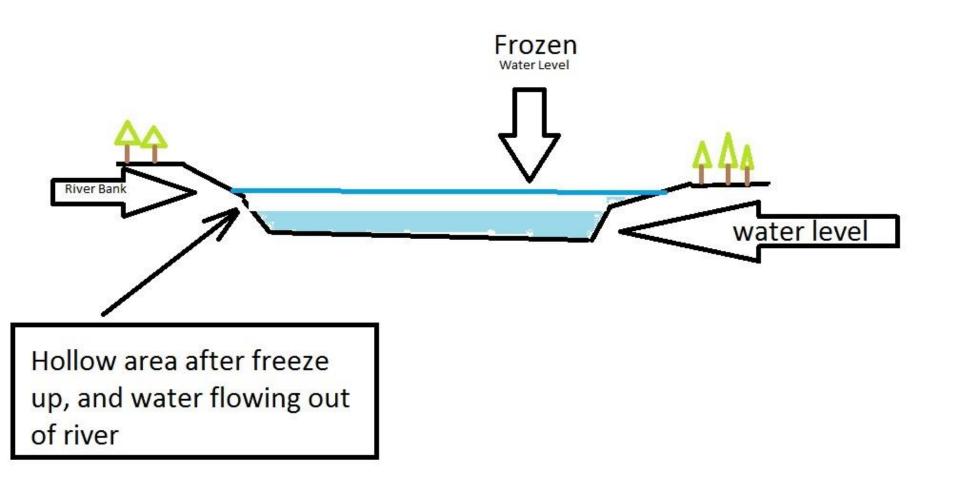




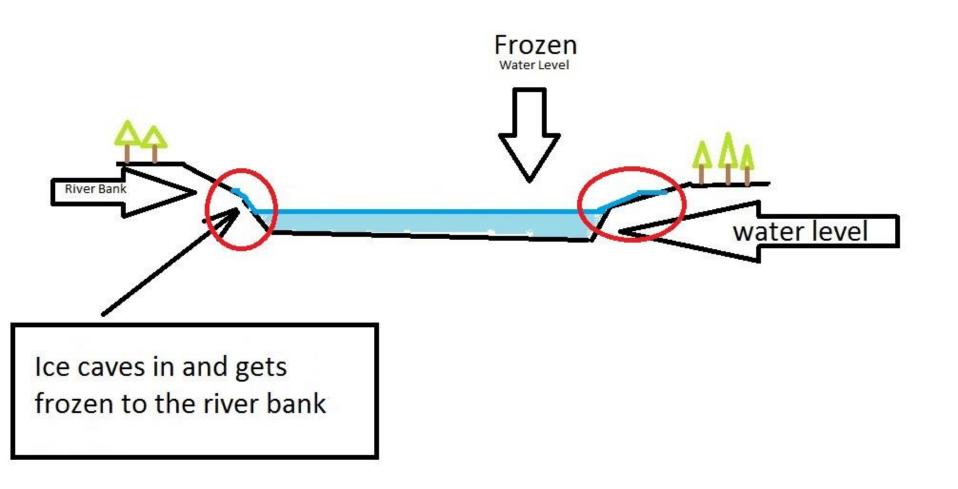


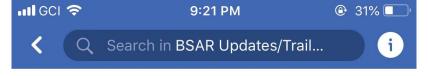
River level pre-freeze up











About Discussion Announcements Photos



With the cold weather the water is dropping and the ice is dropping along with it.

Today the ice dropped in the short cut Slough below Tuluksak and opened up into the channel close to the truck road.

Several Tuluksak trucks went down earlier and didn't even notice the open water.

The truck road has now been moved further towards the West Bank.



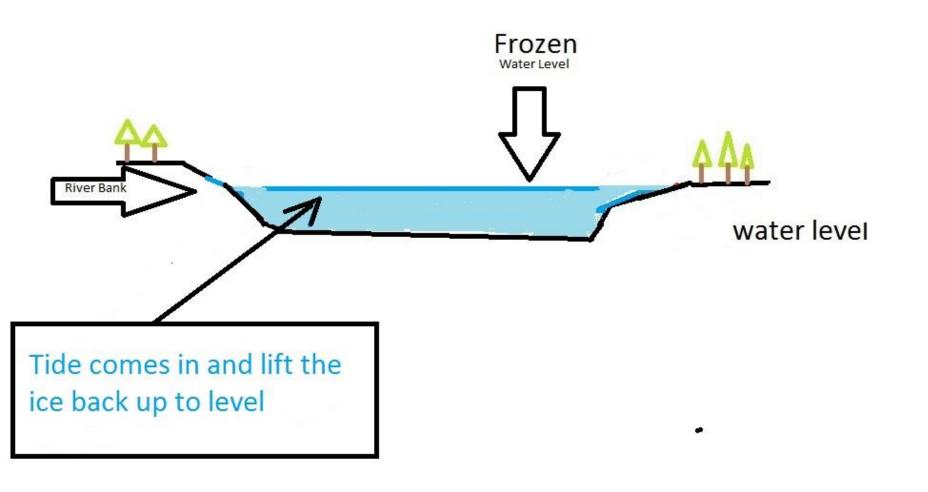


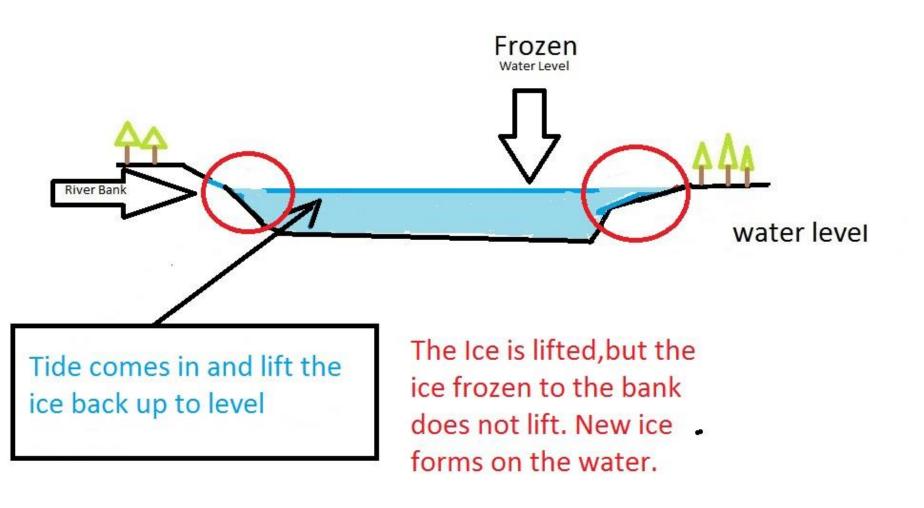


















Crazy night tonight. Warm weather causing the river to weaken and had 2 vehicles fall through. ford escape was getting towed by the flat bed after it went through the ice.



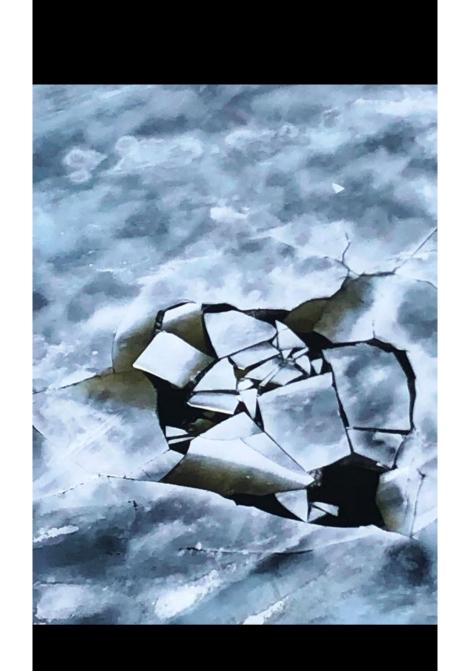








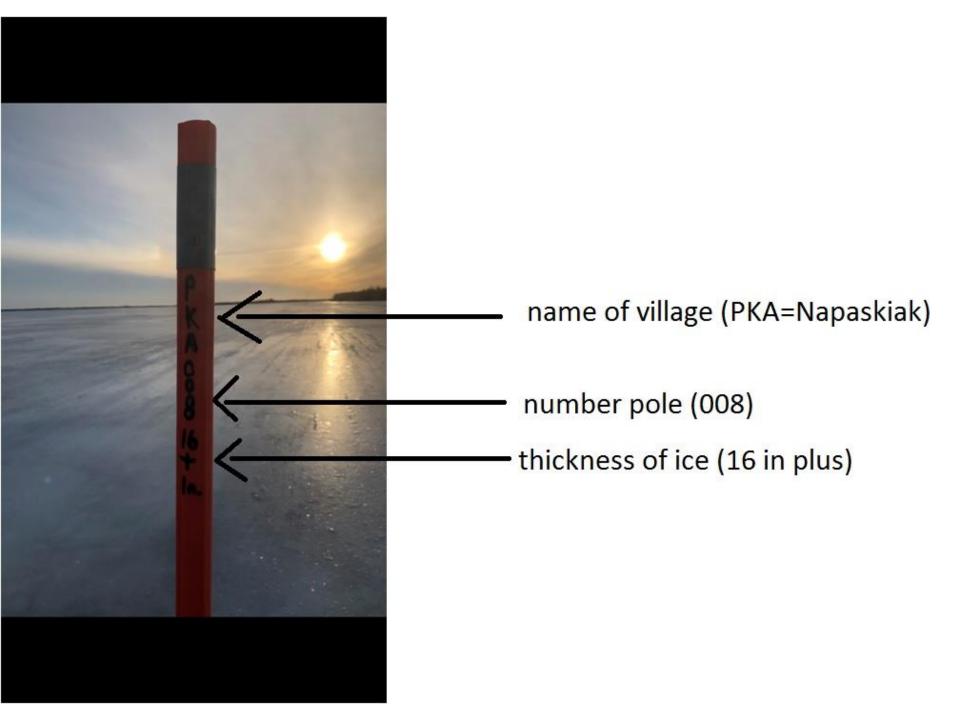
A gallon of water weighs 8.34 lbs. Pressure on the ice from above and from below has a tremendous amount of power.







Marked Ice Road/Trail







We underestimated Global Warming, even in the dead of winter. Bethel sits 399 miles south of the Arctic Circle.

The trail marker here was placed in a "safe" area away from overflow and thin ice.

What we did not expect was the ice to erode from beneath, pushing up debris (sand) from the bottom along with the in coming tide and the current flowing down river.

The area where the incoming tide and the out flowing current meet exerts tremendous power.

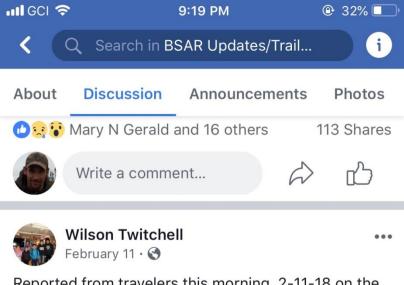
Inadvertently we created a dangerous situation for ice road traffic.



Here is a trail marker being placed in a safe area of the ice road.







Reported from travelers this morning, 2-11-18 on the trail from Kasigluk to Napaskiak. 2"- 6" of standing water mostly. Slow trail. Cannot go over 30-35 MPH (risk of hydroplaning) 12 inches of standing water at the deepest part of the trail. Most of the snow coverage we had is mostly gone now. Slick ice roads. Travelers this morning hit a part of shell ice covered in water but were able to make it out after some time. Please use caution when traveling on the ice road. Travel in pairs if at all possible. Remember to always file a trip plan. Quyana.



11 Comments 42 Shares



Steven Nicholas Made it to bethel



Write a comment...











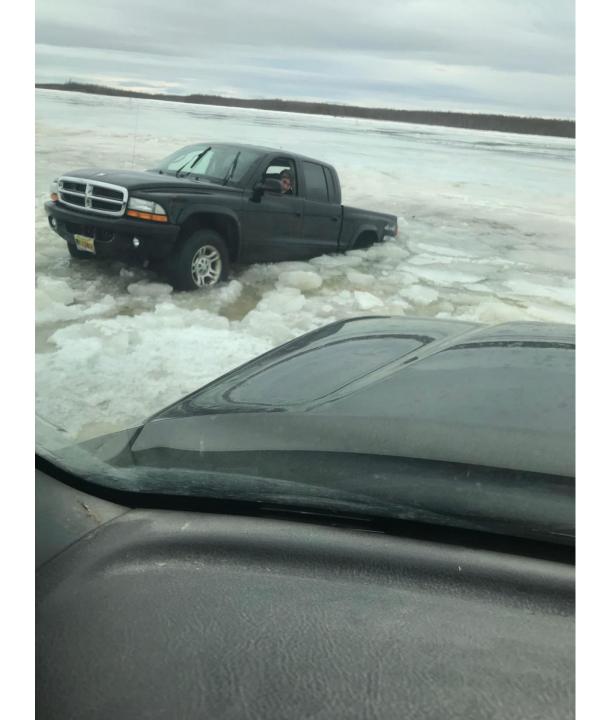


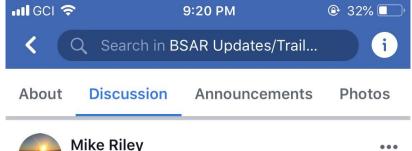
















Please stay away from the overflow across the brown slough on main river Thin layer of ice and about a foot of water



1 Comment 36 Shares



Write a comment...











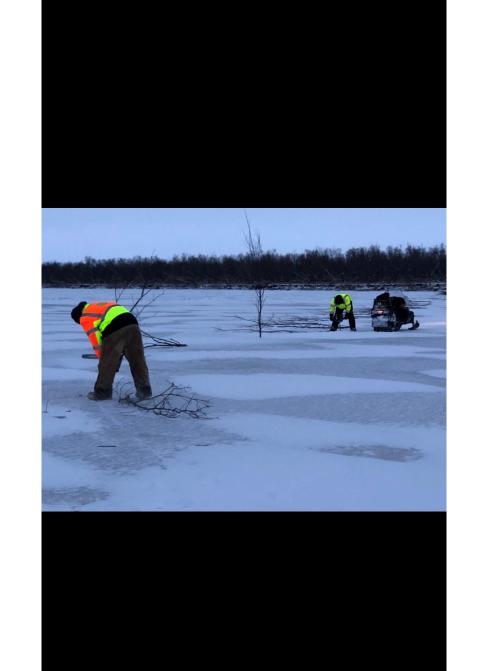




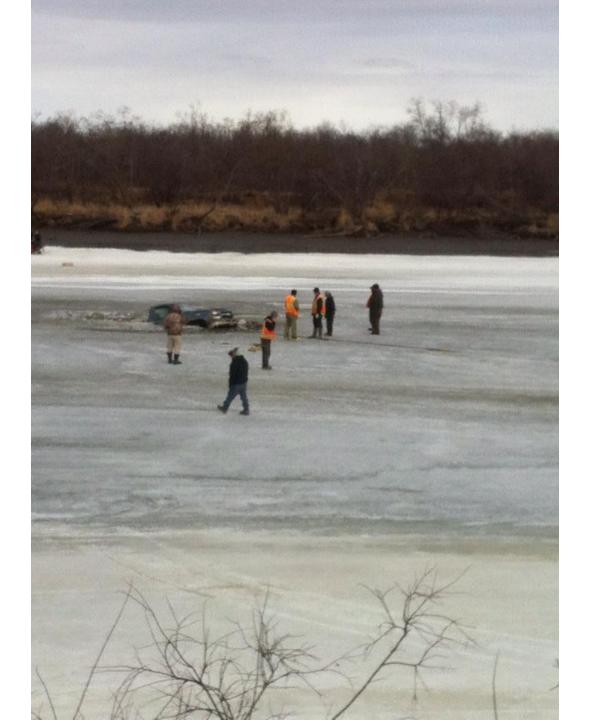








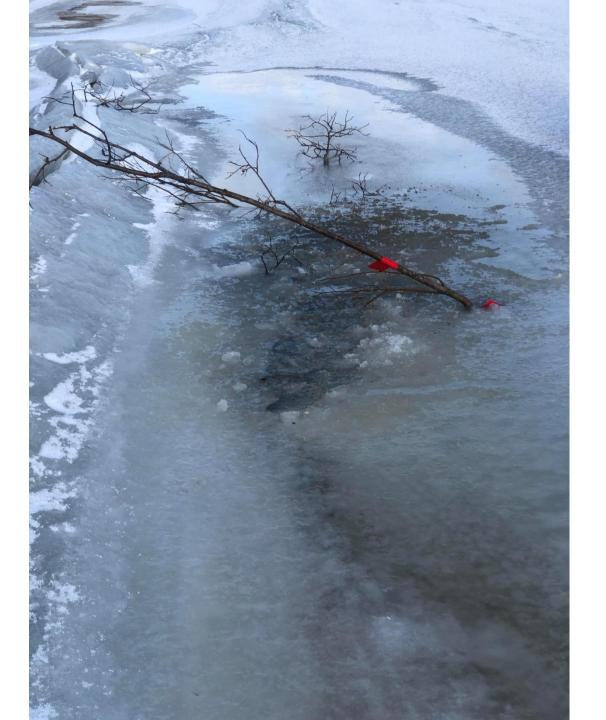






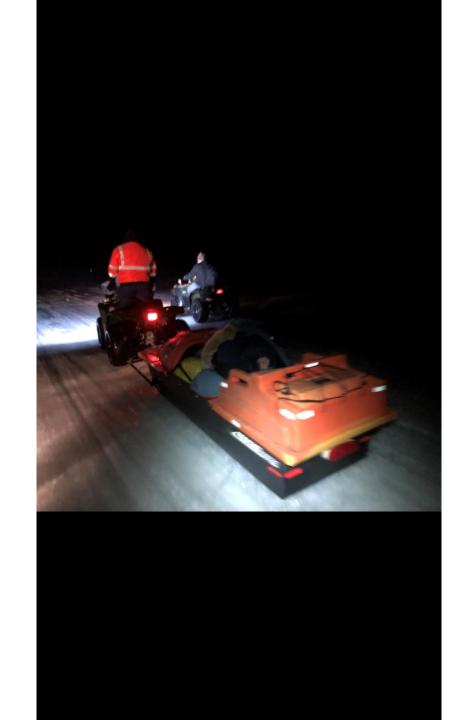


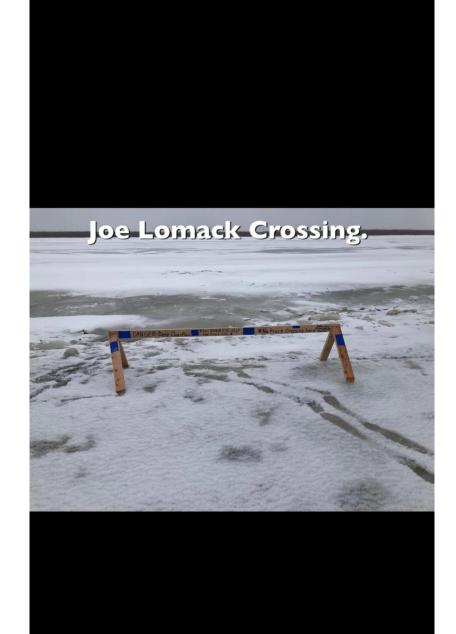
















Conclusion

Ice road travel and travel across the frozen tundra is not a novel idea as it used to be. In the middle of winter, automobiles, snowmobiles and atv's are falling into the rivers, sloughs and creeks.

While the rest of America marvels at the idea of ice roads, rural Alaska is dealing with very real dangers of Global Warming, high airline prices and death defying acts to engage in activities that meet the needs for food, shelter, clothing, utilities, medical services, and holidays with loved one.

The ice road travel maintenance funds used to be reserved for marking the trail so a traveler would not lose his/her way.

Increasingly, the maintenance funds are being used more and more to mark open holes on the ice and tundra.

Voluntary services such as search and rescue units are being taxed more and more for their services, often in the middle of the night.

Search and Rescue teams are volunteers from each community.

With no financial banking, many SART rely on donations from family, business and communities.

Fund raises such as fiddle dances, Basketball tournaments are common.

Individuals often go out in the middle of the night to respond to needs for assistance.

Many show up the next morning for their 8-5 p.m. jobs.

State Troopers often call offsearches after a specific amount of time. SART does not give up until a person is found.

Police Departments and Troopers often rely on Search and Rescue Teams and often do not provide any financial backing.

Tribal Transportation Funds have saved many more lives than will ever be noted.

Thank you for your attendance

Presenter: Patrick Samson
Orutsararmiut Native Council
Transportation Department
Bethel, Alaska 99559

Email: psamson@nativecouncil.org

Telephone: 907-543-2608