

8th Annual

South Dakota Tribal Transportation Safety Summit

Rapid City, South Dakota
October 24-26, 2017



U.S. Department of Transportation
Federal Highway Administration



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Prepared For

Tribal Transportation Safety Summit Planning Committee

December 2017

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Introductions

The 8th Annual South Dakota Tribal Transportation Safety Summit (Summit) was hosted by the Oglala Sioux Tribe on October 24-26, 2017, at the Rushmore Hotel in Rapid City, South Dakota. On its eighth successful year, this annual event provides an opportunity for Tribes, the State of South Dakota, law enforcement, and federal agencies and other safety partners to jointly address transportation safety on Tribal lands. Participating in the Summit provides a way for Tribes to collaborate on the effective practices used to address challenges in providing safe transportation on their respective Reservations and government agencies and elected officials to align their safety priorities with Tribal needs. Please see the appendices for full list of attendees.

The 8th Annual Summit was a collaborative effort by representatives from the Bureau of Indian Affairs (BIA), Federal Highway Administration (FHWA), Northern Plains Tribal Technical Assistance Program (TTAP), South Dakota Department of Public Safety (DPS), South Dakota Department of Transportation (SDDOT), elected officials and the nine South Dakota Tribes.

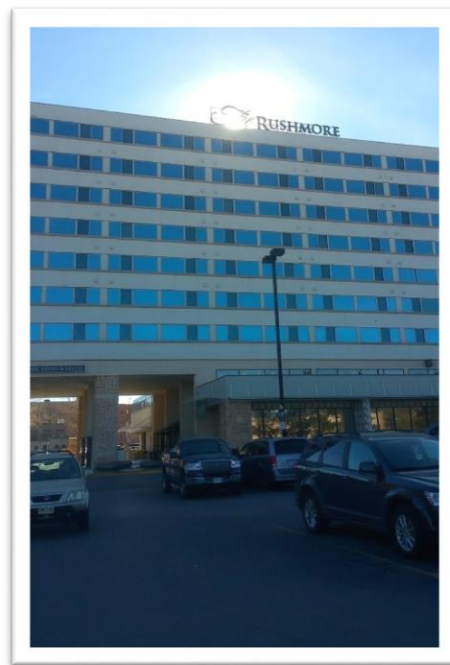


Figure 1: The Rushmore Hotel was the venue for the 8th Annual South Dakota Tribal Transportation Safety Summit.

Summit Overview

The purpose of the annual Summit is to allow Tribes, elected officials, law enforcement, and state and federal agencies to exchange information and ideas to improve Tribal transportation safety. The Tribal Transportation Safety Summit Planning Committee plans the summit with the goal of engaging Tribal leaders working toward the common goal of improving safety, quality of life and transportation networks for drivers and pedestrians.

Summit Goals and Recommendations

Each year, goals and recommendations from the previous year's Summit are reviewed. Goals and recommendations from the 7th Annual Summit included the following:

- Tribal Transportation Project Updates
- Driver Safety and Injury Prevention
- Transportation Safety Panel
- Safety Plan Implementation
- Crash Reporting
- Highway Safety Improvement Program
- Maintenance Best Practices

2017 South Dakota Tribal Transportation Summit Topics

Each year's Summit topics evolve as funding resources change, new challenges arise and new innovative solutions are introduced. Discussion topics for this year's Summit included the following:

- Tribal Transportation Program Safety Funds
- Road Maintenance Best Practices
- Dust Control Practices
- South Dakota Safety Program Funding
- Roundabouts
- Congressional Delegation Session on Transportation Issues
- Crash Reporting Best Practices
- Pedestrian Safety Issues

Welcome, Opening Prayer and Introductions

Opening remarks were offered by Oglala Sioux Tribe Transportation Director David Kelly followed by an opening prayer provided by James Cross of the Oglala Sioux Tribe.



Figure 2: Introductions and an opening prayer was offered by Dave Kelly and James Cross the Oglala Sioux Tribe.

Best Practices and Success Stories

Tribes attending the Summit were invited to share their stories on utilizing resources, implementing improvements, and identifying and overcoming obstacles relating to transportation safety on their respective Reservations. The ten Tribes invited to the summit include the Cheyenne River Sioux, Crow Creek Sioux, Flandreau Santee Sioux, Lower Brule Sioux, Oglala Sioux, Rosebud Sioux, Sisseton Wahpeton Oyate, Standing Rock Sioux, Spirit Lake Tribe and Yankton Sioux.

The image below illustrates the location of each Tribe invited to the Summit and is followed by a summary of each Tribe's presentation. Please see the appendices for full presentations and supporting materials.

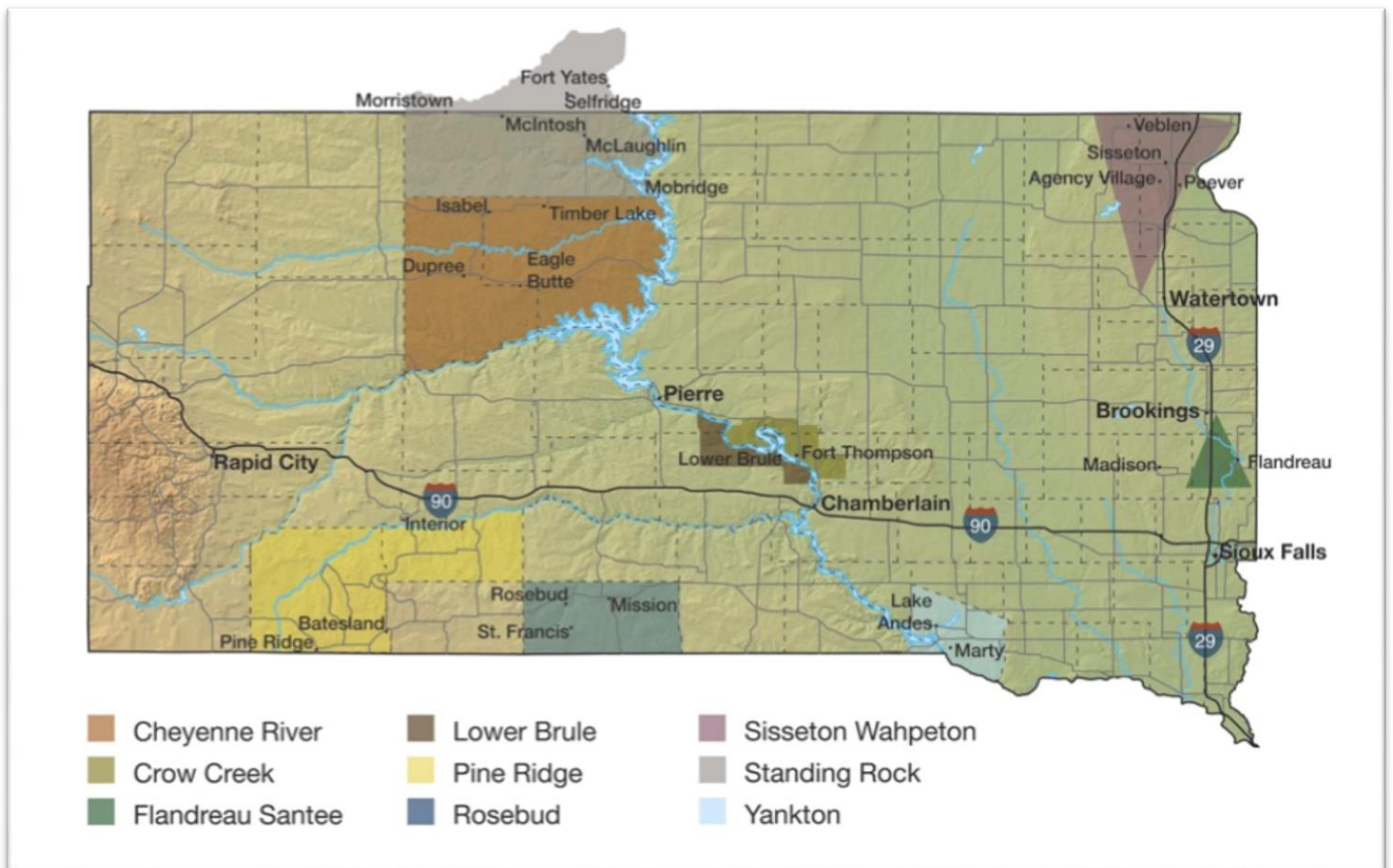


Figure 3: Location of each American Indian Reservation in South Dakota.
Source: SD Department of Tribal Relations

Tribal Transportation Program-Safety Funding

Presenter: Tom Croymans, BIA Regional Roads Engineer

Tom Croymans, Regional Roads Engineer Bureau of Indian Affairs Great Plains Region, presented on the Tribal Transportation Program Safety Funding program. This program, awarded annually, funds projects whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents. The deadline for applications for FY 2017-FY2018 funds is December 11, 2017.



Figure 4: Tom Croymans, Regional Roads Engineer Bureau of Indian Affairs Great Plains Region, presented on the FY2017-FY2018 Tribal Transportation Program Safety Funding

Croymans walked the group through several of frequently asked questions relative to the program. The program as a whole has been widely received across the State of South Dakota. In 2017, every Tribe in South Dakota has either developed a safety plan or are in the process of developing a safety plan.

In 2016, 6 projects were funded in South Dakota totaling \$1,027,535. Funding was awarded for the completion 2 safety plans and 4 projects, including 2 pathways, a speed study, and the implementation of a crash record system.

TTPSF Funding Amounts	
FY 2017	\$475 Million
FY 2018	\$485 Million
FY 2019	\$495 Million
FY 2020	\$505 Million
Total	\$2.425 Billion over 5 years

Croymans explained changes to the program made effective by the FAST Act. The FAST Act allows TTPSF to fund highway safety improvement strategies, activities, and projects outlined under the Highway Safety Improvement Program (HSIP). Examples of allowable activities under include, but are not limited to:

- Intersection safety improvement
- Pavement and shoulder widening
- Rumble strips or other warning devices
- Skid resistant surface
- Pedestrian and bicyclist safety
- Railway-highway grade crossings safety feature
- Traffic calming
- Roadside hazard elimination
- Signage and pavement markings
- Collection, analysis, and improvement of safety data
- Installation of guardrails, barriers, or crash attenuators

Online South Dakota Intersection Crash Diagram

Presenter: Andy Vandel and Dustin Witt; Highway Safety Engineer, SDDOT

Andy Vandel, Highway Safety Engineer with the South Dakota Department of Transportation, demonstrated the use of the online South Dakota Intersection Crash Diagram. This online tool presents intersection crash details which can be filtered in a variety of ways including by crash date, manner of collision, road conditions, light conditions, and crash severity. Crash data can be exported and utilized within strategic funding pursuits and strategic approaches to improving highway safety on all public roads.

Vandel explained the significance data plays in justifying projects through state and federal programs.

Vandel answered questions and pointed participants to resources for intersection crash data.

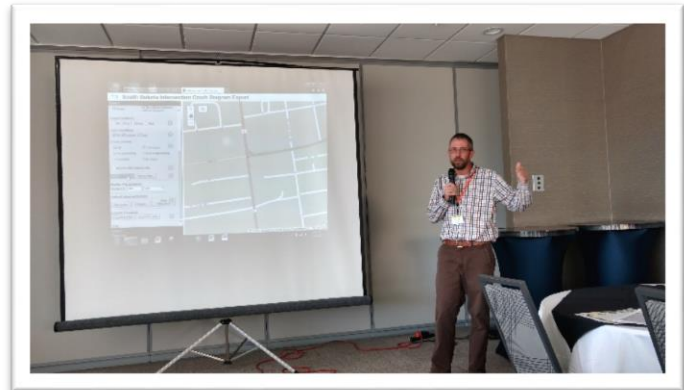


Figure 5: During his presentation, Vandel demonstrated the use of the South Dakota Intersection Crash Diagram. This online tool allows data to be filtered by a variety of criteria and is instrumental in the pursuit of roadway safety improvement funding.

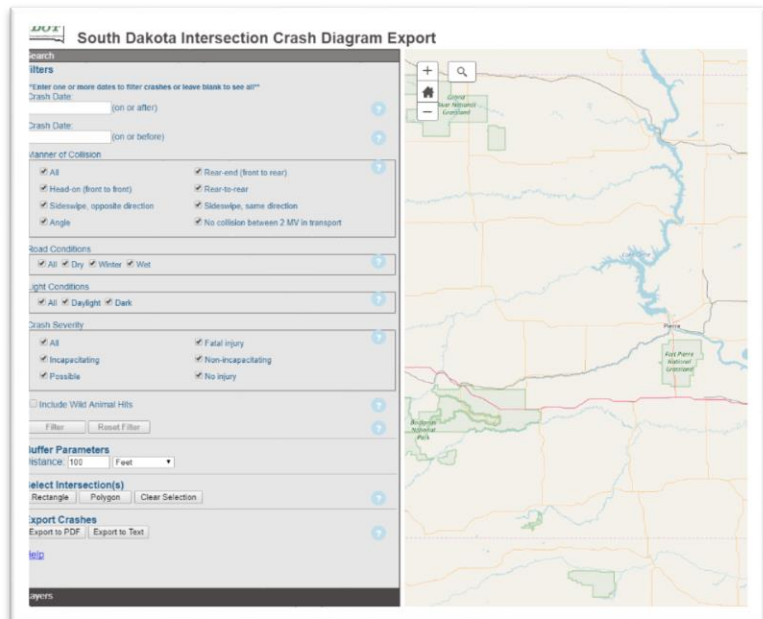


Figure 6: The image above shows the user interface offered by the Intersection Crash Diagram.

Oglala Sioux Tribe Safety Program

Presenter: Kenith Franks; Kevin Rascher; Oglala Sioux Tribe Department of Public Safety

Kenith Franks and Kevin Rascher of Oglala Sioux Tribe Department of Public Safety shared the ease and efficiency of using the TRACS system for crash reporting and data sharing. Franks and Rascher outlined the many ways the program has enabled efficient data sharing both internal within the department and externally with the State of South Dakota.

Franks explained the ways the department has utilized the data collected to identify locations where vehicular and pedestrian incidents have occurred in order to strategically address safety needs across the reservation.

Tribes can implement this program and no cost by entering a memorandum of agreement with the state. Additionally, TRACS can replace costly software systems Tribes currently utilize, thus freeing up funds for other transportation safety needs.



Figure 6: Rascher explained the significant role data played in the successful improvement of Allen Road on the Pine Ridge Reservation.



Figure 7: During their presentation; Franks and Rascher emphasized the importance of diligence in crash reporting and demonstrated the ease of use of the TRACS system.

The utilization of this system minimizes the work to collect information. Instead of making 15 different calls and talking to a variety of people, now the information is accessible in one comprehensive location.

-Kevin Rascher

Oglala Sioux Tribe Presentation

Presenter: Courtney Two Lance, Oglala Sioux Tribe

Courtney Two Lance of the Oglala Sioux Tribe Budget Committee shared the Oglala Sioux Tribe's effort to better address road maintenance funding needs within the BIA budget process. Two Lance lead an effort to gather data, statistics, photos, and narrative to request an increase in funding to better accommodate the road maintenance needs of large land based Tribes.



- The backlog for road maintenance (deferred maintenance) was \$396M but, the Great Plains Region received a total of approximately \$6M to divide up between 16 Tribes within the Great Plains Region.
- Nationally, \$26M was available to be used amongst 175 Tribes.
- As a result of the request for additional funding, a \$3.6M increase was secured to Indian country nationally under road maintenance within the BIA budget.
- BIA has eight categories to fund. Underneath these categories are 132 programs. Road maintenance currently falls under the category called 'Tribal Government' where it competes with many other programs, often leaving road maintenance overlooked against education, housing, etc. nationally.

Coming to this summit and regional meetings, I learn a lot about our Tribal needs and can use that data to justify our funding needs, to support and protect the road maintenance program from funding decreases or elimination. This has given us the opportunity to educate the difference of TTP funding and road maintenance.

-Courtney Two Lance

Previously, there was no money for new equipment or emergency scenarios such as flooding. The request brought forth by Two Lance included increasing road maintenance funding but also proposed the expansion of funding uses to include equipment, emergency reserves, and staffing.

As past of the justification effort, a survey was developed to identify and prioritize road maintenance activities and gather the data to support funding requests and increases.



Figure 8: Two Lance shared with participants the survey developed to generate feedback from Tribes on existing road maintenance funding needs.

Gravel Stabilization and Dust Control Practices

Presenter: Cliff Reuer, South Dakota Local Transportation Assistance Program

SDLTAP has monitored and measured the performance of soil stabilization and dust control products, and Reuer shared with the group the pros and cons of different products including magnesium chloride, sodium chloride, bentonite and soy oil. Regardless of product type, compatibility is key according to the Reuer. Reuer emphasized the significance of roadway preparation, quality of surface gravel, and accurate application play in the success of chloride products in gravel stabilization and dust control.



Figure 9: Cliff Reuer from SDLTAP outlined best practices recommended for the application of chloride products for gravel stabilization and dust control.

SDLTAP has observed long term performance of stabilized gravel in the following South Dakota counties:

- Lawrence County
- Brookings Township – Brookings County
- Meade County
- Hughes County
- Richland County, MT



Figure 10: The above image shows a close-up view of a stabilized gravel surface as a result of chloride stabilization practices.

Rosebud Sioux Tribe Presentation

Presenter: Lynda Douville, Rosebud Sioux Tribe MAP-21 Program

Lynda Douville, Rosebud Sioux Tribe MAP-21 Program shared updates from recent progress made on transportation projects across the Reservation. The Rosebud Sioux Tribe completed a project on BIA 1 which included 1.7 miles of lane increase and pedestrian pathway with solar lighting.

Additionally, the BIA Route 1 Bridge replacement project was completed, and the Tribe has submitted four other applications for bridge replacement. There are 11 bridges on the Rosebud Reservation, and all of the bridges were built in the early 1970's, so all are starting to show wear and tear and inspections every two years have showed decreases in each of their ratings.

Douville also shared the progress the Tribe has made on their BIA Route 7 to US Highway 83 Improvement Project which the Tribe received a \$14.6M TIGER grant for.



Figure 11: Lynda Douville with the Rosebud Sioux Tribe's MAP-21 program, shared improvements enhancing transportation safety on the Rosebud Reservation.

Safety Updates: Status of Current Program Funding, SD Funded Safety Programs

Presenter: Lawrence Robertson; BIA Indian Highway Safety Program

The United States Department of Interior Bureau of Indian Affairs Indian Highway Safety Program is the federal agency responsible for meeting the traffic safety needs of the 560+ Native American/Alaskan Tribes in the United States. The IHSP is located in Albuquerque, New Mexico, and provides safety services to Indian Country.



Figure 12: Robertson outlined the resources and services offered to Tribes across the nation offered by the BIA Indian Highway Safety Program.

The Indian Highway Safety Program provides funding for Tribal programs including Police Traffic Services (PTS) grants, Occupant Protection (CPS) grants, Impaired Driving Court grants.

Of the Indian Country 2,677 total traffic fatalities from 2010 through 2014:

- 51.2% were drivers
- 47.4% involved alcohol-impaired driving
- 47.8% were unrestrained occupants
- 34.4% involved speeding
- 58.3% were roadway departure crashes

IHSP has provided \$1,053,530 in program funding to 3 Tribes in the State of South Dakota:

- Oglala Sioux Tribe
- Sisseton Wahpeton Oyate
- Cheyenne River



Figure 13: The IHSP purchased four BAT Mobiles for Tribal use in FY2009 to assist in reducing alcohol related motor vehicle crash injuries and fatalities within the participating Tribes.

Cheyenne River Sioux Tribe Presentation

Presenters: Dakota Longbrake, Transportation Director

Dakota Longbrake, Transportation Director with the Cheyenne River Sioux Tribe outlined projects the Tribe has been working on in recent years. The first project is a FEMA funded project which resulted from a 2015 storm. Longbrake shared the Tribe's experience in requesting an increase, beyond the original project scope, to increase flow capacity of a bridge that was replaced.



Figure 14: Dakota Longbrake shared updates from his efforts on the coordinating committee and took feedback from the participants on Tribal consultation efforts.

Longbrake also shared updates from his involvement with the committees on the federal level relative to road maintenance funding and closure of the Tribal Technical Assistance Program centers.

An area that drew further discussion was the inclusion of proposed roads within the National Tribal Transportation Facility Inventory. The final rule was published in the Federal Register November 7 and is slated to go into affect December 7, 2017. This rule reflects statutory changes in the delivery options for the Tribal Transportation Program and clarifies the requirements for proposed roads and access roads to be added to, or remain in, the inventory. If information is not received, proposed roads will be required to be removed from the Tribe's inventory. According to Longbrake, eight criteria have been identified to weigh against proposed roads, including ROW or ability to acquire ROW and NEPA.

Next coordinating committee meeting is January 9-11, 2018. Longbrake invited the group to share suggestions on where to have the next meeting in the Great Plains Region. He expressed the meeting would need to be hosted in a community with efficient air travel.

Roundabouts

Presenter: Mark Malone, Planning Engineer SDDOT

Mark Malone, Planning Engineer for SDDOT, outlined the department's success with roundabout implementation across the state of South Dakota and shared future roundabout developments proposed. Malone described the benefits of roundabouts and described how roundabouts are designed to accommodate large trucks, minimize driver decision making, and lessen rules and behaviors drivers must adhere to.



Figure 15: Malone outlined the benefits of the design and implementation of roundabouts across the state of South Dakota.

Roundabout Safety Facts

- 90% reduction in fatalities
- 76% reduction in injuries
- 35% reduction in all crashes

Some of our greatest crash reduction numbers are in rural settings.

-Mark Malone

In addition to the roundabouts already constructed in the Brookings and Sioux Falls areas, there are nine roundabouts proposed for the following areas in South Dakota:

- Pine Ridge – 2
- Sisseton – 2
- Watertown – 1
- West of Sioux Falls – 2
- Pierre – 2

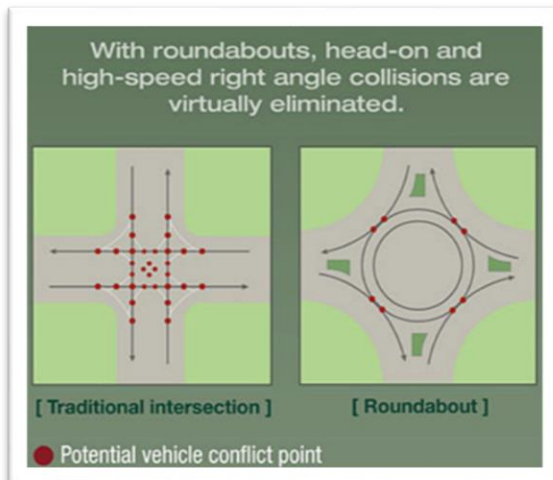


Figure 16: A standard intersection has 32 conflict points, whereas a roundabout has 8. Roundabouts lower the speeds and minimize conflict points.

Reports to Congress, National Safety Plan & TTP Safety Fund Updates

Presenter: Mark Hoines, FHWA South Dakota Division

Mark Hoines with the Federal Highway Administration shared updates on the TTP Safety Fund, Report to Congress: Tribes and Crash Data, National Tribal Transportation Safety Plan, Safety Committee and tribalsafety.org, and proven safety measures.

In 2016, a total of \$9M of Tribal Transportation Program Safety Funding was available, and over \$40.1M were requested through 171 applications. A total of \$18M in FY2017-2018 funding is available in the upcoming round.



Figure 17: Mark Hoines shared federal updates with participants.

	2013	2014	2015	2016	17-18
Funds Available	\$8.6M	\$8.5M	\$8.5M	\$9M	\$18M
Funds Requested	\$27.2M	\$27.1M	\$37M	\$40.1M	
No. of Applications	239	127	167	171	

In addition to the update on TTPSF, Hoines outlined the details of the FAST Act Reports to Congress which include:

- 1) Tribes and Safety Data
- 2) Options to Improve Safety

Relative to Tribes and safety data, Hoines presented resources and materials available to Tribes. Tribes

encouraged to conduct Traffic Records Assessments. Hoines shared with the group the National Cooperative Highway Research Program Report 788 Guide for Effective Tribal Crash Reporting which breaks down steps for improving Tribal data collection. On November 8, a webinar was offered to Tribes on tools for improving crash data.

Lastly, Hoines encouraged participants to partake in Safety Management System Steering Committee membership as the group is seeking member from the Great Plains Region

Congressional Delegation Listening Session on Transportation Issues

Presenter: Jesse Ewing (Thune), Kyle Chase (Rounds), Brad Otten (Noem)

Moderator: Todd Seaman, SDDOT



Figure 18: For the second year in a row, the Congressional listening session was a valuable component of the Tribal Transportation Safety Summit.

A panel from South Dakota's congressional delegation participated in a listening session on transportation safety issues. This session began with introductions offered by Moderator Todd Seaman, SDDOT Regional Engineer. After introductions were made, the floor was opened up for participants to ask questions and share comments with the panel. Topics addressed through the panel discussion included:

TTAP Restructuring

Participants expressed concerns about the restructuring of TTAP. The group discussed training shortfalls and technical assistance shortfalls as a result of the restructuring. The group shared concerns regarding potential short term and long-term consequences of the changes and concerns relative to the replacement technical assistance services. Tribal leaders received apology letter, but not the tribal program leaders. The group discussed the role of the coordinating committee with the transition and respective correspondence around the matter. Some of the questions expressed by the group included, 'Where are these centers going to be located? Where is the funding coming from? Was there Tribal consultation on this? What is being done in the interim following closure of the TTAP centers?' The group suggested a program review, a corrective action plan, and improvement of existing services.

What should Tribal consultation look like?

Healthy dialogue amongst participants and the panel occurred around Tribal consultation practices. The group recommended that TBICCS be utilized as a hub for consultation and encouraged panel members to relay information to Tribal leader forums such as the Great Plains Tribal Chair Association where voted in decision makers are. The group strongly encouraged distributing a formal letter on sensitive matters to allow Tribes to comment through means such as Federal Register public or Tribal comment. Each Tribe has consultation protocol, and the group recommended for others to get familiar with how to consult with each different Tribe. Concern relating to NCAI voting was also expressed because Great Plains Tribes are outnumbered.

Future Highway Bill and Infrastructure Bills- Continuing Resolution of FAST Act

Participants expressed the impact discretionary funding would have for high priority projects that are Tribal Transportation Program based, not nationally competitive. If design is not allowed in grants, many Tribes are eliminated from being able to compete. Additionally, land based Tribes need more representation in Tribal funding formulas.

Continuing Resolution; FAST Act; John Smith Act

Participants and panel members discussed the potential of an omnibus funding package and the John Smith Act which is sponsored by Senator Barrasso of Wyoming. Input from the Great Plains Tribes has not been sought, though the Tribes have some concerns about adding supplemental funding in a new highway bill. The highlighted concern was that any funding be made fair and equitable to large land based Tribes where construction seasons are limited and harsh winter months and flooding springs strain funding resources.

Critical Infrastructure Funding Needs

We need our Congressional leaders to take a close look at critical infrastructure funding needs. We've had people killed from washouts and we patched the road and now buses of children use this route. What is the definition of Federal Trust Responsibility to the Tribes and has that been met?

The Congressional listening session was designed to be interactive and many participants took the opportunity to share their concerns with the panel.



Figure 39: Cliff Eberhardt, Transportation Project Coordinator with the Sisseton Wahpeton Oyate (SWO) Construction Management Department

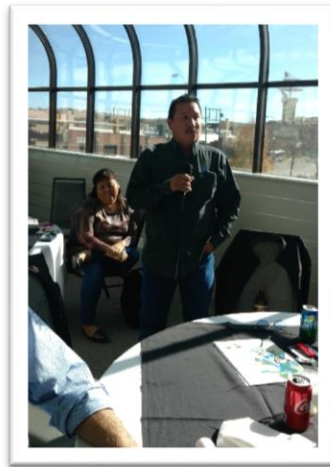


Figure 20: Dave Kelley, Oglala Sioux Tribe Transportation Department Director

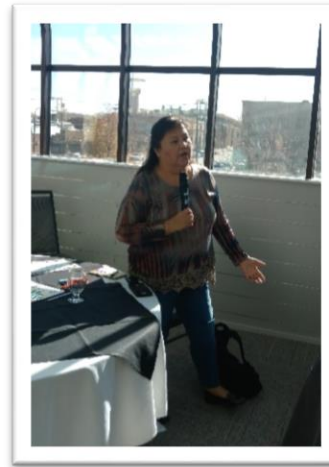


Figure 21: Courtney Two Lance, Oglala Sioux Tribe Office of Credit and Finance



Figure 22: Clyde Estes, Lower Brule Sioux Tribe Council Member



Figure 23: Dakota Longbrake, Director, Cheyenne River Sioux Tribe Department of Transportation

Transportation Research Board Safety

Presenter: Craig Genzlinger, KLJ



Figure 24: Genzlinger shared with participants the efforts of the Transportation Research Board and its work on Native American transportation issues.

Craig Genzlinger, KLJ shared with the group the efforts of the Transportation Research Board (TRB). TRB is a non-profit organization that provides innovative, research-based solutions to improve transportation. TRB manages transportation research by producing publications and online resources, and provides advice through its policy studies to tackle complex and often controversial issues of national significance. TRB has over 200

TRB committee on Native American Transportation Issues Committee; Tribal Safety Subcommittee

Currently, TRB has five Research Statements in development:

- The Role that Road Maintenance Plays in the Safety Crisis on Tribal Lands – John Smith, being carried by Ron Hall.
- Effects of Drivers Education and Graduated Drivers Licenses on Native American Teens – Karla Cisco.
- Methods to Assess the Tribal Transportation Safety Culture – Dennis Trusty.
- Assessment of the Accuracy of Ethnicity in FARs Data – Craig Genzlinger
- Tribal Traffic Codes Assessment – Ron Hall

Genzlinger encouraged participants to consider joining committees within TRB to enhance participation by Tribal members.

Motor Carrier and Crash Data

Presenter: LaJuanda Stands and Looks Back, Transportation Planner with Rosebud Sioux Tribe MAP-21 Program; Lynda Douville, Rosebud Sioux Tribe MAP-21 Program Director



Figure 25: Lynda Douville and LaJuanda Stands and Looks Back initiated dialogue amongst the group on how to enhance collaboration and data sharing within Tribal departments and entities to address the motor carrier issues.

Currently, the Rosebud Reservation lacks weigh stations, speed restrictions for motor carriers, and weight restrictions for motor carriers. This allows motor carriers to speed through the reservation with visibly grossly heavy cargo. This happens perpetually which poses significant danger to other roadway users and deteriorates the infrastructure throughout the Reservation.

As a solution to the ongoing program, the Rosebud Sioux Tribe is proposing the installation of a virtual weigh station. A virtual weigh station would be unmanned and would be remotely monitored with a

roadside enforcement facility. These stations aid the state's truck size and weight enforcement by monitoring and screening commercial vehicles on routes that bypass fixed inspection stations and secondary roadways, like county roads and reservation roads.

Douville and Stands and Looks Back encouraged dialogue on best practices and suggested approaches to begin data sharing relationships locally within Tribal entities and programs. Within the dialogue, the Oglala Sioux Tribal Police offered consultation and collaboration to share their experience and the positives that came out of sharing data.

SDDPS Online Crash Reporting System/Highway Safety Grants

Presenters: Lee Axdahl and Amanda Hossle, SDDPS



Figure 26: Lee Axdahl, Director of South Dakota Office of Highway Safety, provided an overview of crash data provided online from the South Dakota Department of Public Safety.

Axdahl walked participants through the data available through SDDPS and the ways in which users can use the data. In addition to data analysis, the website also provides countermeasures which can be implanted locally and grant funding can be utilized for implementation.

Hossle provided an overview of what SDDPS does on a day to day basis and shared statistics relative to the state of South Dakota resulting from contributing factors such as alcohol, speed, seatbelt usage.

Hossle also provided an overview of Highway Safety Grants, including who is eligible to apply, what can be funded, and what application information needed to apply for a grant. Required application components include:

- Problem identification
- Targets and objectives to addressing the program
- Activities
- Evaluation
- Budget table and narrative

Eligible Highway Safety Projects include:

- Speed, seatbelt and impaired driving OT enforcement
- Equipment (radar, speed trailer, in-car cameras, breath testing devices)
- Educational materials (handouts and pamphlets)
- Advertising media (billboards, TV or radio ads, banners, posters)



Figure 27: Amanda Hossle, South Dakota Office of Highway Safety, provided an overview of crash data provided online from the South Dakota Department of Public Safety.

Yankton Sioux Tribe

Presenter: Bonnie Neiss, Yankton Sioux Tribe Planning

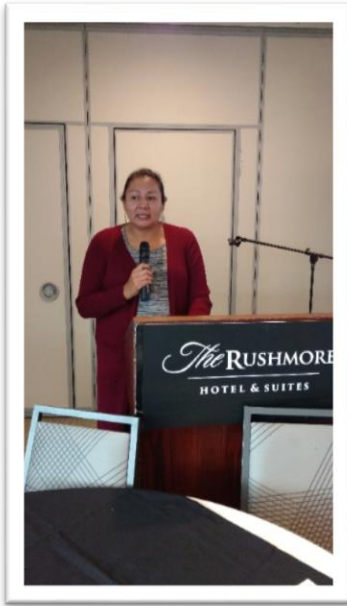


Figure 28: IDOT Planner Bonnie Neiss elaborated on the progress of the Yankton Sioux Tribe's transportation safety efforts.

The Yankton Sioux Tribe presented on ongoing transportation safety initiatives on the Yankton Sioux Reservation, including training and infrastructure improvements.

In 2016, the Yankton Sioux Tribe undertook efforts to develop a Tribal Transportation Safety Plan (TTSP) that identified existing safety efforts and transportation safety issues and then identified strategies for implementation that would address these issues. As part of the safety plan development, Tribal, city, county, state, federal and interested parties came together to review existing data, ongoing safety efforts and to identify new or continuing strategies to improve transportation safety in Tribal communities. Following completion of the safety plan, the Tribe was able to request and successfully secure TTPSF for crash data reporting and for the construction of Marty Pathway.



Figure 29: Following completion of their Tribal Transportation Safety Plan, the Yankton Sioux Tribe was able to pursue grant funding for projects like the example shown above, Marty Pathway. The Yankton Sioux Tribe will utilize Tribal Transportation Program Safety funds (TTPSF) to construct a pathway along 303rd Street near Marty Indian School, Tribal housing, Tribal headquarters, and many other amenities including education, health care and living wage employment.

In addition to the TTPSF work the Tribe is doing, they are also working on Route 29 shoulder widening, updating their long-range transportation plan, and updating traffic code.

Rural Pedestrian Safety Issues

Presenter: Craig Genzlinger, KLJ



Figure 30: Craig Genzlinger, KLJ, outlined countermeasures to mitigate rural pedestrian safety issues.

Craig Genzlinger presented on rural pedestrian safety issues. He referenced national crash data from the new FHWA Tribal Transportation Strategic Safety Plan that shows that on average 69 Native American pedestrians are killed each year. The overwhelming majority of these occur in rural areas with no pedestrian facilities or crosswalks.

Much of the national information is heavily geared toward urban pedestrian crashes, but with the tribes an emphasis needs to be established for rural pedestrian countermeasures. Craig identified a

number of implementation ideas that tribes could utilize to reduce rural pedestrian fatalities, these included:

- Widened Shoulders
- Separated Pathways
- Improvement of Existing Pathways
- Pedestrian Lighting
- Marked and Signed Crosswalks
- Use of Pedestrian Activated Rapid Flashing Beacons
- Roundabouts

Proper Standards and implementation strategies were also discussed. Craig closed by showing a number of current and planned tribal pedestrian safety projects in the region that other tribes could emulate to enhance their pedestrian programs.

Funding: Transportation Alternatives Program (TAP); TTP Safety Fund; Highway Safety Improvement Program (HSIP)

- Critical pieces to an effective application:
 - Crash data highlighting pedestrian safety needs
 - Exposure data including roadway ADT, pedestrian and bike counts or pedestrian level of service information.
 - Photos documenting the need. Particularly, ones showing pedestrians walking on roadways or worn pathways where no facilities exist.
 - Safe Routes to School, Tribal Safety, Long Range Transportation, or other plans that document the need for facilities.

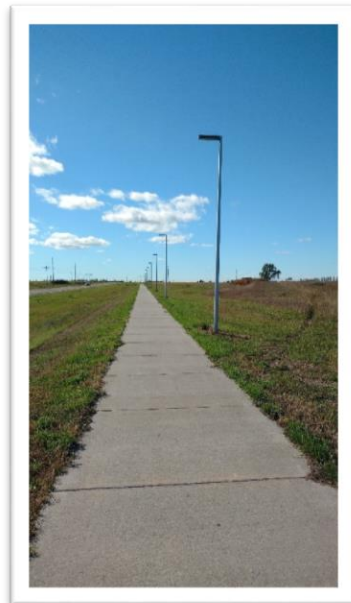


Figure 31: Pathway lighting, as shown in the above image, is used to enhance pedestrian safety.

Meeting Summary and Conclusions

Participants in the Summit were encouraged to continue to collaborate to continue to grow and strengthen programs on their respective Reservations.



Figure 32: June Hansen, Civil Rights Compliance Officer and Tribal Liaison with SDDOT, wrapped up the 2017 Tribal Transportation Safety Summit.

June Hansen, SDDOT, moderated the discussion for future Summit topics and planning for the 2018 Summit. The group reached consensus to host the summit again in October 2018. The Yankton Sioux Tribe has agreed to host the Tribal Transportation Safety Summit in 2018.

Suggestions for 2018 Summit:

ERFO Central Federal Lands

State Emergency Manager

More Enforcement individuals, including BIA

Letter of Invitation to Tribal Chairmen

Hansen thanked all participants for attending and participating and reminded all participants that a copy of the Tribal Transportation Safety Summit report will be provided and available for continued collaboration.



Figure 33: Dave Kelley, Oglala Sioux Tribe Department of Transportation, thanked participants for successful couple days of collaboration on transportation safety. Oglala Sioux Tribe was the host of the 2017 Tribal Transportation Safety Summit.