
**4TH ANNUAL SOUTH DAKOTA TRIBAL TRANSPORTATION
SAFETY SUMMIT, PICKSTOWN, SOUTH DAKOTA
JANUARY 29-30, 2014**

Revision 1



April 2014



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Topical Report RSI-2414
Revision 1

by

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prepared for

Tribal Transportation Safety Summit Planning Committee

April 2014

Cover Photograph: Summit Planning Committee

From Left to Right: Mr. Tom Croymans; Ms. Patricia Brown Bear; Mr. Louis Golus, Jr.; Ms. Casey Kills In Water; Mr. Wesley Hare, Jr.; Ms. Sharon Johnson; Ms. June Hansen; Mr. Terry Keller; and Mr. Mark Hoines. Not Pictured: Mr. Lee Axdahl, Ms. Leah Svendsen, Mr. Dennis Trusty, and Ms. Bonnie Neiss.

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1.0 INTRODUCTION

The 4th Annual South Dakota Tribal Transportation Safety Summit (Summit) was hosted by the Yankton Sioux Tribe on January 29–30, 2014, in Pickstown, South Dakota (Figure 1-1), and was an opportunity for Tribes, the state of South Dakota, and federal agencies to jointly address Tribal transportation safety, including fatalities and injuries on Tribal lands. The Summit supports the goal of Tribes to provide the safest transportation system possible for Tribal members and the traveling public. Participating in the Summit provides a way for Tribes to collaborate with each other, the state and federal agencies to improve transportation safety for their respective reservations. The 4th 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), and Yankton Sioux Tribe (YST).

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Figure 1-1. The Fort Randall Casino and Hotel Where the 4th Annual Summit Was Held.

1.1 SUMMIT OVERVIEW

The purpose of the annual Summit is to allow Tribes and agencies to exchange information and ideas on transportation safety. The Summit organizers invited representatives from nine Tribes located throughout South Dakota to share ideas, resources, and concerns with each other

and state and federal agencies. Together, Tribes and agencies identified opportunities for working together to reduce the severity and number of crashes on reservation roads. The goal of this collaboration was to improve safety, identify funding sources, enhance transportation networks, and provide maintenance for Tribal roads and transportation infrastructure.

1.2 SUMMIT GOALS AND RECOMMENDATIONS

Each year, goals and recommendations from the previous year's Summit are reviewed to measure progress. Goals and recommendations from the 3rd Annual (2012) Summit included the following:

- Provide a simulator, if feasible, to every Tribe who requests one
- Discuss the Rosebud Sioux Tribe's (RST) completed Safety Plan at the next Summit
- Continue to develop partnerships within each community and with the state and federal agencies or programs
- Consider making the annual Summit into a regional meeting with Tribes from other states
- Invite Emergency Management Services (EMS) personnel to provide Cardiopulmonary Resuscitation (CPR) training
- Increase the number of Tribes involved with the County Signing Program.

1.3 SUMMIT TOPICS

Building upon the recommendations from the 3rd Annual (2012) Summit, the agenda for the 4th Annual Summit was designed to increase awareness of specific Tribal transportation safety issues and to gain a better understanding of the needs of each South Dakota Tribe. Discussion topics for this year's Summit included the following:

- Transit Safety
- Tribal Transportation Program—Safety Program
- Update on Tribal Crash Reporting
- Work Zone Safety and Maintenance Practices
- Tribal Tourism and Safety
- Update on the Process for Tribal Involvement in County Signing Projects
- Motor Carrier and Truck Traffic Safety.

Opening remarks were provided by Chairman Robert Flying Hawk of the YST and Mr. David Earl said the opening prayer. Mr. Wesley Hare, Jr. moderated the Summit (Figure 1-2). The

agenda is provided in Appendix A, and a copy of the sign-in sheet and list of participants is provided in Appendix B.

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Figure 1-2. Mr. Wesley Hare, Jr. Moderated the 4th Annual Summit.

2.0 BEST PRACTICES AND SUCCESS STORIES

Tribes attending the Summit were invited to speak on the knowledge gained, best practices, and success stories from traffic safety improvements. This chapter outlines each Tribe's discussion in regard to using resources, implementing improvements, and experiencing obstacles. Figure 2-1 illustrates the location of each American Indian reservation in South Dakota.

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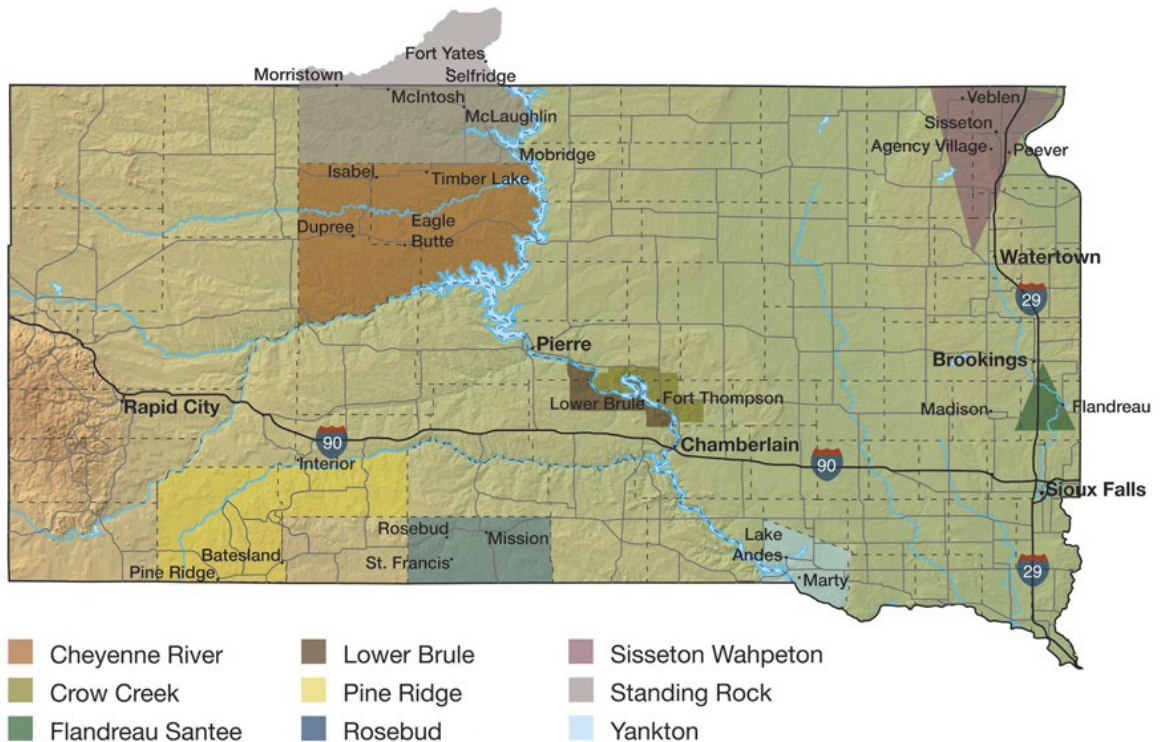


Figure 2-1. Location of the Nine Indian Reservations in South Dakota [South Dakota Department of Tribal Relations, 2011].

2.1 CHEYENNE SIOUX RIVER TRIBE

Mr. Zane Arpan, Department of Transportation Director for the Cheyenne River Sioux Tribe (CRST), discussed their current efforts (Figure 2-2). The CRST has spent approximately \$44 million on road improvements within the reservation since 2006. Recent transportation projects include the following:



- Widening Main Street in Eagle Butte, South Dakota, to a four-lane highway because of heavy traffic congestion off Highway 212.
- Paving and grading gravel roads (\$12 million project) surrounding the town of Eagle Butte, including Airport Road, Badger Park Road, and China Town Road.
- Building pedestrian pathways from the hospital to Highway 212 to provide safe access through town.

All of the projects involved coordination between other CRST departments and cooperation with the CRST Housing Authority. The CRST began operating a transit system that provides transportation across the reservation. Although the new system is in the early phases of operation, the CRST is hopeful that it can be continued successfully. The CRST plans to perform future work that will include resurfacing Main Street, widening Willow Street by the track and football fields, and building a new hospital and 120 adjacent homes.

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Figure 2-2. Mr. Zane Arpan Presented the Cheyenne River Sioux Tribe’s Best Practices.

2.2 CROW CREEK SIOUX TRIBE

Law Enforcement Officer Scott Shields and Ms. Wanda Wells, Tribal Historic Preservation Officer (THPO), spoke about the following collaborating efforts of the Crow Creek Sioux Tribe (CCST) (Figure 2-3):

- BIA Route 4: repairing and repaving work as well as repairing bridges
- BIA Route 10: drainage and culvert issues from stormwater buildup and loss of vehicles. Officer Shields stated that the vehicle loss is a preventable loss and warned everyone to pay attention to the culverts



- Highway 34: repaving between Fort Thompson and the BIA School
- Highway 47: installing street lights.

Another success in 2013 included signing a 5-year agreement with the state of South Dakota for assistance from the South Dakota Highway Patrol (SDHP). With high volumes of attendance and traffic anticipated for the 150th annual powwow celebration, the CCST Tribal Chairman requested assistance from troopers under the new agreement. The Highway Patrol were sworn in as Tribal police and aided Tribes through the entire week and a half of the powwow. With the assistance of the SDHP as additional law enforcement, zero crashes/fatalities and one driving under the influence (DUI) arrest were reported. The presence of Highway Patrol during the celebration also helped everyone feel safer. The experience was a shared success between the Tribe and the state. Officer Shields would like to encourage other Tribes to collaborate with the state to promote and ensure safety. A video of the troopers' experience and some history of the Tribes created by Captain Alan Welsh of the SDHP was presented during the Summit.

Ms. Wells discussed the lack of developed roads on their reservation from the density of cultural resources. Long-range development planning in areas with cultural resources is difficult because the State Historic Preservation Office must approve the development plan. Based on these needed road improvements, the CCST is developing a long-range transportation plan. Ms. Wells encouraged everyone in attendance to work with their THPO. The THPOs are knowledgeable on the locations of grave sites and cultural resources on reservations. Ms. Wells also commented that safety concerns with DUIs need to include the use of drugs such as methamphetamine (meth).

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Figure 2-3. Officer Scott Shields and Ms. Wanda Wells During the Crow Creek Sioux Tribe Presentation.

2.3 FLANDREAU SANTEE SIOUX TRIBE

A representative from the Flandreau Santee Sioux Tribe (FSST) was unable to attend.



2.4 LOWER BRULE SIOUX TRIBE

A representative from the Lower Brule Sioux Tribe (LBST) was unable to attend.



2.5 OGLALA SIOUX TRIBE

Ms. Tonia Ecoffey, Oglala Sioux Tribe (OST) DOT Office, introduced Mr. Ron Williams, the transportation engineer with Kadrmas Lee & Jackson (KLJ), to discuss various OST projects on the Pine Ridge Reservation (Figure 2-4). These projects include the following:

- BIA Route 2: BIA Route 2 is a widely used gravel road that accesses the Southern Unit of the Badlands National Park. Two miles of road surrounding the Visitor Center have been paved and rumble strips have been installed.
- Oglala-Loneman and SuAnne Big Crow Trail Lighting: are highly used pedestrian trails in need of lighting. Construction was accomplished through cooperation between South Dakota Department of Transportation (SDDOT) and the OST.
- Wakpamni Housing Chip Seal: the road leading into the Wakpamni Housing area was regraded and chip sealed. The drainage for this area was also improved to mitigate safety issues for residents.
- BIA Route 25: BIA Route 25 was a steep-shouldered and winding road. Almost \$1 million was put into culvert materials and rebuilding the gravel road. The OST may pave this road in the future.
- OST DOT Office Building: Construction on a new office building for the OST DOT program began in the fall of 2013.



The successes for the OST this past year include the following:

- Tribal Transportation Program (TTP) Safety Funds Grant: OST received two grants for safety plan development (\$12,500) and an engineering project (\$109,500). Striping painted along BIA Route 27 and the Wounded Knee Visitor Center will receive safety upgrades.
- TIGER V Grant–OST won a highly competitive grant and was awarded \$8.7 million for the BIA Route 2 project.

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Figure 2-4. Ms. Tonia Ecoffey Introduced Mr. Ron Williams.

2.6 ROSEBUD SIOUX TRIBE

The Rosebud Sioux Tribe's (RST) Best Practices and Success stories were presented by Mr. Wayne Boyd, Acting Director of the FHWA Program; Ms. Lynda Douville, Planner; Mr. Richard Whipple, Road Construction Inspector; and Mr. Sherman Wright, Senior Planner (Figure 2-8). Mr. Richard Bracha of the RST Tribal Motor Vehicle Injury Prevention Program (TMVIPP) also presented the goal and strategies of the TMVIPP.



Mr. Boyd shared his experience and learning process in coordinating transportation planning. Originally, the Tribes worked with the BIA following specific instructions; today, the RST's transportation program works directly with the FHWA and has more responsibility in project planning. The RST transportation program coordinates with various Tribal departments, counties, law enforcement, and the state. Before-and-after posters of the RST

transportation projects were on display during the presentation. Mr. Wright provided the following summaries for each project:

- **Rosebud Old Town II and IV:** The Rosebud Old Town was a four-phase project that included surfacing, curb and gutter work, grading and drainage, and adding sidewalks throughout the community. An important safety component to this project was providing safe access into the community for emergency responders.
- **Swift Bear Housing Street:** The Swift Bear Housing community is currently divided into upper and lower sections and filled with large pot holes throughout. The transportation program repaired 2.1 miles of road within the community. This project was one of the first projects that the RST worked on directly with the FHWA and was a good learning experience.
- **White River Health Care Center (nursing home):** The RST constructed a new asphalt parking lot with striping, sidewalks, and signage. This project was funded with remaining funds from the Swift Bear Housing Project.
- **South Dakota Highway 63:** The RST partnered on four grants on this project and lowered the overall cost to the Tribe. The highway is a County Road that serves three school districts. Traffic signs did not exist and at least one motorcyclist was injured and one fatality occurred along Highway 63. The RST constructed 6.02 miles of asphalt surfacing, rumble strips, and the highway pavement striping.
- **Two Strike Bridge:** The Two Strike Bridge will require approximately \$9 million to fix. The bridge was built in 1965 and poses a safety concern for school buses who frequently use it. If the bridge were closed, the buses would have to travel an additional 30 miles one way to their destinations. Ms. Douville stated that their program has applied for funding through the FHWA and are now awaiting approval for the bridge design.

The RST TMVIPP, as presented by Mr. Bracha, works to increase the use of seat belts and child safety seats and reduce DUIs. To accomplish these goals, the TMVIPP uses the following strategies:

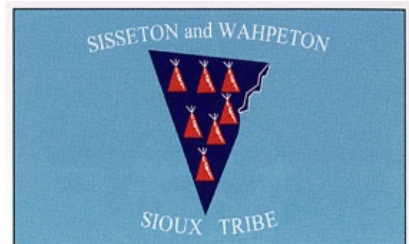
- Public announcements through local media (radio and television stations)
- Posters throughout the community
- Planned activities with the schools, such as impaired vision goggles and speakers
- Child Safety Seat Fitting Station that offers free verification on the correct use of child safety seats
- Hosting a National Child Passenger Safety Certification Training
- Collected data and statistics to show progress and areas of need.



Figure 2-5. Mr. Sherman Wright and Ms. Lynda Douville Discussing the Rosebud Sioux Tribe's Transportation Projects.

2.7 SISSETON-WAHPETON OYATE

Mr. Cliff Eberhardt, Sisseton-Wahpeton Oyate (SWO) Transportation Program Coordinator (Figure 2-6), discussed the Tribe's vision and goals for their Tribal Safety Plan funded by a \$12,500 grant. The Safety Plan is currently in the first stage of the process and focused on the four "E's of Safety" (Engineering, Enforcement, Education, and Emergency Response) while trying to think outside the "Tribal box." The program's core is focused on safety.



Other projects completed by the SWO Transportation Program include the following:

- Striping approximately 40 miles across the entire reservation.
- Convert BIA Route 7 to three lanes and now has crosswalks and sidewalks on both sides of the road.
- Inventoried the signage on BIA Routes 2, 3, and 5, and the existing signage across the reservation. Existing signs are put into global positioning system (GPS) and categorized to determine if they need to be replaced or updated.
- Standardizing speed limits have been throughout housing communities.

- Completing a preliminary design of walking paths and sidewalks to connect the communities to the Agency Village, school, colleges, and the Tribal Administration building.
- Presenting the housing communities project to the SDDOT Transportation Alternatives Program for funding in February 2014.

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Figure 2-6. Mr. Cliff Eberhardt Presented on the Best Practices of the Sisseton-Wahpeton Oyate.

2.8 STANDING ROCK SIOUX TRIBE

Ms. Pauline McLaughlin, Transportation Planning and Development Director, presented information on the following projects/grants (Figure 2-7):

- Bear Soldier South Community and McLaughlin School: A grant project from the Transportation Alternatives Program, SDDOT, and the Standing Rock Sioux Tribe (SRST). This project will install lighting along the pedestrian walking path.
- Highway 24 into Fort Yates, North Dakota: This four-phase project includes developing turning lanes for the SRST school and causeway, installing lights along the walking paths, and providing alternate exit routes from Fort Yates Community. The project is currently in Phase 3.
- Transportation Safety Plan: The SRST was awarded \$8,000 for developing a Transportation Safety Plan.



Ms. Jacqueline Salway, National Environmental Policy Act (NEPA) Program Coordinator, discussed her work on integrating Geographic Information System (GIS) and GPS into the Tribe's NEPA and Transportation Planning Programs. Building NEPA capabilities can open up more funding opportunities for Tribes and all agencies are held accountable to NEPA. The SRST's NEPA program is incorporating Native American Graves Protection and Repatriation Act (NAGPRA) and performing an inventory of native and medicinal plant along highways. Overall, the Tribe is integrating technology to document existing needs for future funding opportunities. One of the Tribe's strengths is the ability to incorporate and use technology, especially mapping. The successes/best practices of the SRST's NEPA program include the following:

- Using the "Carol M. White Physical Education Program" for digging trenches and involving other Tribal departments.
- Updating the SRST airport for review by the Federal Aviation Administration (FAA) in the fall of 2014.

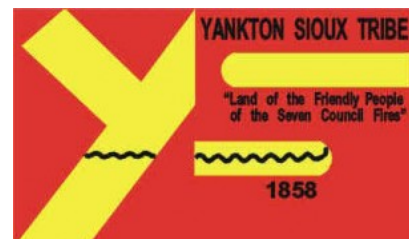
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Figure 2-7. Ms. Jacqueline Salway Speaks While Ms. Pauline McLaughlin Observes.

2.9 YANKTON SIOUX TRIBE

Mr. Louis Golus Jr., Roads Maintenance Supervisor, and Mr. Wesley Hare, Jr., Transportation Planning, discussed the Transportation Planning and Accident Prevention Program, as follows (Figure 2-8):



- A turn lane was added at the intersection of BIA Route 29 and Highway 46. The YST determined the curve to be potentially dangerous and requested the state to review this area of the road. The state found the intersection to be unsafe and worked with the Tribe on reconstructing a turn lane along this curve. The Tribe's Road Maintenance Department worked diligently to properly barricade and sign the work zone during construction.
- Approximately 1 mile of the Lake Andes Walkway bridge was repaired.
- The state recently approved funding for the Tribe to build pedestrian walkways; the state is funding 80 percent and the Tribe will fund the remaining 20 percent.

As part of networking, the Tribe worked with the late Mr. Matt SeeWalker of the Northern Plains TTAP. Mr. SeeWalker provided Commercial Driver's License (CDL) training and donated delineators for the Tribe's roads. In 2012, the YST Transportation Planning presented their goal to design a Safety Program. This was accomplished, and next year's goal is to hire a Safety Director to run the program. Outreach to Marty Indian School has continued by sponsoring a safety poster contest during the school's red ribbon week. The safety program continues to work on keeping the roads safe and passable.

RSI-2330-14-010



Figure 2-8. Mr. Louis Golus, Jr. and Mr. Wesley Hare, Jr. Presented the Yankton Sioux Tribe's Best Practices and Successes.

3.0 PRESENTATIONS

State, federal, and nonprofit agencies and organizations presented information and resources available to Tribes based on recommendations from the 3rd Annual (2012) Summit. Copies of the presentation and handouts are included in Appendix C and Appendix D respectively. In addition to honoring the YST Code Talkers, this chapter describes the presentations by the Federal Transit Administration (FTA), BIA, DPS, FHWA, YST, SDDOT, and Federal Motor Carrier Safety Administration (FMCSA). It also includes luncheon remarks from Congressional Delegation, FHWA Acting South Dakota Division Administrator, Secretary of Public Safety, and Secretary of Transportation.

RSI-2330-14-011



Figure 3-1. Honor Guard Featuring Yankton Sioux Tribe Veterans.

1.5. HONORING OF YANKTON SIOUX TRIBE CODE TALKERS

Mr. Hare welcomed and thanked anyone who attended for honoring the YST code talkers and the Wiping of the Tears Ceremony. Three drum groups participated during the event and ceremony. The purpose of the Wiping of the Tears Ceremony is to help war veterans return to their lives and move on from the memories of battle. Mr. Elmo Eddie is the last surviving

World War II veteran on the Yankton Reservation and was being honored. In addition to Mr. Eddie, two deceased YST code talkers, Mr. Rufus Ross and Mr. Daniel Ross, were also honored. All veterans at the Summit were invited to participate in the ceremony. The drum groups played a grand entry song, the flag song, and then a veteran victory song. The songs were followed by a prayer by Mr. Louie Moves Camp. Chairman Flying Hawk shared a few words of encouragement before the start of the ceremony. The families of Rufus and Daniel Ross were asked to come forward, and Mr. Hare introduced Mr. Galen Drapeau, Jr. to perform the Wiping of the Tears Ceremony (Figure 3-2). Mr. Drapeau said a welcome, recognized the seven council fires, and thanked Mr. Hare for asking him to perform the ceremony. The four directions were honored and the tears of the veterans were wiped away, and the medals were presented to the families.

Mr. Hare introduced special guests Mr. Basil Heth, YST Veteran; Mr. Larry Zimmerman, South Dakota Secretary of Veteran Affairs; Mr. Tom Hoffner, Veterans of Foreign Wars (VFW) Commander; Mr. Don Daulin, State Senior Vice VFW Commander; and Mr. Dennis Rucker to provide remarks during the ceremony. Their remarks are in the following subsections.

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Figure 3-2. Mr. Galen Drapeau, Jr. During the Wiping of the Tears Ceremony.

3.1.1 Remarks From Mr. Basil Heth

Mr. Heth was one of the Tribal members who went to Washington, DC to receive the Medal of Honor for the deceased code talkers, Mr. Rufus and Mr. Daniel Ross. Mr. Heth asked the families of Rufus and Daniel Ross to attend this ceremony and accept the medals on the behalf of their ancestors. Mr. Heth told how Rufus and Daniel were brothers who went to war together, and that they were two of 166 men from the YST. He explained that this honoring starts with the native language. When the United States called on the nation for soldiers during the World War, the native people went and freely gave their language. The United States used other

codes but they were always broken by the enemy. In the words of the speakers from Washington, DC, the words spoken by the native people were never broken, and many lives were saved. Mr. Heth talked about watching Mr. Eddie receive his Medal of Honor at the Capitol on behalf of the YST. In a separate ceremony, Mr. Heth signed for the silver medals for individuals designated by the Tribe. Mr. Heth reminisced about the camaraderie between fellow veterans and how that connection is unforgettable (Figure 3-3).

RSI-2330-14-013



Figure 3-3. Mr. Basil Heth Provides Remarks at the Honoring and Ceremony.

3.1.2 Remarks From Larry Zimmerman

Secretary. Zimmerman shared a few words in celebration of the YST code talkers who were a part of WWI and WWII. He said it is exciting to be among heroes and wished everyone well. He thanked the YST for inviting him to the ceremony and thanked the veterans for their service (Figure 3-4).

3.1.3 Remarks From Don Daulin

Mr. Daulin stated that the VFW representatives were honored to attend this event and ceremony for the code talkers who served in WWII and the memories of those who served in WWI (Figure 3-5). The first record available on the use of Native American code talkers is from October 17, 1918. The Native American code talkers fundamentally helped to win WWII. Their contribution to the military was a secret to the general public for more than 50 years. Until Public Law 110-20 was passed, Native American code talkers would not be recognized. In a ceremony at the United States Capitol, the Medal of Honor was presented to the YST and now at this Summit, we celebrated the lives and contribution of the YST code talkers.

RSI-2330-14-014



Figure 3-4. Secretary Larry Zimmerman Provided Remarks During the Honoring and Ceremony.

RSI-2330-14-015



Figure 3-5. Mr. Don Daulin Provided Remarks During the Honoring and Ceremony.

3.1.4 Remarks From Mr. Dennis Rucker

Mr. Dennis Rucker, Veteran and VFW Commander, described his journey in searching for code talkers from his Tribe (Figure 3-6). In 2003, Mr. Rucker received a call from a United States General asking if there were any code talkers from the YST. After 8 years of searching for this information, Mr. Rucker found only six members, although he believes that there were probably others who are deceased. Mr. Rucker is determined to continue researching and stated, “it is a privilege and honor to work for the veterans.” Both his mother and father were native speakers at the time when the government restricted the use of the native language. Fortunately, our people were able to hold on to the language and help the United States defeat their enemies.

RSI-2330-14-016



Figure 3-6. Mr. Dennis Rucker Provided Remarks During the Honoring and Ceremony.

3.2 TRANSIT SAFETY

Ms. Jennifer Stewart, State and Tribal Administrator for the FTA, discussed transit safety and the FTA program (Figure 3-7). Since implementing the Moving Ahead for Progress in the twenty-first century (MAP-21) in July 2012, safety procedures have been integrated throughout the FTA’s programs. The Bus Program is a volunteer run system, which works in collaboration with industry partners. The program has been expanded to include more areas (such as large urban bus transit systems) in addition to more rural areas. The program’s website

(<http://bussafety.fta.dot.gov>) enables individual programs to review their transit systems with a self-assessment tool. A voluntary on-site review by the FTA can be requested for individual programs who have safety concerns. Because the FTA is limited by its budget, they take advantage of opportunities to present at events such as this Summit to spread information about their programs.

MAP-21 includes Section 5329–Public Transportation Safety Program, which creates a national safety program. The following four components are included:

- National Safety Plan
- Transit Agency Safety Plan
- Safety Certification
- Rail Systems.

The specific requirements of a Transit Agency Safety Plan is being finalized. The program is funded with FTA dollars and will demonstrate compliance with the National Safety Plan and implement scalable and flexible Safety Management Systems (SMS). SMS is used for tracking performance and identifying risks. A significant amount of information and resources are available at their website (<http://bussafety.fta.dot.gov>) and FTA is always willing to help.

RSI-2330-14-017



Figure 3-7. Ms. Jennifer Stewart Discussed Transit Safety.

3.3 TRIBAL TRANSPORTATION SAFETY PROGRAM

Mr. Tom Croymans, BIA Road Engineer, outlined the mission, vision, goal, background, and emphasis areas of the Strategic Highway Safety Plan for Indian Lands (Figure 3-8). The plan began in 2011 and aims to implement effective transportation safety programs to save lives while respecting Native American cultural and tradition by fostering communication, coordination, collaboration, and cooperation. In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a coordination committee was formed to oversee implementation of the Strategic Highway Safety Plan. The implementation of this plan focused on developing Tribal-specific safety plans and aided in identifying issues in Indian Country. Data collection and analyses is a critical component in developing safety plans and showing needs and positive/negative effects. Out of \$450 million, 2 percent was set aside and made available each year for Tribal Transportation Safety Management systems/programs. Any Tribe can apply for funding for the safety program; once a plan is in place, they can begin to implement their programs. The areas of emphasis for Strategic Highway Safety Plan for Indian lands include the following:

- Decision-making process
- Data collection
- Run-off-the-road crashes (striping projects)
- Occupant protection/child restraint
- Alcohol/drug-impaired driving
- Other driver behavior and awareness.

Mr. Croymans stated that although he did not have the most current data, he shared the following statistics relating to Indian Country:

- The percent of fatal crashes on reservations that involved a single vehicle was almost 26 percent higher than represented nationally.
- In 2002, 83 percent of the fatally injured occupants on Indian reservations were not restrained at the time of the crash, as compared to 62 percent nationally.
- In 2002, approximately 57 percent of fatal crashes were alcohol-related on Indian reservations, as compared to 41 percent nationally.
- From 1975 to 2002, 63 percent of the fatalities in crashes on reservations were under 35 years old compared to 57 percent of the nation's crash fatalities.

Mr. Bryan Bald Eagle of the Great Plains Regional BIA Office expanded on the eligibility of funds and application requirements to receive the safety funds. Mr. Bald Eagle emphasized the importance of data collection and how sharing data is beneficial to both the state and the

Tribes. Those eligible for funds include Indian entities recognized and eligible to receive services from the BIA, and projects are awarded under the following four categories:

- Safety Planning Activities
- Engineering Improvements
- Enforcement and Emergency Services
- Education Programs.

RSI-2330-14-018



Figure 3-8. Mr. Tom Croymans and Mr. Bryan Bald Eagle During the Bureau of Indian Affairs' Presentation.

3.4 UPDATE ON TRIBAL CRASH REPORTING

Mr. Chuck Fergen of the South Dakota DPS provided an update on Tribal Crash Reporting (Figure 3-9). Collecting and reporting crash data can be essential in qualifying for federal funds. Mr. Fergen's presentation displayed several statewide maps with information on crashes across South Dakota. All data shown on the maps are preliminary because information is gathered from a live database. A fatality can be logged within 30 days of each crash. Mr. Fergen noted that crashes happen everywhere, not just heavily populated areas. Overall, everyone is working in the right direction and the percentages of fatalities and crashes have shown a reduction, but there is always room to improve. The SD DPS office has worked with the OST DPS to update their Traffic and Criminal Software (TraCS) reporting system. The SD DPS pays the licensing fee for this tool, and it is provided free to any agency that wishes to use it. Currently, the SD DPS collects 65 percent of its data electronically via TraCS.



Figure 3-9. Mr. Chuck Fergen Presented on Tribal Crash Reporting.

3.5 WORK ZONE SAFETY AND MAINTENANCE PRACTICES

Ms. Sharon Johnson, FHWA Engineer, presented information from the Manual on Uniform Traffic Control Devices (MUTCD), specifically Part 6 Temporary Traffic Control (Figure 3-10). The manual can be found online (<http://mutcd.fhwa.dot.gov>). The manual was developed to provide uniformity in maintenance practices to improve safety in work zones. It is a minimum guidance document and not a strict regulatory document. The latest version of the manual is from 2009, and all amendments can be found on the website. Traffic control is required by federal law and provides safety for bicyclist, pedestrians, and all other modes of transportation. If workers feel safe in work zones by using proper signage, they can perform their work more quickly. All modes of transportation must be considered in the work zone; for example, if a sidewalk is blocked, a pedestrian detour must be provided. Components to be considered for a work zone include an advance warning area, a transition area, activity area, and a termination area. A good way to test the work zone when it has been put together is to have someone else drive it and ensure they follow the intended route.

The manual provides information on mounting signs (specific to rural versus urban areas), the different types of barricades, and the categories of work duration for the work zone. Traffic control devices must be maintained and checked daily while in use. Tribes should ensure that crashworthy devices meet the manuals criteria established in National Cooperative Highway Research Program (NCHRP) Report 350. Flaggers need to be alert, knowledgeable, and certified. As a contractor or employer, flaggers are the public's first contact; therefore, they need to be knowledgeable and competent. While in the work zone high-visibility apparel is

required and should have American National Standards Institute (ANSI) labels. The top ten list for work zone safety includes the following:

- Obey the MUTCD—it applies to all roadways
- Use crashworthy traffic control devices
- Americans with Disabilities Act (ADA) applies in work zones also
- Ensure the clear zone is free from obstruction
- Do not allow personal vehicles to be parked where the traveling public has access
- Follow agency-approved traffic control plans
- Document your traffic control set-up and maintain it once it is active
- Be sure to secure the work zone when you leave
- Perform night reviews to ensure that signs are visible and devices and markings provide positive guidance
- Be seen! Make sure you are visible to traffic, work vehicles, and construction equipment.

RSI-2330-14-020



Figure 3-10. Ms. Sharon Johnson Presented on Work Zone Safety.

3.6 TRIBAL TOURISM

Mr. Hare introduced Mr. Sherwyn Zephier, the YST Tourism Director, to discuss tribal tourism and safety. Mr. Hare states that Tribal Tourism is a fairly new concept that many Tribes are working to promote (Figure 3-11). Mr. Zephier began working in Tribal Tourism in

2002, at the time the Louis and Clark Bicentennial was implemented. Before this, the government performed a study on historic highways. In 1996, the LBST worked hard to establish what is now the Native American Scenic Byway. Maps of the Native American Scenic Byway were provided during the Summit. The maps display information about the Byway, interest areas, Tribes, and annual events. The Native American Scenic Byway provided Tribes an opportunity to bring more education to the general public about the history of the people, land, and culture. The Byway follows the Missouri River runs through most reservations in South Dakota (except RST, OST, and SWO). Safety concerns for the byway, such as signage, are coordinated with the counties and the state. Additionally, Tribes are coordinating to ensure the protection of cultural sites that are along the byway. Tours are scheduled during times when elder groups can be present to advise on sacred sites, such as Sundance grounds. Tribes need to prioritize safety while providing bus tours by possibly keeping a trained medical professional on the tour. In 2004, the YST established their own Tribal Tourism Association, since tourism has not been as accepted as gaming on the reservation; reservation residents do not like the idea of tourists disturbing areas on the reservation. Connecting with other Tribes and exchanging ideas (e.g. interpretative centers, recreating traditional log homes, or maintaining a Tribal website) is important for tourism. The purpose behind tourism is economic development. Tribes can identify areas of interest on each of their reservations and market them internationally, as well as to the United States. The world wants to know what happened to the American Indian in the last 200 years.

RSI-2330-14-021



Figure 3-11. Mr. Sherwyn Zephier Presented on Tribal Tourism and Safety.

3.7 UPDATE COUNTY SIGNING PROJECTS

Mr. Doug Kinniburgh of the South Dakota DOT began his presentation by describing the “Everyday Counts” Initiative (Figure 3-12). The initiative is a council of key players in the area

of highway transportation who will determine which innovations work best and advise the SDDOT and FHWA. The initiative is currently looking for volunteers to serve on this council. If anyone is interested, please contact Ms. Laurie Schultz, SDDOT Administration Program Manager, or use your normal contacts to express interest. The goal is to have the council together by mid-February and then determine individual member's length of service and topics to study. Mr. Kinniburgh then continued his presentation on County Wide Signing projects, and stated that currently four reservations in South Dakota are signed up for participation. In addition to new reflectivity guidelines for signage, there are new methods on managing and accessing signs. The DOT signing projects are funded by what is commonly known as "Penalty Funds" and are at no cost to local governments. Once initiated, the projects begin by communicating with all involved entities (Tribes and townships) to make sure all agreements are in order and then perform an inventory of existing signs to determine what signing needs exist. Open communication is a key component to a successful project. Things that will be considered in all signing projects include retro-reflectivity, age of existing signs, breakaway or crashworthy devices, eliminating unnecessary or improper signage, and the correct use of object markers.

RSI-2330-14-022



Figure 3-12. Mr. Doug Kinniburgh Provided an Update on County Signing Projects.

3.8 MOTOR CARRIER AND TRUCK TRAFFIC SAFETY

Ms. Anne Ferro, FMCSA Administrator, began her presentation by recognizing that everyone in attendance at the Summit is working to save lives (Figure 3-13). Her program is focused on operating motor carriers and traffic safety. The FMCSA's job is to ensure that commercial vehicles are operating safely and responsibly. The three principles that the FMCSA works toward are as follows:

- Raising the standards and expectations to get into this business
- Holding operators accountable for safe operations at all times
- Using data to identify high-risk companies and removing bad operators from the road.

Using rules and programs, the FMCSA takes action against companies that are the least safe. For the past 80 years, log books have been used to check the compliance of operators on the road, this system will soon be automated. An electronic logging device will be required on all vehicles to ensure that operators are abiding laws, set by DOT and FMCSA, which state that drivers cannot be driving for more than 60 hours in a week or 11 hours in a day, and that all drivers are required to take at least one 30-minute break in a day. The general public is able to go to the FMCSA website (www.fmcsa.dot.gov) and look up a company by their name and get a history of violations, safety rating, and compliance with federal and state rules. Another updated requirements of commercial drivers is that all physicals must be performed by a medical examiner that is validated in the FMCSA's registry. This information can be found on the website as well. Approximately 4,000 motor coach companies travel between states. The FMCSA wants to identify all companies that put passengers at risk. Lastly, Ms. Ferro reinforces that if there is a company is not operating safely, the FMCSA can be contacted to work directly with a Tribal program to enforce regulations.

RSI-2330-14-023



Figure 3-13. Ms. Anne Ferro Presented on Motor Carrier and Truck Traffic Safety.

3.9 LUNCHEON REMARKS

At the beginning of the luncheon, Mr. Hare introduced students from Marty Indian School, along with their escort, Ms. Vonnie Hare (Figure 3-14). The YST Transportation Department

hosts an annual poster contest during red ribbon week at Marty Indian School; the winners were invited to have lunch at the Summit. Mrs. Hare read the names of all those students, as follows:

- Sixth Grade: 3rd Place, Tia Gunhammer; 2nd Place, Audra Iron Elk; 1st Place, Audree Iron Elk
- Seventh Grade: 3rd Place, Stella LaPointe; 2nd Place, Aaron McBride; 1st Place, Jacqueline St. Pierre
- Eighth Grade: 3rd Place, Ayanna Gwin; 2nd Place, Apollonia Zephier; 1st Place, Antoine Cournoyer.

Mr. McBride, Seventh Grade, 2nd Place winner, thanked everyone at the Summit for all their hard work in keeping transportation safe. Mr. Hare then introduced each of the luncheon speakers; the following subsections summarize their remarks.

RSI-2330-14-024



Figure 3-14. Ms. Vonnie Hare Introduced the Marty Indian School Poster Contest Winners.

3.9.1 Remarks From Congressional Delegation

Senators Tim Johnson and John Thune and Congresswoman Kristie Noem were invited to give remarks at the 4th Annual Summit. Mr. Shad Christman read a letter from Senator Tim Johnson and Mr. Andrew Curley read a letter from Congresswoman Kristie Noem. Senator John Thune provided a video, which was played at the Summit. These letters and the transcription of the video are attached in Appendix E.

3.9.2 FHWA Acting South Dakota Division Administrator

Ms. Virginia Tsu states that the FHWA is responsible for providing guidance and coordinating transportation with the states (Figure 3-15). Based on everything that she has

seen at the Summit, Ms. Tsu feels that we are “hitting the mark” on communication and collaboration. Presenters are able to discuss sensitive matters to share their successes. Change is difficult but everyone has shown that they are adapting and meeting the needs of transportation safety. Ms. Tsu shared a video with the Summit which displayed the importance of working together and understanding where each other is coming from. We all share a dedication to providing safe travel for our communities and school. The FHWA is committed to working with Tribes in the area of transportation safety.

RSI-2330-14-025



Figure 3-15. Ms. Virginia Tsu During the Luncheon.

3.9.3 Secretary of Public Safety

Mr. Lee Axdahl delivered remarks from the Secretary of Public Safety Trevor Jones. Although Secretary Jones could not be at the Summit because of the legislation session, he appreciates the hard work that all the Tribal representatives perform year to year. He offers Summit attendees to please contact the Department of Public Safety for questions regarding their program.

3.9.4 Secretary of Transportation

A letter by Secretary of Transportation Darin P. Bergquist was read by Ms. June Hansen at the Summit. A copy of this letter is attached in Appendix E.

4.0 MEETING SUMMARY AND CONCLUSION

Participants in the Summit were encouraged to continue to collaborate and create partnerships as a means to grow and strengthen their programs and to look for other opportunities to share, be creative, and to be advocates of transportation safety on American Indian reservations by taking advantages of the resources available to them.

The first Tribal Transportation Safety Summit was held in 2010 in Lower Brule, South Dakota, and had 30 participants. Major issues that year included funding and using American Recovery and Reinvestment Act (ARRA) funds for roadway improvements. Several Tribes shared the current conditions of their roads. In 2011, the Summit was held in Flandreau, South Dakota, and had approximately 50 participants. Major issues that year were construction, maintenance, and safer driving behaviors. The 3rd Annual (2012) Summit was held in Rosebud, South Dakota, and had 80 participants. The issues focused on technology, the tools available to Tribes, and effective traffic safety programs. This year, the Summit grew to nearly 100 participants. Presentation topics included transit safety, collecting and using crash data, work zone safety and maintenance practices, tribal tourism and safety, and motor carrier and truck traffic safety. Ms. Hansen, SDDOT, emailed a survey to participants of the 4th Annual Summit and asked for recommendations of discussion topics and goals to accomplish by the 5th Annual Summit or in coming years. Discussion topics for the 5th Annual Summit include the following recommendations and goals:

- Child/Infant Safety Awareness
- SDDOT/Tribal Partnership for Safety Funding for Education or Awareness
- Enhancement/Alternatives Project and State Grant Projects
- All Transit-Related Topics
- Work Zone Safety and Authority
- Transportation Crash Data and Reporting (SDCL 32-34-10)
- Heavy Equipment Safety and Training
- Proper Signage and Other Safety Measures (Such as Rumble Stripes and Stripes)
- Education Efforts on the Dangers of Texting and Driving
- GIS use in Transportation Safety
- Funding Opportunities for Safety and Construction in Indian Country
- Types and Methods of Advertising for Transportation Safety
- Alcohol and Seatbelt enforcement and education (Methods and Objectives)

- Safety Concerns From Individual Tribes and Tribe Advocates
- Updates on Safety Audits/Studies Between Tribes and State
- Presentations From Each Tribe's Law Enforcement.

Goals to work toward include the following:

- Identify Programs That Will Aid in Reducing Fatalities and Injury From Crashes
- Reduce Fatalities and Injury From Crashes in Indian Country
- Continue Developing Unity, Trust, and Understanding Between the State and Tribes
- Improve Attendance for the Summit; 100 Percent Tribal Participation
- Invite Other Tribal Programs, such as the Environmental Protection Agency (EPA), Natural Resources, Water Quality, Land Management, and Brownfields Program.

According to the survey results the next Summit should be held annually, with the next Summit in October 2014, and continue to be a 1½-day event (starting at 9 a.m. on the first day and ending at noon the second day). Sisseton-Wahpeton Oyate volunteered to host the 2014 Summit and Standing Rock Sioux Tribe expressed interest in hosting the following summit. All Summit reports can be downloaded from the SDDOT website (www.sddot.com/services/civil/tero.aspx).

5.0 REFERENCES

South Dakota Department of Tribal Relations, 2012. “Map of Tribes in South Dakota,” *sdtribalrelations.com*, retrieved October 16, 2012, from <http://www.sdTribalrelations.com/mapTribes.aspx>.

APPENDIX A

AGENDA

2014 Tribal Transportation Safety Summit Agenda

Wednesday, January 29, 2014	
7:30 am to 3:30 pm	REGISTRATION
9:00 am to 9:30 am	Welcome, Opening Prayer & Introductions <i>Summit Moderator: Wesley A. Hare, Jr. (YST)</i>
9:30 am to 9:50 am	Presentation: Yankton Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Louis Golus, Jr. & Wesley A. Hare, Jr. (YST)</i>
9:50 am to 10:35 am	Presentation: Transit Safety <i>Speaker: Jennifer Stewart (FTA)</i>
10:35 am to 10:55 am	BREAK
10:55 am to 11:15 am	Presentation: Rosebud Sioux Tribe (Best Practices/Success Stories) <i>Speakers: Wayne Boyd, Lynda Douville, Richard Whipple & Sherman Wright (RST)</i>
11:15 am to 12:00 pm	Presentation: Tribal Transportation Program – Safety Program <i>Speaker: Tom Croymans (BIA)</i>
12:00 pm to 1:30 pm	LUNCH <i>Hosted by the Yankton Sioux Tribe</i> Luncheon Remarks by: Representatives from Congressional Delegation & Tribal, Federal and State Leaders
1:30 pm to 1:50 pm	Presentation: Sisseton-Wahpeton Oyate (Best Practices/Success Stories) <i>Speaker: Cliff Eberhardt (SWO)</i>
1:50 pm to 2:35 pm	Presentation: Update on Tribal Crash Reporting <i>Speaker: Chuck Fergen (SDDPS)</i>
2:35 pm to 2:55 pm	Presentation: Crow Creek Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Scott Shields (BIA – CCST)</i>
2:55 pm to 3:15 pm	BREAK
3:15 pm to 3:35 pm	Presentation: Standing Rock Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Pauline McLaughlin (SRST)</i>

January 29th Continued	
3:35 pm to 4:20 pm	Presentation: Work Zone Safety & Maintenance Practices <i>Speaker: Sharon Johnson (FHWA)</i>
4:20 pm to 4:40 pm	Presentation: Oglala Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Tonia Ecoffey (OST)</i>
4:40 pm to 5:30 pm	Announcements & Honoring of YST Code Talkers
6:00 pm – 7:00 pm	DINNER <i>Hosted by the Yankton Sioux Tribe</i>
7:00 pm – 9:00 pm	Northern Plains TTAP Advisory Board Meeting
Thursday, January 30, 2014	
8:00 am to 11:00 am	REGISTRATION continues
8:00 am to 8:30 am	CONTINENTAL BREAKFAST <i>Hosted by the Yankton Sioux Tribe</i>
8:30 am to 8:50 am	Presentation: Cheyenne River Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Zane Arpan (CRST)</i>
8:50 am to 9:35 am	Presentation: Tribal Tourism & Safety <i>Speaker: Sherwyn Zephier (YST)</i>
9:35 am to 9:55 am	Presentation: Flandreau Santee Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Carol Robertson (FSST)</i>
9:55 am to 10:15 am	BREAK
10:15 am to 10:25 pm	Presentation: Update on Process for Tribal Involvement in County Signing Projects <i>Speakers: Doug Kinniburgh (SDDOT)</i>
10:25 am to 10:45 am	Presentation: Lower Brule Sioux Tribe (Best Practices/Success Stories) <i>Speaker:</i>
10:45 am to 11:30 am	Keynote Address: Motor Carrier & Truck Traffic Safety <i>Speaker: Anna Ferro (FMCSA Administrator)</i>
11:30 am to 11:50 am	Group Discussion: Debrief on Presentations, Goal Setting for the Future & Recommendations for next summit
11:50 am to 12:00 pm	Summit Wrap-Up, Closing Comments & Closing Prayer

APPENDIX B
SIGN-IN SHEETS

FIRST	LAST	TITLE	TRIBE/AGENCY	EMAIL	PHONE
Terry	Abernathy	Tribal Council Member	Crow Creek Sioux Tribe	<i>terrylee92170@yahoo.com</i>	605.730.0386
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B-11

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APPENDIX C
PRESENTATIONS

APPENDIX C
PRESENTATIONS

APPENDIX C PRESENTATIONS

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CROW CREEK SIOUX TRIBE

You have to look deeper, way below the anger, the hurt, the hate, the jealousy, the self-pity, way down deeper where the dreams lie, son. Find your dream. It's the pursuit of the dream that heals you.



- Billy Mills (father), Oglala Lakota (1938-)

A War Within A War

During the Civil War, settlers and traders came to live in Minnesota.

The government promised payment for the land.

The Dakota used the promised money to trade for supplies.

As all resources were going to support the Union Army, payment never came and the Dakota could not pay their debt.

Road to War

Fur traders competed with the Native Americans, hunting wild game.

Some traders exaggerated or completely made up acts of violence committed by the Native Americans.

This was done to gain public support, and give the government reason to push the Native Americans West.

The land was taken from them, but some refused to leave.

Road to War

In August of 1862 the Dakota-U.S. War began and lasted six weeks. At the conclusion, the Dakota were banished from Southwest Minnesota. They were forced south down the Mississippi River to St. Louis and then north up the Missouri River to Crow Creek.

Road to War

Fort Thompson, where most of the 3,000-member tribe lives today, was originally a prison camp. Most tribal members are descended from Dakota's exiled there from Minnesota following the Dakota-U.S. War of 1862. The journey was so grueling that many, including hundreds of children, died of starvation and disease.

Dakota-U.S. War of 1862 and Its Aftermath



This Crow Creek Sioux Tribe Memorial in Fort Thompson overlooks the Missouri River and commemorates ancestors who died in the Dakota-U.S. War of 1862 and its aftermath.

38 Plus 2

After the war was over, on December 26, 1862, 300 Dakota Warriors were sentenced to death by hanging.

President Lincoln agreed to hang 40. Two escaped to Canada and 38 were hanged in the largest mass hanging in U.S. history.

The two escapees were captured, returned to Minnesota and hanged.

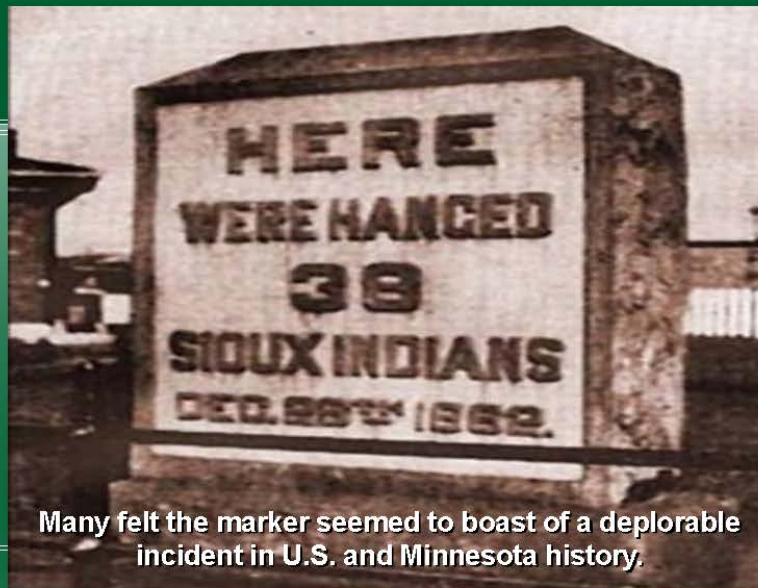
Today a buffalo statue stands at the 38 Plus 2 memorial site in Mankato, MN.

Richard Dion with students at the 38 Plus 2 memorial in Mankato, Minnesota

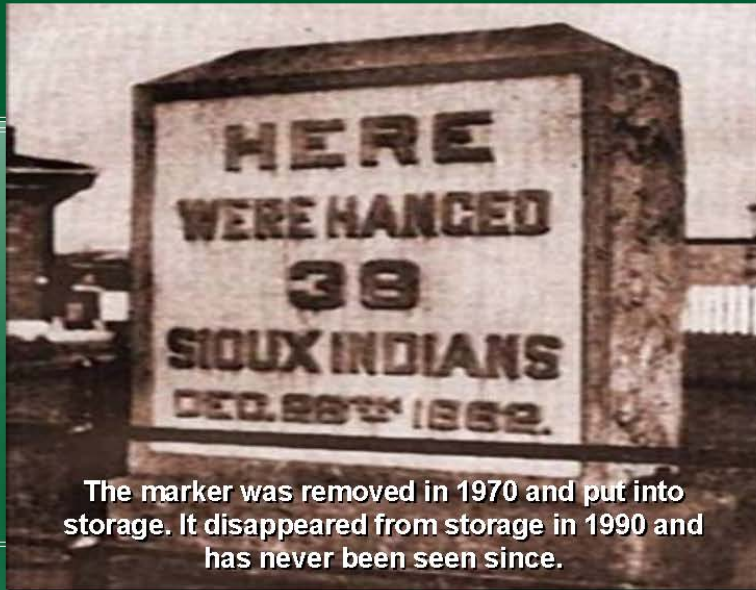




In 1912, this 6 foot tall granite marker weighing more than four tons was erected at the spot where the warriors' bodies were buried.



Many felt the marker seemed to boast of a deplorable incident in U.S. and Minnesota history.



The marker was removed in 1970 and put into storage. It disappeared from storage in 1990 and has never been seen since.

Dakota riders who came from South Dakota arrive in downtown Mankato on December 26, 2012 to commemorate those who were executed nearly 150 years ago.



MN Representative and historian of the Dakota-U.S. War; Dean Urdahl



“One hundred and fifty years ago, Minnesota’s greatest tragedy played out here in the Minnesota River Valley. The war, which occurred during the middle of the Civil War, has never received the attention it should, and it is important that people remember the atrocities and horrors of that war (because) through education comes understanding, and through understanding comes a healing, and that healing is still needed today.”

The Powwow

Families were separated as they were forced onto different reservations; even children were separated from parents.

The Powwow originated in the 1880’s as a time and place for families to unite.

It was also an important way for Native Americans to stay connected to their tribal cultures and identities.

The Powwow Today

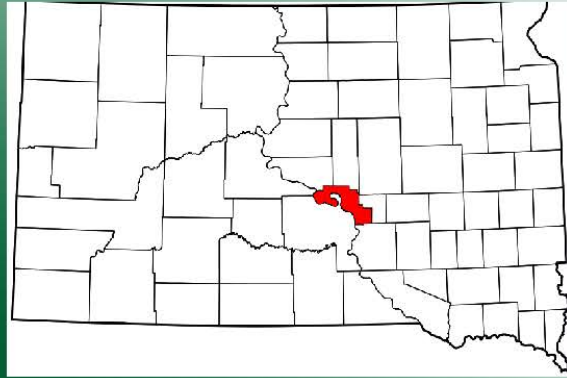
Today, the Powwow is still a chance for family and friends to unite, but also to celebrate native traditions and pass them on to their children. Those traditions include Native American dance, drumming, singing, art and the native language.

While participating in Powwow events it is common to wear their Regalia.

Though Crow Creek and the SDHP have enjoyed a great working relationship, the HP has always been limited to a reactive role.



Anticipating a large crowd and a safety concern for its members and visitors, the tribal council invited state troopers to join forces with Crow Creek Agency.



How It Happened and What We Learned:

This historic decision did more than keep officers and the public safe, more than deter criminal behavior; it allowed troopers to see and understand a culture from a different perspective. It allowed tribal members to see troopers as people; compassionate and real, not just enforcers of the law.

This four-day team effort proved to be much more than two agencies coming together; it was two cultures communicating and learning.

How It Happened



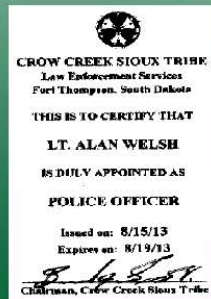
A memorandum of understanding was established between the State of South Dakota and Crow Creek Sioux Tribe.

How It Happened



Troopers were sworn-in and given authority to enforce tribal laws for the four-day event.

How It Happened



The bearer of this Commission has the Power and Authority vested by the Constitution of the Crow Creek Sioux Tribe and is under the authority of the Crow Creek Tribal Law and Order Code and is further authorized by Tribal Resolution CC-13-07-26-06 to enforce all Tribal Codes and Ordinances within the exterior boundaries of the Crow Creek Sioux Reservation

Troopers were issued badges confirming their authority to enforce tribal laws.

How It Happened



A well-planned team effort.

In addition to enforcing laws, troopers also gave safety presentations.



Teamwork Among Agencies



Teamwork Among Agencies

Providing traffic control, the road was closed while walkers brought attention to suicide and bullying.



Though there was a twenty minute wait, not one person complained. All were respectful of the event.

Troopers requested and were granted permission to help pick up trash at the Powwow grounds.



Troopers volunteered to serve coffee and pancakes (at 6 am).



Troopers attended important ceremonies to show respect. On days 3 and 4 they were asked to participate in these traditional events.



On day one, troopers were met with looks of curiosity and doubt, to put it politely. But by day four the following had happened:

No vehicle or pedestrian crashes had occurred.

We received several compliments thanking us for being there.

Tribal members anonymously paid for troopers' lunch on Saturday and Sunday at Lode Star Casino.

Our host, Crow Creek Agency, grilled burgers one day and made Indian Tacos with home made salsa the next day (thanks!)

Friendships and partnerships developed. Chief Shields constantly provided lessons on the culture and history.

Lessons We Learned at Crow Creek



Lessons We Learned at Crow Creek



**A Powwow is a family event.
There is no alcohol allowed.**

Lessons We Learned at Crow Creek

**The Native American
culture is steeped in
respect for faith, tradition,
elders, forgiveness,
patriotism and nature.**

Lessons We Learned at Crow Creek



Dance, singing and drumming competitions help pass the Native American culture on to the next generation.

Lessons We Learned at Crow Creek

The elderly (grandparents) are given great respect. This was observed firsthand, when stolen property was returned and amends were made after the grandparents of the victim and the violator met to resolve the issue.

Lessons We Learned at Crow Creek



Patriotism - a far greater percentage of Native Americans, per capita, serve in the United States Military today than any other race or ethnic group.

Forgiveness - a demonstrated quality in the Native American culture.

Earlier this year, troopers worked courtroom security in Lyman County as sentencing took place for a young Native American girl convicted of killing five people in an alcohol related crash.

With emotions high, law enforcement anticipated disruption and maybe even violence from the victims' family and friends, but it was quite the opposite.

Though the hurt and anger was obvious as they testified at the sentencing hearing, every person that took the stand told the young driver they wanted her to pay for the damage she had caused, but they forgive her and would pray for her.

Flag Ceremony



Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Trooper Chamberlain and fans

Pictures Speak Louder Than Words



Pictures Speak Louder Than Words



Crime Fighters-Attorney General Prosecutors

U.S. Attorney Brendan Johnson addresses the Tribal Council



Working Trucks



Demonstrating the Scales and How to Weigh Trucks



That's Definitely a Violation



The Teacher (left) and his Student



State and Tribal Representatives



Participating in Closing Ceremonies





Did You Know?

Native Americans cultivated and developed many plants that are very important in the world today, including white and sweet potatoes, beans, tobacco, chocolate, peanuts, cotton, rubber and gum. They were also the first to make popcorn.

Did You Know?

Native Americans often served as guides in the exploration of America. Many of their trails became emigrant roads, which were later followed by the railroads.

Did You Know?

Modern youth groups such as Boy Scouts, Girl Scouts, Campfire Girls and the YMCA Indian Guides all include programs based largely on Native American lore, arts and crafts, character building and outdoor living.

Did You Know?

Native Americans were some of the first developers of anesthetics, using coca, peyote, datura and other plants for partial or total loss of sensation or consciousness during surgery. Immigrant doctors who came to America were unaware of these techniques until the mid-19th century. Before this, they performed surgery with no more anesthetic than alcohol or knocked the patient out.

Did You Know?

In 1850, there were an estimated 20,000,000 buffalo on the plains between Montana and Texas, for which the Plains tribes depended upon. Fifteen years later, they had been almost exterminated by sports and hide hunters.

Did You Know?

Native Americans were the first people to make maple syrup, in much the same way it is made today.

Did You Know?

Native Americans were not given citizenship until 1924.

Did You Know?

More than 50% of state names are based on Native American words.

Alabama	Alaska	Arizona	Arkansas
Connecticut	Idaho	Illinois	Indiana
Iowa	Kansas	Kentucky	Massachusetts
Michigan	Minnesota	Mississippi	Missouri
Nebraska	New Mexico	North Dakota	Ohio
Oklahoma	Oregon	South Dakota	Tennessee
Texas	Utah	Wisconsin	Wyoming

I see a time of Seven Generations when all the colors of mankind will gather under the Sacred Tree of Life and the whole Earth will become one circle again.

In that day, there will be those among the Lakota who will carry knowledge and understanding of unity among all living things and the young white ones will come to those of my people and ask for this wisdom.

I salute the light within your eyes where the whole Universe dwells. For when you are at that center within you and I am that place within me, we shall be one.

- Crazy Horse, Oglala Lakota Sioux (circa 1840-1877)
Crazy Horse stated as he sat smoking the Sacred Pipe with Sitting Bull for the last time — he was assassinated four days later.

OGLALA SIOUX TRIBE

Oglala Sioux Tribe Department of Transportation



2014 SOUTH DAKOTA TRIBAL TRANSPORTATION SAFETY SUMMIT

Projects: BIA 2

- ❖ Approximately 2 Miles in Length
- ❖ Approximately \$3 Million in Construction Costs
- ❖ Included \$2 Million in PLHD Grant Funding
- ❖ Completed Summer 2013

Projects: BIA 2



Projects: BIA 2



Projects: BIA 2



Projects: BIA 2



Projects: Oglala - Loneman & SuAnne Big Crow Trail Lighting

- ❖ Approximately 3.8 Miles in Length
- ❖ Approximately \$486,00 in Construction Costs
- ❖ Completed Summer 2013

Projects: Oglala - Loneman & SuAnne Big Crow Trail Lighting



Projects: Oglala - Loneman & SuAnne Big Crow Trail Lighting



Projects: Wakpamni Housing Chip Seal

- ❖ Approximately 4.3 Miles in Length
- ❖ Reshaping and Grading Existing Gravel
- ❖ Double Chip Seal Surfacing
- ❖ Approximately \$800,00 in Construction Costs
- ❖ Scheduled for Completion Summer 2014

Projects: Wakpamni Housing Chip Seal



Projects: BIA 25

- ❖ Approximately 5.5 Miles in Length
- ❖ 400,000 CY of Unclassified Excavation
- ❖ Approximately \$8 Million in Construction Costs
- ❖ Approximately \$1 Million worth of Box Culverts
- ❖ Completion Scheduled for Early Summer 2014

Projects: BIA 25



Projects: BIA 25



Projects: BIA 25



Projects: BIA 25



Projects: BIA 25



Projects: OST DOT Office Building

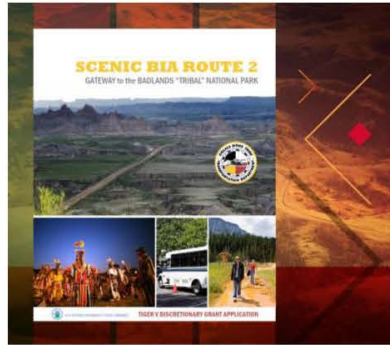
- ❖ Approximately 4,750 SF Building
- ❖ Approximately \$1.2 Million in Construction Costs
- ❖ Completion Scheduled for Early Summer 2014

Projects: OST DOT Office Building



Successes: TTP Safety Funds Grant

- ❖ \$12,500 Awarded for Safety Plan Development
- ❖ \$109,500 Awarded for Engineering Project
 - ❖ Wounded Knee Visitor Center Safety Upgrades



TIGER V Winner



Oglala Sioux Tribe
Total Project Cost: \$6,800,000
Grant Funding: \$600,000

Project Overview
TIGER funds will upgrade 0.8 miles of loose gravel road to a paved surface that will provide a critical arterial route to the Pine Ridge Indian Reservation, the second most economically distressed population in the United States. The project will include a strategic traffic law, vehicle-to-vehicle communication for vehicle relocation and facilities to share the road. This project is the result of a study of planning studies and efforts to improve the transportation accessibility for this area.



QUESTIONS??



ROSEBUD SIOUX TRIBE



**Rosebud Sioux Tribe
Tribal Motor Vehicle
Injury
Prevention Program**



RST TMVIPP GOALS

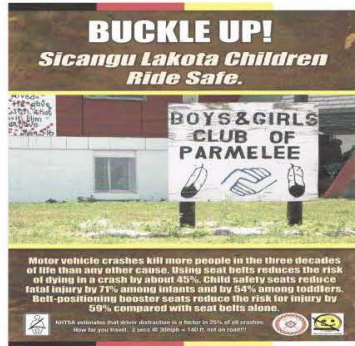
Increase seat belt use

**Increase child safety seat
use**

Reduce D.U.I.

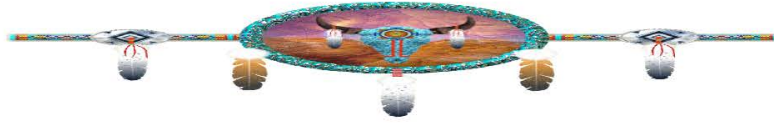


Child Safety Seat Strategies



Child Safety Seat Strategies



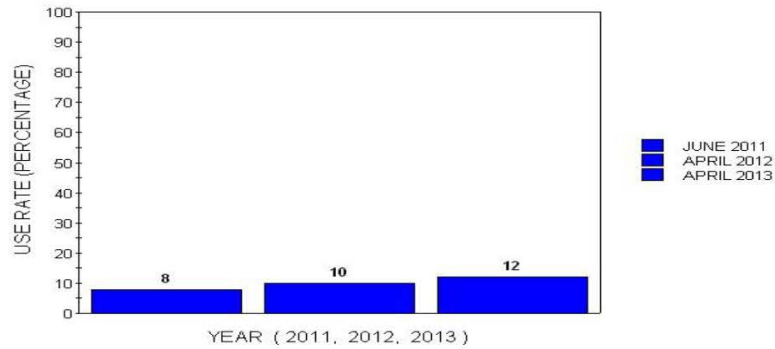


Child Safety Seat Strategies



Child Safety Seat Strategies

Child Safety Seat Use Rates



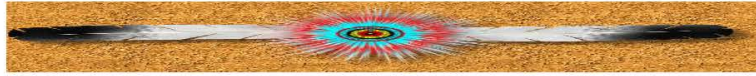


Seat Belt Use Strategies



Seat Belt Use Strategies





Seat Belt Use Strategies



Seat Belt Use Strategies





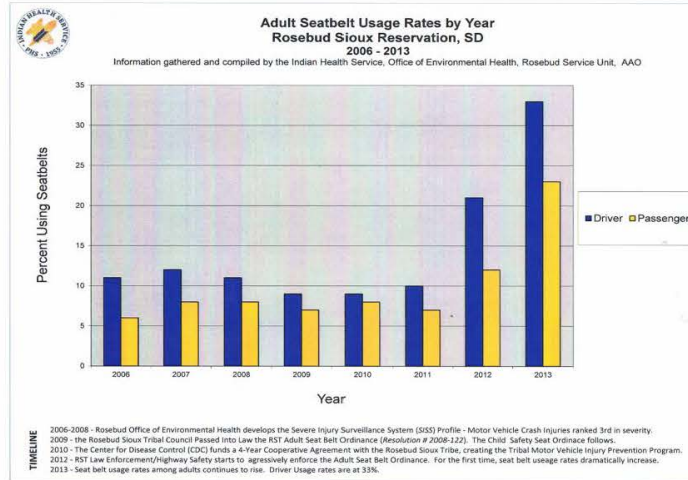
Seat Belt Use Strategies



Seat Belt Use Strategies

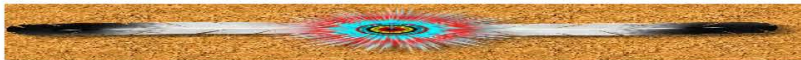


RST Seat Belt Use Rates





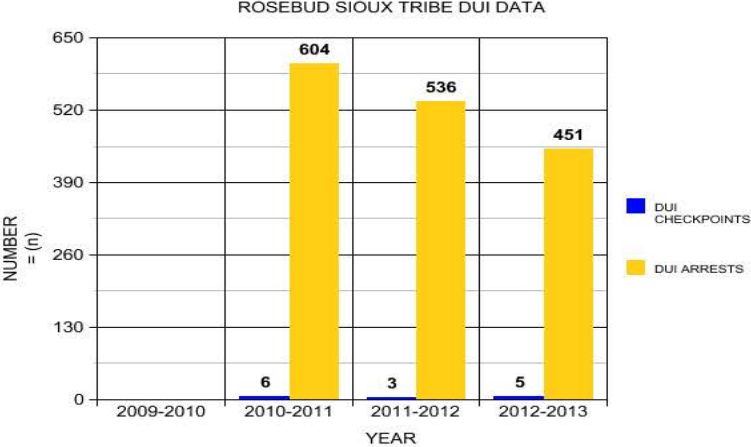
Reduce D.U.I.



Reduce D.U.I.

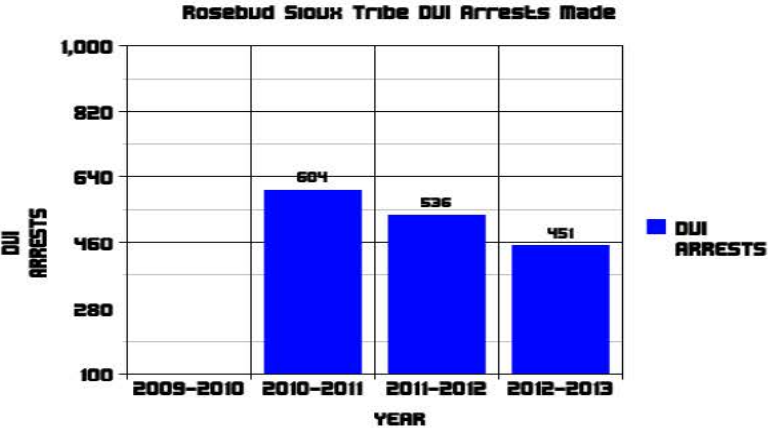
The tribal motor vehicle injury prevention program wants you to be informed about motor vehicle safety. The Rosebud Sioux Tribe Police Department and Highway Safety Program will be conducting an increased number of patrols to enhance seat belt and child safety seat use and to crack down on the number drivers driving under the influence. **Please consider this your warning when you take the wheel of the car.**

Reduce D.U.I.



SOURCE: RST LAW ENFORCEMENT

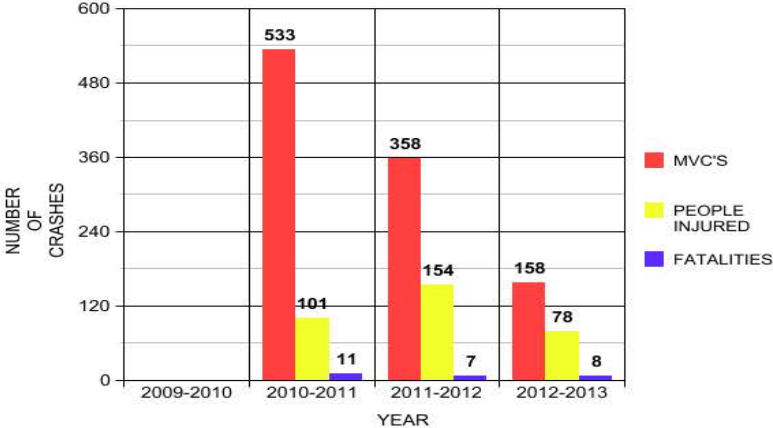
Reduce D.U.I.



SOURCE: RST LAW ENFORCEMENT

Reduce D.U.I.

ROSEBUD SIOUX TRIBE MOTOR VEHICLE CRASH DATA



SOURCE: RST LAW ENFORCEMENT

SISSETON-WAHPETON OYATE

Sisseton-Wahpeton Oyate

4th Annual Tribal Transportation Safety Summit
January 29, 2014

SWO Construction Management

Tribal Chairman – Robert Shepherd
Construction Manager – David Spider
Office Manager – Toni Hamings
Transportation Coordinator – Cliff Eberhardt
Project Coordinator – Harvey Renville
Secretary – Jaime Lee

Over see construction projects and management of the Tribal of the SWO

- Housing
- Roads
- Building Infrastructure



Reservation Wide Striping Project

- Completion of striping of 40.0 miles of paved BIA Routes within the Lake Traverse Reservation Boundary



Signing Project – BIA Routes 2, 3 & 5

Final adjusted sign inventory 8-17-2013 (Sheet 04) - Microsoft Excel

Inventory List	Location, Latitude	Route	Sign Description	Sign Number	Sign Size	Offset (in Right)	Condition of Sign	Condition of Pole	Other
1	SP728.027N, 452818.623W	2	W1-1	2-11	30"X30"	0	OK	Reserve	Wood Reserve
2	SP727.887W, 452813.444W	2	W1-15, 50-1	2-12	18"X18", 18"X30"	0	OK	Reserve	Steel Best
3	SP728.089W, 452818.617W	2	W1-16	2-13	30"X30"	0	OK	Reserve	Steel Good
4	SP727.789W, 452818.477W	2	W1-15	2-14	48"X48"X30"	0	OK	Reserve	Steel Good
5	SP728.389W, 452818.617W	2	W1-15	2-15	48"X48"X30"	0	OK	Reserve	Steel Best
6	SP732.489W, 452817.227W	2	W1-15	2-16	48"X48"X30"	0	OK	Reserve	Steel Best
7	SP732.589W, 452818.617W	2	W1-15	2-17	48"X48"X30"	0	OK	Reserve	Steel Good
8	SP732.27N, 452817.07N	2	W1-24-8	2-18	30"X30"	0	Warning	Wood Reserve	
9	SP732.582W, 452817.07N	2	W1-15	2-19	48"X48"X30"	0	OK	Reserve	Wood Reserve
10	SP732.027W, 452818.617W	2	W1-1	2-19	30"X30"	0	OK	Reserve	Wood Reserve
11	SP734.187W, 452813.194W	2	W1-1	2-11	30"X30"	0	OK	Reserve	Wood Reserve
12	SP734.887W, 452813.887W	2	W1-24	2-12	30"X30"	0	OK	Reserve	Steel Best
13	SP734.887W, 452722.727W	2	W1-25	2-13	30"X30"	0	OK	Reserve	Steel Best
14	SP748.187W, 452728.187W	2	W1-15	2-14	48"X48"X30"	0	OK	Reserve	Steel Good
15	SP748.187W, 452738.887W	2	W1-3	2-15	30"X30"	0	OK	Reserve	Steel Good
16	SP748.187W, 452738.887W	2	Steel Name Sign	2-16	24"X48"	0	OK	Reserve	Steel Good
17	SP748.187W, 452738.887W	2	W1-28	2-17	30"X30"	0	Warning	Steel Good	Box 2, 45th Ave.
18	SP748.187W, 452738.887W	2	W1-1	2-18	30"X30"	0	OK	Reserve	Wood Reserve
19	SP748.187W, 452738.887W	2	W1-15	2-19	48"X48"X30"	0	OK	Reserve	Wood Reserve
20	SP748.187W, 452738.887W	2	W1-15	2-20	30"X30"	0	OK	Reserve	Steel Best
21	SP748.187W, 452738.887W	2	W1-15	2-21	30"X30"	0	OK	Reserve	Steel Best
22	SP748.187W, 452738.887W	2	W1-15	2-22	48"X48"X30"	0	OK	Reserve	Wood Reserve
23	SP748.187W, 452738.887W	2	W1-1	2-23	30"X30"	0	OK	Reserve	Wood Reserve
24	SP748.187W, 452738.887W	2	Steel Name Sign	2-24	30"X30"	0	OK	Reserve	Steel Good
25	SP748.187W, 452738.887W	2	W1-15	2-25	48"X48"X30"	0	OK	Reserve	Wood Reserve
26	SP738.887W, 452730.727W	2	W1-15	2-26	30"X30"	0	Warning	Warning	Box 100, Box 100-201
27	SP738.887W, 452730.727W	2	W1-20	2-27	30"X30"	0	OK	Reserve	Steel Best
28	SP738.887W, 452730.727W	2	W1-15	2-28	48"X48"X30"	0	OK	Reserve	Steel Reserve
29	SP738.887W, 452730.727W	2	W1-15	2-29	48"X48"X30"	0	OK	Reserve	Wood Reserve
30	SP738.887W, 452730.727W	2	W1-20	2-30	30"X30"	0	Warning	Warning	
31	SP738.187W, 452740.887W	2	W1-15, 50-1	2-31	18"X18", 18"X30"	0	OK	Reserve	Steel Reserve
32	SP738.887W, 452740.887W	2	W1-15	2-32	48"X48"X30"	0	OK	Reserve	Wood Reserve
33	SP738.387W, 452732.887W	2	W1-2	2-33	30"X30"	0	OK	Reserve	Steel Best
34	SP738.387W, 452732.887W	2	W1-15, 50-1	2-34	18"X18", 18"X30"	0	OK	Reserve	Steel Best

Example: BIA Route 2 & 5 Signing

• Before



After



Signing Project – All Housing Sites

- Updating of all Signs
- Standardizing of all speed limits to 15 mph
- Recent increase in accidents, injuries and deaths in housing site locations
- Review of each housing site for additional needs for signing, striping of crosswalks
- Placing application for Tribal Transportation Program Safety Funds to develop a Tribal Transportation Safety Plan



Pathways/Sidewalk Planning & Construction

Developing pathways or sidewalks to connect all housing sites with the Agency Village Community, Schools, College and Tribal Administration Building

Safer environment to keep kids and adults from walking on the roads and streets

Applying for grant funding through the SDDOT Transportation Alternatives Program - Presentation on February 12, 2014

Agency Village, South Dakota



Point Coordinates	
1. 57°12.587'W 49°2528.082'N	11. 57°17.827'W 49°2151.037'N
2. 57°13.777'W 49°2525.637'N	12. 57°17.427'W 49°2154.507'N
3. 57°15.097'W 49°2523.187'N	13. 57°17.027'W 49°2157.977'N
4. 57°16.417'W 49°2520.737'N	14. 57°16.627'W 49°2161.447'N
5. 57°17.737'W 49°2518.287'N	15. 57°16.227'W 49°2164.917'N
6. 57°19.057'W 49°2515.837'N	16. 57°15.827'W 49°2168.387'N
7. 57°20.377'W 49°2513.387'N	17. 57°15.427'W 49°2171.857'N
8. 57°21.697'W 49°2510.937'N	18. 57°15.027'W 49°2175.327'N
9. 57°23.017'W 49°2508.487'N	19. 57°14.627'W 49°2178.797'N
10. 57°24.337'W 49°2506.037'N	20. 57°14.227'W 49°2182.267'N

Legend

- Existing Point
- Proposed concrete sidewalk
- Proposed asphalt pathway
- Existing sidewalk

Maped by M. Lafferty 12.2.2013
GIS CAD Dept

Agency Village Pathways/Sidewalks

Agency Village (West), South Dakota



Point Coordinates	
1. 57°12.587'W 49°2528.082'N	11. 57°17.827'W 49°2151.037'N
2. 57°13.777'W 49°2525.637'N	12. 57°17.427'W 49°2154.507'N
3. 57°15.097'W 49°2523.187'N	13. 57°17.027'W 49°2157.977'N
4. 57°16.417'W 49°2520.737'N	14. 57°16.627'W 49°2161.447'N
5. 57°17.737'W 49°2518.287'N	15. 57°16.227'W 49°2164.917'N
6. 57°19.057'W 49°2515.837'N	16. 57°15.827'W 49°2168.387'N
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9. 57°23.017'W 49°2508.487'N	19. 57°14.627'W 49°2178.797'N
10. 57°24.337'W 49°2506.037'N	20. 57°14.227'W 49°2182.267'N

Legend

- Existing Point
- Proposed concrete sidewalk
- Proposed asphalt pathway
- Existing sidewalk

Maped by M. Lafferty 12.2.2013
GIS CAD Dept

Agency Village (East), South Dakota



Point Coordinates	
1. 57°12.587'W 49°2528.082'N	11. 57°17.827'W 49°2151.037'N
2. 57°13.777'W 49°2525.637'N	12. 57°17.427'W 49°2154.507'N
3. 57°15.097'W 49°2523.187'N	13. 57°17.027'W 49°2157.977'N
4. 57°16.417'W 49°2520.737'N	14. 57°16.627'W 49°2161.447'N
5. 57°17.737'W 49°2518.287'N	15. 57°16.227'W 49°2164.917'N
6. 57°19.057'W 49°2515.837'N	16. 57°15.827'W 49°2168.387'N
7. 57°20.377'W 49°2513.387'N	17. 57°15.427'W 49°2171.857'N
8. 57°21.697'W 49°2510.937'N	18. 57°15.027'W 49°2175.327'N
9. 57°23.017'W 49°2508.487'N	19. 57°14.627'W 49°2178.797'N
10. 57°24.337'W 49°2506.037'N	20. 57°14.227'W 49°2182.267'N

Legend

- Existing Point
- Proposed concrete sidewalk
- Proposed asphalt pathway
- Existing sidewalk
- Existing road

Maped by M. Lafferty 12.2.2013
GIS CAD Dept

Transportation Safety Plan

- \$12,500 Grant
- The 4 E's:
 - Engineering
 - Enforcement
 - Education
 - Emergency Response
- SWO Safety Committee
 - Bryan Bald Eagle – BIA DOT
 - Gary Gaikowski – Tribal Police Chief
 - Shannon White – SWO Injury Prevention Program Coordinator
 - Ella Robertson – SWO Community Planner
 - Cliff Eberhardt – SWO Transportation Coordinator
 - David Spider – SWO Construction Manager

Contact Information

- Cliff Eberhardt – (605) 698-8355
- clifforde@swo-nsn.gov
- David Spider – (605) 698-8232
- davids@swo-nsn.gov

- SWO Construction Management
- P.O. Box 509
- 12554 BIA Hwy 711
- Agency Village, SD 57262

STANDING ROCK SIOUX TRIBE



**Transportation Planning
& Development**

Pauline McLaughlin, Director

**Bear Solder Community
Walking Path**

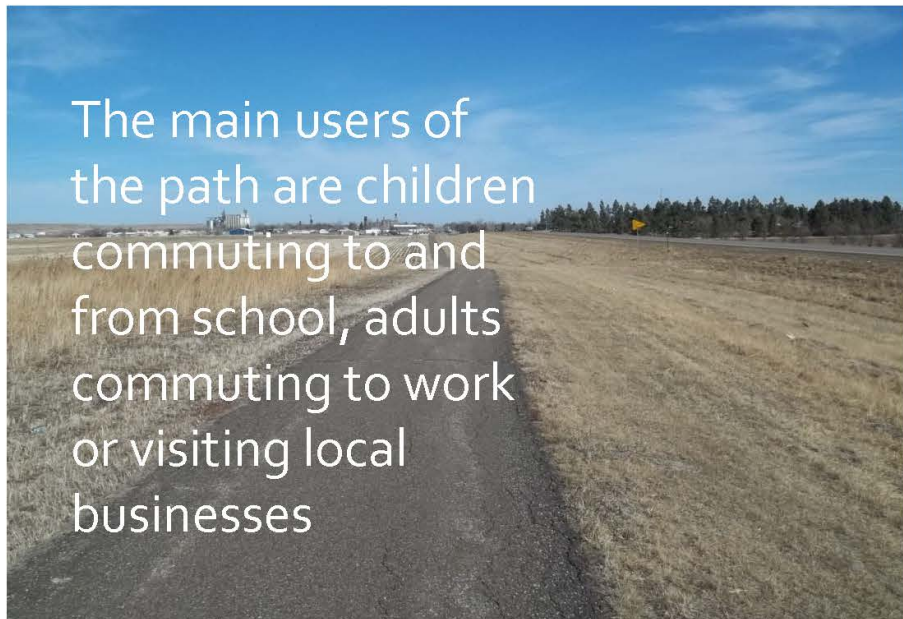
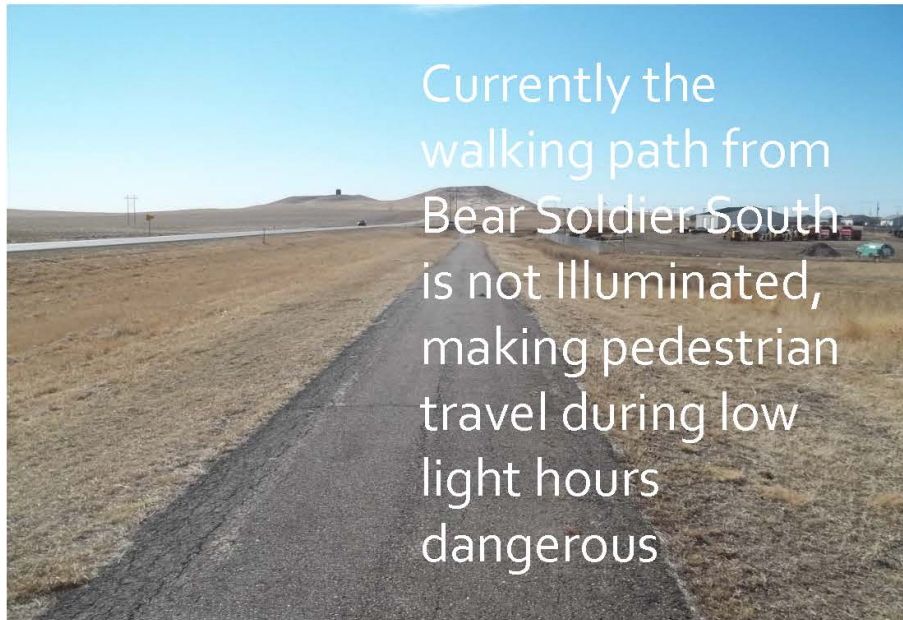
This is a Grant from
Transportation Alternatives
Program and the South
Dakota Department of
Transportation (SDDOT) and
Standing Rock Sioux Tribe

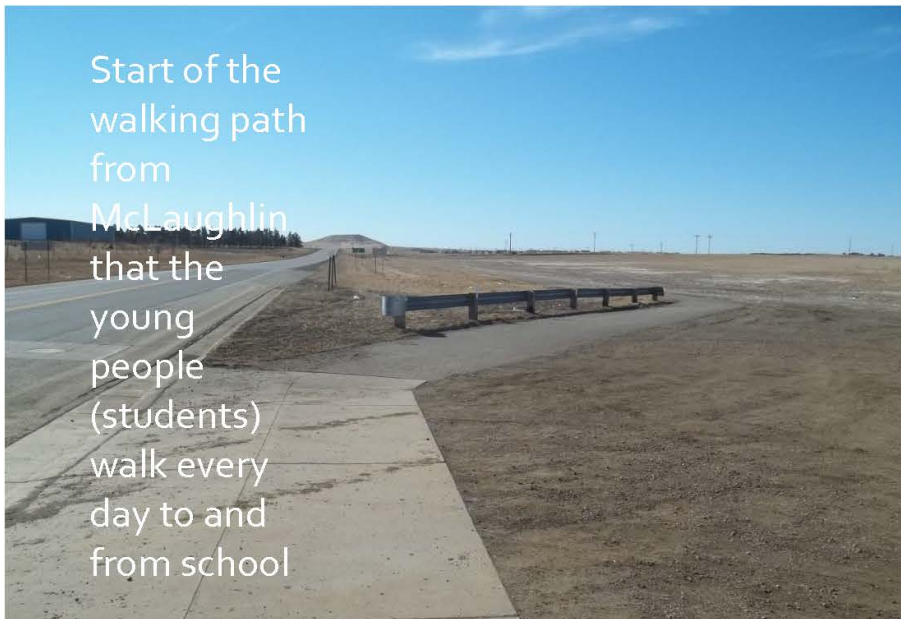


Bear Soldier South is 0.8 miles from McLaughlin SD



This is a Tribal Transportation
Alternative Program with
South Dakota DOT





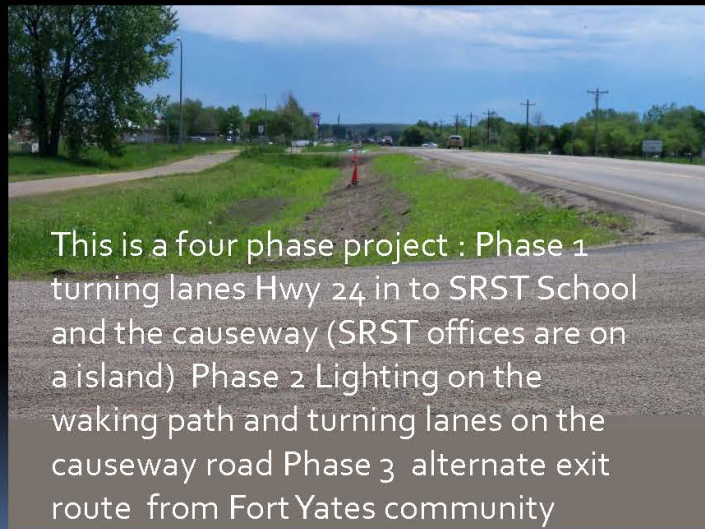
Hwy 24/Causeway Walking path lighting Fort Yates



Lighting being put in on the walking path in Fort Yates



Causeway walking path to the Fort Yates School



This is a four phase project : Phase 1 turning lanes Hwy 24 in to SRST School and the causeway (SRST offices are on a island) Phase 2 Lighting on the waking path and turning lanes on the causeway road Phase 3 alternate exit route from Fort Yates community

YANKTON SIOUX TRIBE

YST Road Maintenance

Safety Practices

Accident Prevention

We are proud to present our newest addition to BIA Rt29. This turn lane was constructed on a potentially dangerous intersection connecting our BIA Rt 29 to HWY 46.

Our Transportation Department has had many positive comments on this turn lane proving this new addition is a success in preventing potential accidents.



Public Safety & Work Zones

During Construction season our Road Maintenance Department works diligently to ensure the safety of our construction works and community by setting up proper signage and barricades.

- *Recent striping*
- *Bright Protective wear*



Lake Andes Walkway Bridge Repair



LA Walkway HWY 50 crossing

Update Signage placement



Pedestrian Safety

Walkway Bridges and walkways are a vital part of Road safety.

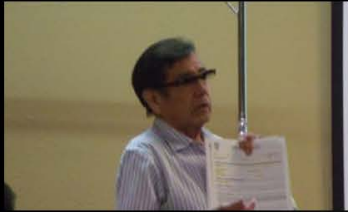
- *Future site of addition to the Lake Andes Walkway.*



Networking for safety & progress

Our Friend Matt See Walker

Donated Delineators



CDL Training



**TRANSIT SAFETY
SPEAKER: JENNIFER STEWART**

Transit Bus Safety Oversight Program Presentation Federal Transit Administration

South Dakota

January 29, 2013



Federal Transit Administration
Bus Safety Oversight Program



What we will discuss in this presentation

- Bus Program background
- Bus Program elements
- Accessing the Bus Program website
- MAP-21 and
Safety Management Systems (SMS)



Bus Program Background

- Voluntary oversight program
- Developed in collaboration with industry partners
- Objective – improve safety for passengers, employees, and all that share roadways with transit buses
- Initial focus on small urban and rural bus transit systems
- Now includes large urban bus transit systems and bus rapid transit (BRT)

Who is involved in the program?

- Transit bus agencies
- MOU Partners
- State Departments of Transportation
- Other Federal Agencies (FHWA, FMCSA, DHS/TSA)
- Educational institutions
- National Rural Technical Assistance Program (RTAP)
- FTA Regional Offices and Headquarters

Bus Program MOU Partners

- MOU signed by Bus Program Partners in 2003
 - Federal Transit Administration (FTA)
 - American Assoc. of State Highway and Transportation Officials (AASHTO)
 - American Public Transportation Assoc. (APTA)
 - Community Transportation Assoc. of America (CTAA)



Major Bus Program Elements

- Resource website
- Voluntary onsite reviews
- Orientation seminars
- Ongoing outreach



Orientation Seminars

- Work with state DOTs / state transit associations
- Provide safety training and technical assistance
- Demonstrate Bus Program website
- Allows dialogue on transit safety needs
- South Dakota Orientation Seminar held in August 2009



Program Outreach

- Initiatives include:
 - Presentations
 - o CTAA EXPOs
 - o FTA regional conferences
 - o National Rural Conferences
 - o MTAP/SCOPT annual meetings
 - o Tribal transit conferences
 - o State transit association conferences

If you would like to receive emails, please register on FTA's Bus Safety Website!

- Blast emails
- Panels at conferences
- Outreach to transit associations



FTA's Bus Safety Website:

<http://bussafety.fta.dot.gov/>

Federal Transit Administration
Bus Safety Oversight Program

MAP-21 and Safety Management Systems (SMS)



Federal Transit Administration
Bus Safety Oversight Program

Slide 12

MAP-21

- Moving Ahead for Progress in the 21st Century Act signed into law July 2012
- Includes Section 5329 – Public Transportation Safety Program
- Creates a national safety program
 - National Safety Plan
 - Transit Agency Safety Plan
 - Safety Certification Training Program
 - State Safety Oversight (SSO) Program (rail)

The National Safety Program

The National Safety Program includes four* distinct components, three of which are:

National Safety Plan 49 U.S.C. 5329(b)	Transit Agency Safety Plan 49 U.S.C. 5329(d)	Safety Certification Training Program 49 U.S.C. 5329(c)
<ul style="list-style-type: none"> • Establishes SMS as foundation for FTA's safety regulatory framework • Includes the definition of State of Good Repair and safety performance criteria 	<ul style="list-style-type: none"> • Introduces SMS into practice • Provides agencies with authority to set performance targets for safety and SGR based on requirements set out in the National Safety Plan 	<ul style="list-style-type: none"> • Introduces SMS concepts • Improves technical competencies of safety oversight professionals

* The fourth component addresses Rail systems

National Safety Plan

- At a minimum, the National Safety Plan will include:
 - Safety performance criteria
 - Definition of State of Good Repair (SGR)
 - A public transportation safety certification program
 - Minimum vehicle standards
- Data analysis will be used to identify national trends that suggest:
 - gaps in safety performance
 - common hazards
 - leading practices for risk control

Safety Performance Criteria

- FTA will set safety performance criteria for all modes
- Criteria will support analysis and risk evaluation
- As a result, transit agencies will become more proactive in safety risk management

Minimum Vehicle Safety Standards

- FTA's priority is to issue a proposed rule to establish a bus testing pass/fail standard
 - Rule will determine usage of FTA funds for bus purchase
- Performance standards define an end result, but allow flexibility on how that result is achieved
 - Congress did not intend FTA to replicate a regulatory model, with highly prescriptive regulations
 - FTA will consider leading industry practices and National Transit
 - Safety Board (NTSB) recommendations

Transit Agency Safety Plan

- The Transit Agency Safety Plan will demonstrate:
 - Compliance with the National Safety Plan
 - Implementation of SMS; scalable and flexible
- Agencies must establish and certify this comprehensive plan within a year of the final rule
- States may draft and certify Agency Safety Plans for rural areas and for small public transportation providers in urban areas

Safety Certification Training Program

- The Safety Certification Training Program focuses on:
 - Competencies and training outcomes
 - Certification training for those responsible for the safety oversight of rail transit, as an initial effort
- Interim Provisions will soon be published in a Federal Register

Safety Management Systems (SMS)

- FTA published policy to adopt SMS in May 2013
 - Essential building blocks of a successful SMS already exist
 - Each transit agency to develop processes to implement SMS
- Safety Management System is:
 - Scalable and flexible to support transit systems of all sizes
 - Proactive method for managing system safety
 - A way to ensure data-driven safety decision making
 - Focused on the overall safety performance, not compliance with regulation and requirements

Safety Management System (SMS)

FTA proposes adoption of SMS approach to guide National Safety Program implementation.

SMS is built on four pillars:

Safety Policy	Safety Risk Management	Safety Assurance	Safety Promotion
<ul style="list-style-type: none">• Delineates management and employee responsibilities for safety and ensures management is actively engaged in safety oversight	<ul style="list-style-type: none">• Identifies and evaluates safety risks and develops safety risk controls to minimize the exposure of the public, personnel, and property	<ul style="list-style-type: none">• Ensures the effectiveness of safety risk controls are monitored	<ul style="list-style-type: none">• Includes training awareness, and communication

SMS Summary

- SMS is scalable and flexible and recognizes that one size does not fit all
- All transit agencies, regardless of mode, size or operating characteristics will be required to develop Transit Agency Safety Plans
- States may help develop and certify Transit Agency Safety Plans for Small Providers
- FTA is developing bus testing pass/fail standards

4 questions that SMS will facilitate answering

- What is most likely to be the cause of your next accident or serious incident?
- How do you know that?
- What are you doing about it?
- Is it working?

The Bus Program and MAP-21

- Bus Program enters into transition period
- From completely voluntary program to an oversight program – this will take time, however
- CTAA is a great partner in this transition
- Continue orientation seminars / presentations
- Continue onsite safety reviews
- We are also looking at SMS pilots
- Redesigned website will provide additional information and guidance over time

For more information on MAP-21 and SMS,
please see FTA's webpage:

<http://www.fta.dot.gov/>

- Connect with FTA and “Sign Up for Updates” to receive automatic emails when FTA posts new information.

Thank You Very Much
and
Keep Up the Great Work!

STRATEGIC HIGHWAY SAFETY PLAN FOR INDIAN LANDS
SPEAKER: TOM CROYMANS

STRATEGIC HIGHWAY SAFETY PLAN FOR INDIAN LANDS

Introduction

- ▣ Tribal Transportation Management System (SMS)
- ▣ Strategic Highway Safety Plan for Indian Lands
 - Mission
 - Vision
 - Goal
 - Background
 - Emphasis Areas

Tribal Transportation Management System (SMS) Mission Statement

- The Tribal Transportation Safety Management System (SMS) aims to implement effective transportation safety programs to save lives while respecting Native American culture and tradition by fostering communication, coordination, collaboration, and cooperation.

Tribal Transportation Management System (SMS) Vision Statement

- All transportation users arrive safely at their destinations.

Tribal Transportation Management System (SMS) Goal

- To prevent and reduce the number of people killed and injured in transportation related crashes.

TRIBAL TRANSPORTATION SAFETY MANAGEMENT SYSTEM

- Establishment of a Steering Committee
- Implementation Activities
 - Development of Tribal Specific Safety Plans
 - Safety Data Collection and Analysis
 - Education and Training

TRIBAL TRANSPORTATION SAFETY MANAGEMENT SYSTEM

- Establishment of a Steering Committee
- Implementation Activities (Cont)
 - Development of Safety Programs and Funding Source List
 - Establishing Tribal Safety Program
 - Measuring Success
 - Safety Summits

Strategic Highway Safety Plan for Indian Lands

- Emphasis Areas
 - Decision Making Process
 - Goal - Develop a system that will support the decision making process for safety policies and project selections
 - Data Collection
 - Goal - Develop data collection procedures that will encourage coordination with other entities and establish a data collection process and storage to be used in project decision-making.

Strategic Highway Safety Plan for Indian Lands

- Emphasis Areas
 - Run Off The Road Crashes
 - Goal - Identify cost effective strategies that reduce unintentional lane departure and alert driver should a departure occur.
 - Occupant Protection / Child Restraint
 - Goal - Increase the use of Occupant Protection to the National Standard

Strategic Highway Safety Plan for Indian Lands

- Emphasis Areas (Cont)
 - Alcohol/Drug Impaired Driving
 - Goal - Decrease alcohol related crashes to the National Standard.
 - Other Driver Behavior and Awareness
 - Goal - Develop and implement programs to curb hazardous driving behavior.

Strategic Highway Safety Plan for Indian Lands

- ▣ Emphasis Areas (Cont)
 - Drivers Under the Age of 35
 - ▣ Goal - Reduce fatalities of drivers under the age of 35 to national standard.
 - Pedestrian Safety
 - ▣ Goal - Reduce pedestrian fatalities

QUESTIONS

**TRIBAL TRANSPORTATION PROGRAM—SAFETY PROGRAM
SPEAKER: BRYAN BALD EAGLE**



Tribal Transportation Program Safety Funds

Bryan Bald Eagle



Introduction

- Federal Register Notice of Funding Availability for the TTPSF.
- Review proposed criteria for funding and application procedures
- Newly proposed regulations (first look)



Training Outline

- Eligibility and Eligible use of funds
 - Who can apply and what the funds can be used for
- Selection Criteria and Policy Considerations
 - Safety Planning
 - Engineering
 - Enforcement and Emergency services
 - Education programs



Training Outline

- Evaluation Process
 - Highly Qualified, Qualified, Not Qualified
 - Determined for each of the four areas
- Application Process
 - Standard Form 424
 - Narrative
 - Project Abstract
 - Project Description
 - Applicant Information
 - Uses of Project Funds
 - Description of how Proposal meets Selection Criteria



Eligibility and Eligible use of funds

- **Who is Eligible**
 - Indian Entities Recognized and Eligible to Receive services from the Bureau of Indian Affairs
- **Projects eligible for funding include**
 - Strategies, activities or projects on a public road
 - Correct or improve a hazardous road location , feature or address a highway safety problem consistent with State Strategic Highway Safety Plan (SHSP)
 - Data driven or address priority in TTSP that considers priority in State SHSP



Selection Criteria and Policy Considerations

- **Projects awarded under four categories in the following priority**
 - (1) Safety Planning Activities
 - (2) Engineering Improvements
 - (3) Enforcement and Emergency services
 - (4) Education Programs
- **Categories determined in consultation with the TTPCC and are consistent with the FHWA SHSP for Indian Lands.**



Selection Criteria and Policy Considerations

- Funding allocation in priority
 - (40%) Safety Planning Activities
 - (30%) Engineering Improvements
 - (20%) Enforcement and Emergency services
 - (10%) Education Programs
- Categories determined in consultation with the TTPCC and are consistent with the FHWA SHSP for Indian Lands.



Selection Criteria and Policy Considerations

- Safety Planning Activities(40%)
 - Data Driven Safety Plan
 - Coordinated with State SHSP
 - Includes all 4 Es
 - Engineering, Education, Enforcement, Emergency Services
 - Activities include
 - Development of tribal safety plan where none exists.
 - Age and status of existing safety plans



Selection Criteria and Policy Considerations

- Engineering Improvements (30%)
 - Inclusion of a project in a State SHSP or Tribal TSP no more than 5 years old
 - Inclusion of an activity in a:
 - Road Safety Audit, Engineering Study, Impact Assessment, Other Engineering Document
 - Supporting Data
 - Ownership
 - Funding sources
 - Years since last received TTSP & Applicability to the 4 Es



Selection Criteria and Policy Considerations

- Enforcement and Emergency Services (20%)
 - Inclusion of a project in a State SHSP or Tribal TSP no more than 5 years old
 - Supporting Data that clearly demonstrates a need
 - Leveraging of Funding sources
 - Extent to which the project compliments the 4 Es



Selection Criteria and Policy Considerations

- Education Programs (10%)
 - Inclusion of a project in a State SHSP or Tribal TSP no more than 5 years old
 - Supporting Data that clearly demonstrates a need
 - Leveraging of Funding sources
 - Extent to which the project compliments the 4 Es



Evaluation Process Safety Planning Activities(40%)

- Highly Qualified
 - Development of new Tribal Safety Plans (\$10,000 max)
 - Update to incomplete Tribal Safety Plans (\$10,000 max)
 - Update existing TSPs more than 3 years old (\$5,000 max)
- Qualified
 - Other safety planning efforts in a current State or Tribal Safety Plan
- Not Qualified
 - Update to Safety Plans less than 3 years old
 - Projects not included in a State or Tribal Safety Plan



Evaluation Process Engineering Improvements(30%)

- **Highly Qualified**
 - Projects included in a State or Tribal Safety Plan, Road Safety Audit or other Engineering studies
 - Located on a BIA or Tribal facility
 - More than 10 years since Tribe received funding for safety construction project
- **Qualified**
 - Efforts in a current State or Tribal Safety Plan more than 5 years old
 - Some supporting data, Highway Safety Audits, Engineering Studies more than 5 years old
- **Not Qualified**
 - Not included in a State or Tribal Safety Plan, no data, no comprehensive plan



Evaluation Process Enforcement and Emergency Services (20%)

- **Highly Qualified**
 - Projects included in a State or Tribal Safety Plan
 - Data that directly supports requested project
 - Significant Leverage of other funding
 - Comprehensive approach including 3 or more other Safety efforts
- **Qualified**
 - Efforts in a current State or Tribal Safety Plan more than 5 years old
 - Some supporting data, included in 1 or 2 other Safety efforts
- **Not Qualified**
 - Not included in a State or Tribal Safety Plan, no data, no comprehensive plan



Evaluation Process Education Programs (10%)

- **Highly Qualified**
 - Projects included in a State or Tribal Safety Plan
 - Data that directly supports requested project
 - Significant Leverage of other funding
 - Comprehensive approach including 3 or more other Safety efforts
- **Qualified**
 - Efforts in a current State or Tribal Safety Plan more than 5 years old
 - Some supporting data, included in 1 or 2 other Safety efforts
- **Not Qualified**
 - Not included in a State or Tribal Safety Plan, no data, no comprehensive plan



Common Themes

- **Integration with other Safety entities**
 - Projects included in a State or Tribal Safety Plan
 - Significant leverage with other funding.
- **Data, Data, Data**
 - Data included in the application that directly supports the requested project
- **Comprehensiveness**
 - Part of a comprehensive approach to safety including three or more other safety projects.



Common Themes Cont.

- **Funding tie breakers**
 - If the number of applications rated as “highly qualified” exceed the amount of available funding FHWA intends to give priority funding consideration to those applicants that have provided sufficient data that supports the project and shown the project is included in an existing transportation safety plan.



Application Process

- **Complete Application**
 - Standard Form 424
 - Narrative attachment
 - Project Abstract
 - Project Description
 - Applicant information and coordination with other entities
 - Grant Funds and Sources/Uses of project funds
 - Description of how the proposal meets selection criteria
- **Application Submission**
 - Applications would be submitted through Grants.gov



Program Funding and Award

- TTPSF
 - Limited to 2% of authorized TTP funding
 - Maximum funding estimated at \$9,000,000 for FY 2013 and 2014



Opportunity to comment

- Webinars
 - May 1 at 1:00 pm Eastern Time
 - May 8 at 4:00 pm Eastern Time
- Participants can pre-register online at
 - https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=26059
 - https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=26060

WORK ZONE SAFETY AND MAINTENANCES PRACTICES
SPEAKER: SHARON JOHNSON

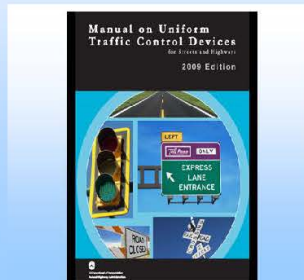
Work Zone & Maintenance Practices

Sharon Johnson
Safety, Traffic, & ROW Engineer
605-776-1011
Sharon.Johnson@dot.gov



Manual on Uniform Traffic Control Devices (MUTCD)

Website:
<http://mutcd.fhwa.dot.gov>



Part 6 MUTCD Temporary Traffic Control (TTC)

The positive guidance of all road users through a work zone on all roadways open to public travel shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

Why Traffic Control

- A. Required by Federal Law (Section 1A.07 of MUTCD)
- B. Public Safety & Worker Safety
- C. Maintenance of Traffic during construction
- D. Reduce crash potential in work zones

Why Traffic Control

Public and Worker Safety

The most important reason for adequate and proper traffic control is to ensure safety to the traveling public as they pass the work zones and for the safety of the workers within the work zones. Keeping the passing vehicles out of the designated work zone and directing them efficiently past the construction provides this protection to both groups.



Pedestrian Safety

If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided. If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route

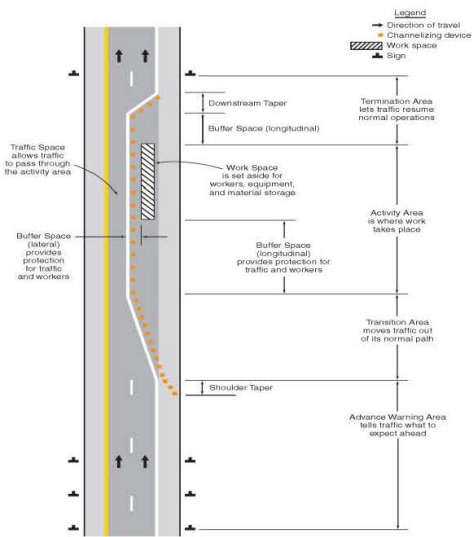
Components of a Work Zone

1. Advance Warning Area
2. Transition Area
3. Activity Area
4. Termination Area

2009 Edition

Page 553

Figure 6C-1. Component Parts of a Temporary Traffic Control Zone



Advance Area

Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by the highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Tapers

Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6C-4 to calculate L

Tapers

Table 6C-4. Formulas for Determining Taper Length

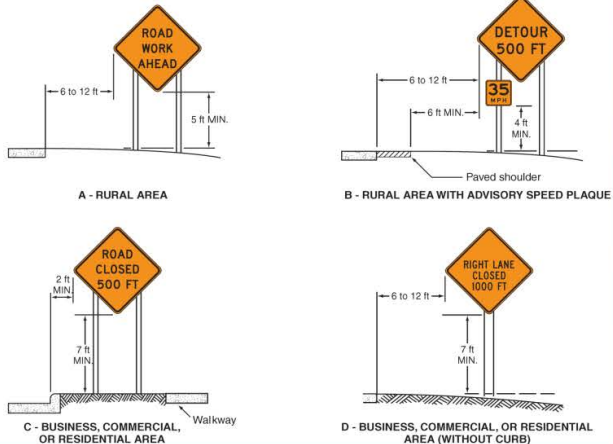
Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

Sign Height & Lateral Location

2009 Edition Page 581

Figure 6F-1. Height and Lateral Location of Signs—Typical Installations



Type 1, 2, or 3 Barricades

Slope of Stripes:

Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.

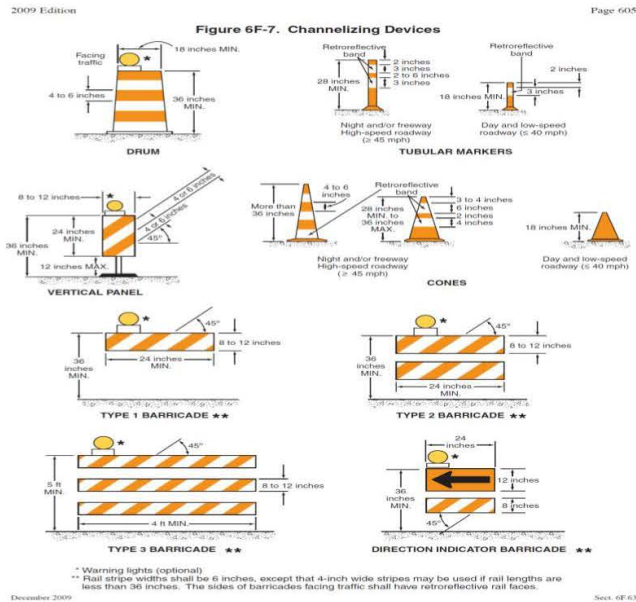
Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.

Type 1, 2, or 3 Barricades

Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.

Sign Placement on Type 3 Barricades

Signs mounted on Type 3 Barricades should not cover more than 50 percent of the top two rails or 33 percent of the total area of the three rails.



Work Duration

The five categories of work duration are:

- Long-term stationary is work that occupies a location more than 3 days.
- Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

Work Duration

- Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
- Short duration is work that occupies a location up to 1 hour.
- Mobile is work that moves intermittently or continuously.

Typical Applications in the MUTCD

46 layouts for typical work zone operations

Explanation of layout on opposite page

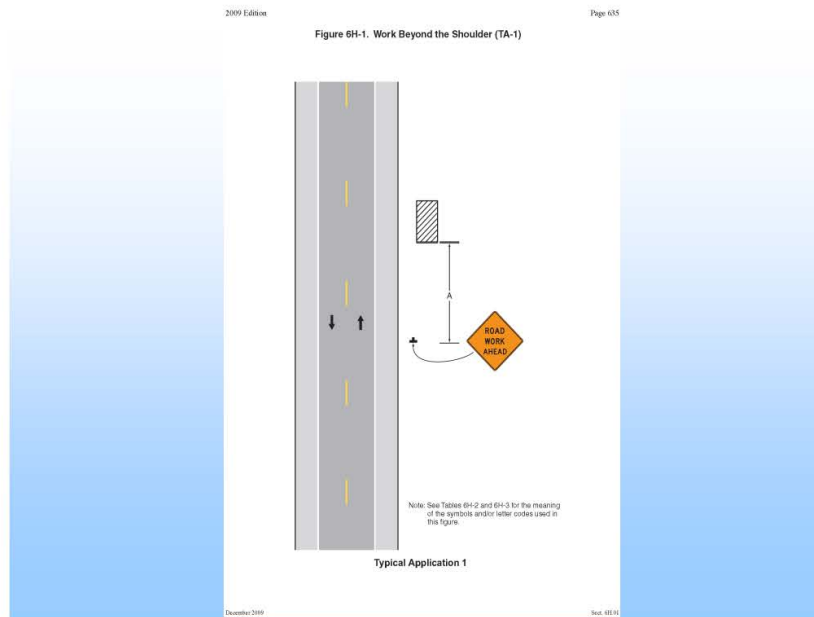
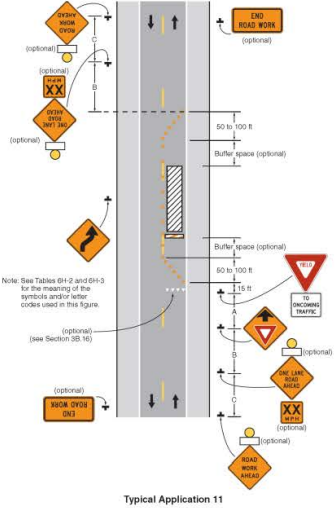
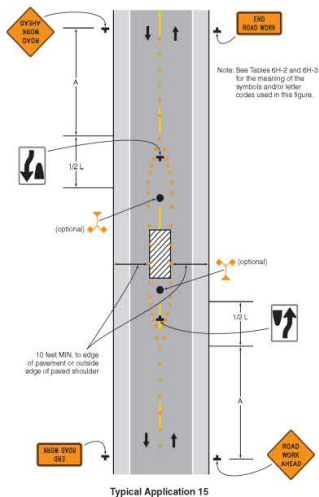


Figure 6H-11. Lane Closure on a Two-Lane Road with Low Traffic Volumes (TA-11)



Typical Application 11

Figure 6H-15. Work in the Center of a Road with Low Traffic Volumes (TA-15)



Typical Application 15

Figure 6H-17. Mobile Operations on a Two-Lane Road (TA-17)

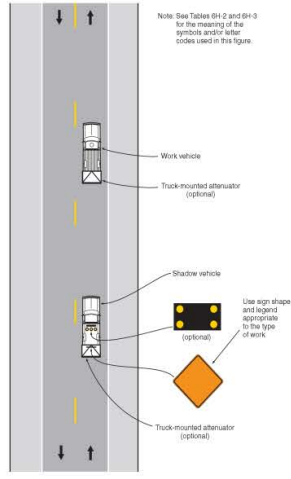


Figure 6H-18. Lane Closure on a Minor Street (TA-18)

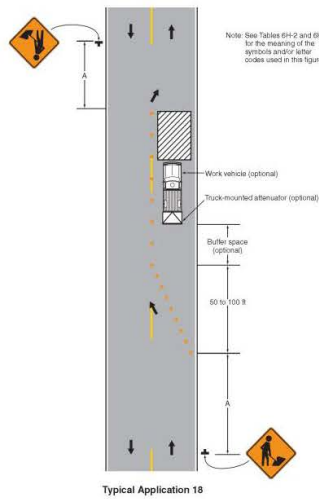


Figure 6H-22. Right-Hand Lane Closure on the Far Side of an Intersection (TA-22)

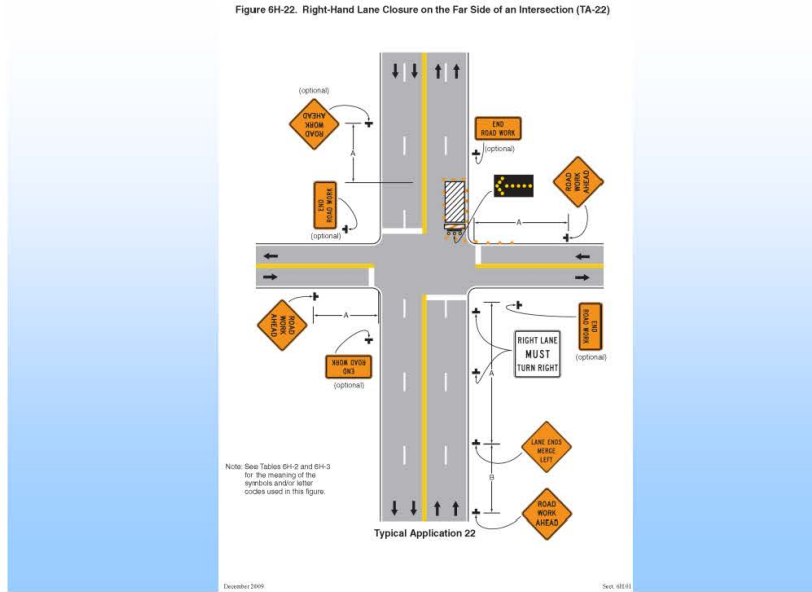


Figure 6H-23. Left-Hand Lane Closure on the Far Side of an Intersection (TA-23)

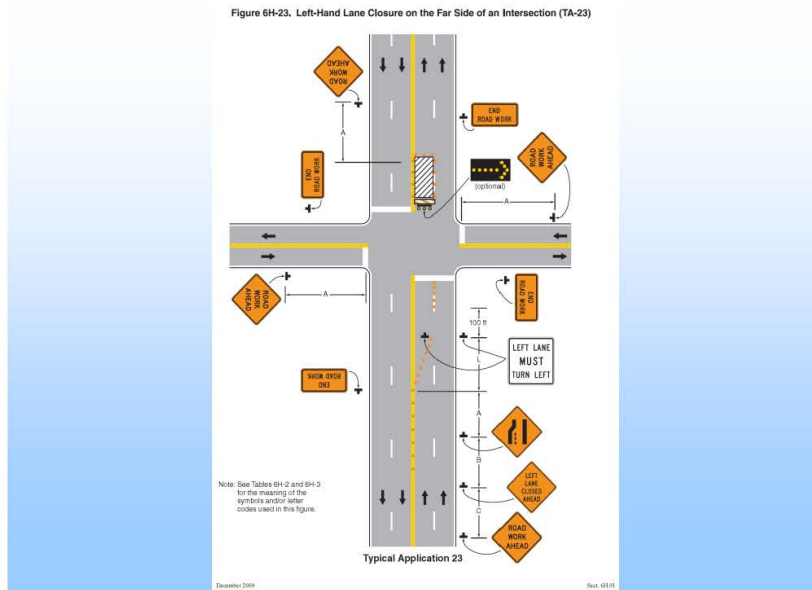


Figure 6H-26. Closure in the Center of an Intersection (TA-26)

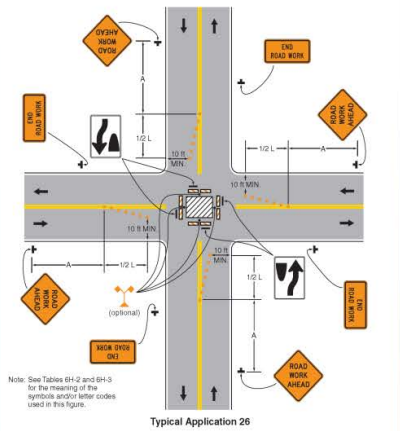
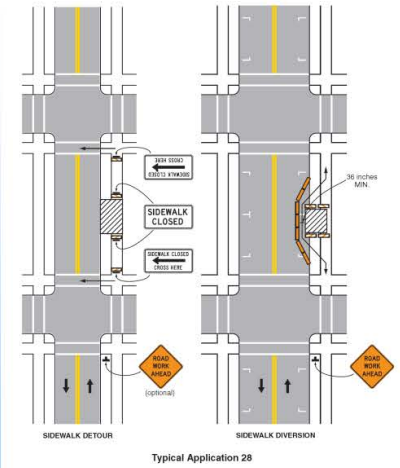
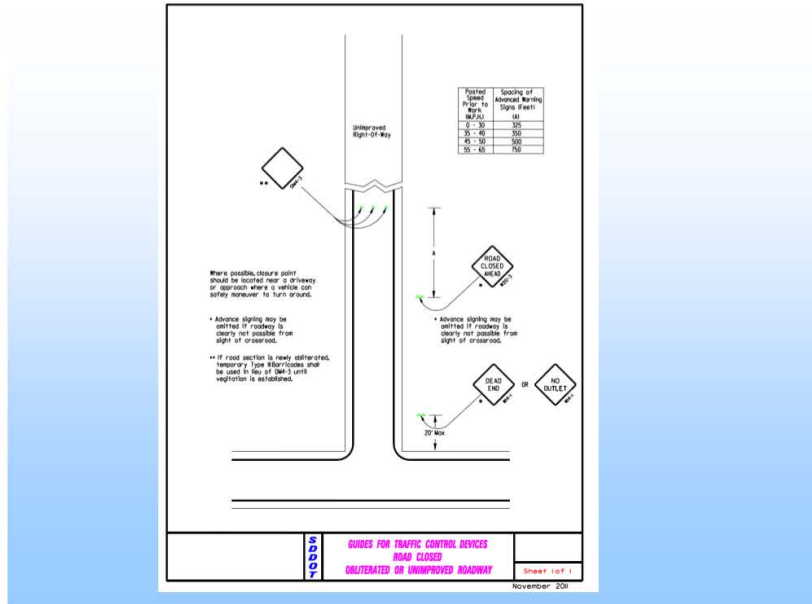


Figure 6H-28. Sidewalk Detour or Diversion (TA-28)





Maintain Traffic Control Devices



Maintain Traffic Control Devices



TTC must conform to MUTCD



Maintain Traffic Control Devices



Maintain Traffic Control Devices



Pavement Markings



Pavement markings shall be maintained along paved roadways in all work zones that are in place for three or more days.



Temporary pavement markings should not be in place for more than 2 weeks unless justified by an engineering study.

Remove or properly cover signs



Crashworthy devices required

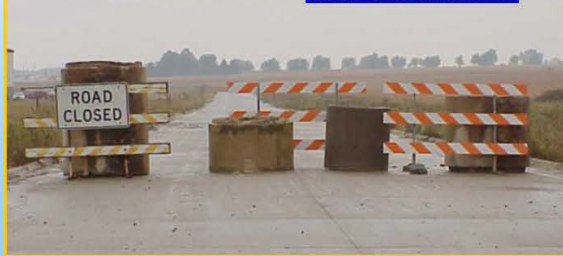


Crashworthy performance criteria established in NCHRP Report 350, MASH

1800 lb. vehicle traveling at 62 mph



Crashworthy devices required



Flaggers need to be alert



Flagger Stations



Mitigate edge drop-off



ROAD CLOSED TO THRU TRAFFIC



The ROAD CLOSED TO THRU TRAFFIC sign should be used where traffic detours to avoid a closure some distance beyond the sign, but where local road users can use the roadway to the point of closure. These signs should be accompanied by appropriate warning and detour signing.

ROAD CLOSED



The ROAD CLOSED sign shall not be used where road user flow is maintained through the TTC zone or where the actual closure is some distance beyond the sign.



Button up safety closures



These people are out there!



Provide Access & Information to Pedestrians



Perform Night Reviews



High-Visibility Apparel Required

Section 6D.03

Standard:

04 All workers, including emergency responders, within the right-of-way who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled "American National Standard for High-Visibility Safety Apparel and Headwear" (see Section 1A.11), or equivalent revisions, and labeled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure, except as provided in Paragraph 5. A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment.



High-Visibility Apparel Required



Top Ten List for WZ Safety

1. Obey the MUTCD – it applies to ALL roadways
2. Use crashworthy traffic control devices (NCHRP-350/MASH)
3. ADA applies in work zones also
4. Make sure the clear zone is clear!
5. Don't allow personal vehicles to be parked where the traveling public has the ability to get to
6. Follow agency approved traffic control plans

Top Ten List for WZ Safety

7. Document your traffic control set-up and maintain it once its up
8. Be sure to “Button Up” the work zone when you leave
9. Perform night reviews to ensure that signs are visible and devices and markings provide positive guidance
10. Be Seen! Make sure you're visible to traffic, work vehicles, and construction equipment

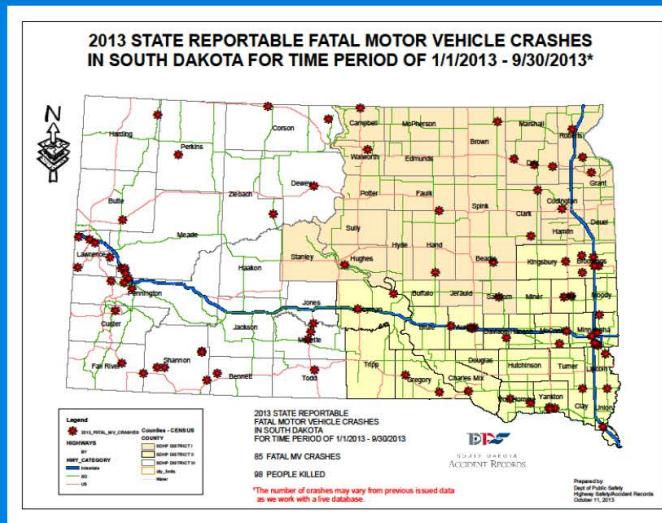
Questions?

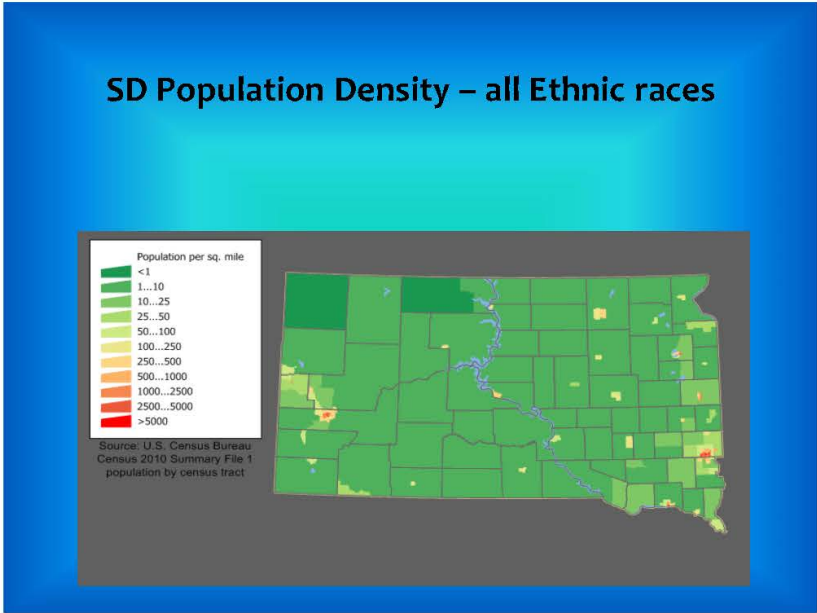
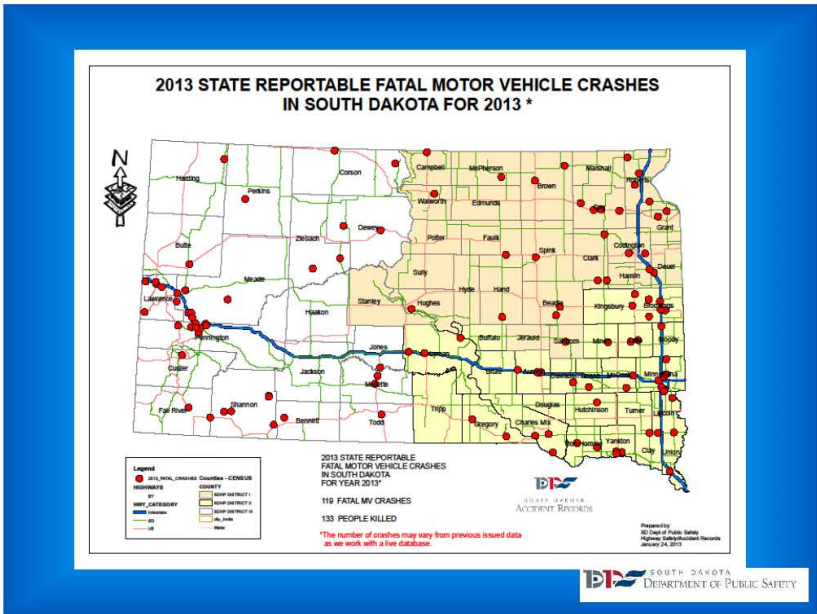
**UPDATE ON TRIBAL CRASH REPORTING
SPEAKER: CHUCK FERGEN**

Tribal Transportation Summit

January 29-30th 2014

Office of Highway Safety Presentation





Preliminary Fatality Statistics

* 2012 Fatal Crashes YTD	118
* 2012 Fatalities YTD	133
* 2013 Fatal Crashes YTD	119 (+ 0.1%)
* 2013 Fatalities YTD	133 (+/- 0.0%)



Preliminary Fatality Statistics

- * Fatal MV crashes on all SD reservations have averaged 16.8% of the statewide total over the past 6 years .
- * American Indian population is 8.9% of SD total for all locations.

Preliminary Injury Statistics

* 2012 Injury Crashes	3,886
* 2012 Injured People	5,431
* 2013 Injury Crashes	3,796 (-2.3%)
* 2013 Injured People	5,289 (-2.6%)



Alcohol Related Statistics

- 5.9% of **all 2013** crashes involved some positive BAC result by one of the drivers, or pedestrian or bicycle driver
 - Down from 6.1% in 2012
- 31.1% of all 2013 fatal crashes involved alcohol
 - Down from 38.1% in 2012
- 16.1% of fatal crashes were drivers under 25 years old – but 15.2% of those drivers were drinking



Speed Related Statistics

- * **SPEED:**

Crashing drivers under 25 years old: 27.7%

Speed as a factor in these crashes: 48.7%



Preliminary Fatality Statistics

- * Much improvement of FATALITY reporting from reservation areas in last two years!
- * More reporting needed for Injury AND Property Damage Only (PDO) accidents.

2013 Preliminary Accident Data

Chuck Fergen – Accident Records
South Dakota Office of Highway Safety
118 West Capitol Avenue
Pierre SD 57501

605-773-3868 - Direct Office



**UPDATE ON PROCESS FOR TRIBAL INVOLVEMENT
IN COUNTY SIGNING PROJECTS
SPEAKER: DOUG KINNIBURGH**



Transportation Advisory Council



Why

As part of the FHWA's Every Day Counts Initiative, the SDDOT and FHWA are forming a new council of key players in the area of highway transportation within the state to determine which innovations will work best for them and to advise the SDDOT and FHWA on transportation issues that impact local governments. This council would provide recommendation to DOT/FHWA on issues such as:

- Improving lines of communication
- Distribution of federal bridge funds to local governments
- Local Roads Plan design criteria
- Safety projects
- Historic bridge availability
- Highway funding needs
- Resource allocation
- Policy review
- Other.....

Who

We are looking for volunteers

WE NEED YOU!



A 3D rendered hand, colored in shades of orange and brown, pointing directly at the viewer. The hand is positioned centrally below the text 'WE NEED YOU!'.

What

Transportation Advisory Council (TAC)

Comprised of representation from:

- Federal Highway Administration
- SDDOT (2 members)
- Metropolitan Planning Organizations (MPO)
- Class 1 Cities
- Class 2 & 3 Cities
- Counties (3 members)
- Townships
- American Council of Engineering Companies (ACEC)
- Tribes
- Local Transportation Assistance Program (LTAP)
- Association of General Contractors (AGC)
- Planning Districts
- Legislature/Transportation Commission

When

Goal is to have council put together by middle of February and hold an organizational meeting to develop bylaws and determine top priorities.

Council would determine the frequency of future meetings, length of service on the council, and selection process for new members.

What do
you
think





County Wide Signing Projects

Doug Kinniburgh
Local Government Engineer
SD Department of Transportation



**Federal Highway Administration
Adopted New Reflectivity
Guidelines Outlined in the Manual
for Uniform Traffic Control
Devices (MUTCD)**



MUTCD Compliance Dates

January 17, 2013 – All sign posts located in the clear zone must be crashworthy

June 13, 2014 – All government entities must implement and use a sign assessment method

December 31, 2019 – Use of required horizontal alignment warning signs

DOT Signing Projects

- 100% federal safety funds at no cost to local gov't
(Section 154/164 Safety Funds)
- Local entity must agree to maintain signs to MUTCD standards
- Includes all regulatory, warning, and guide signs



All Regulatory, Warning and Guide Signs are to be replaced as authorized by the MUTCD, State/Local Law or Ordinance.

Warning Signs



Guide Signs

Regulatory Signs



DOT Signing Projects

- Signs not allowed by state law or local ordinance will be removed
- SDDOT Review of delineation and object markers
 - Delineators at Outside radius of curves
 - Delineators at Non-recoverable slopes
 - Delineators at intersections along approach radii
 - Object markers for any hazard within 10' of shoulder (12' of white stripe?)



Retroreflectivity?



Engineer Grade Sheeting

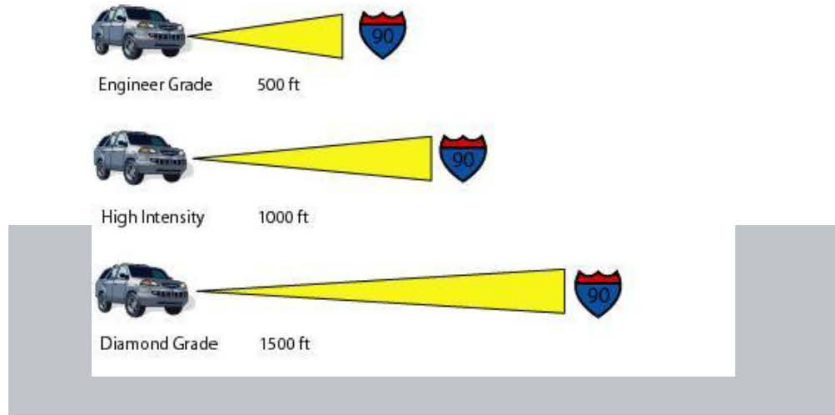


High Intensity Sheeting



Diamond Grade Sheeting

Retroreflectivity?



SPEED LIMIT 55	SPEED LIMIT 55	SPEED LIMIT 55	SPEED LIMIT 55	SPEED LIMIT 55	SPEED LIMIT 55	SPEED LIMIT 55
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Management Method

- All signs less than 5 years old can remain in place as long as they conform to all other safety standards.
- All signs between 5-12 years with high intensity sheeting shall be stockpiled for reuse.
- All signs less than 18 years old with super high intensity sheeting shall be stockpiled for reuse.

- All signs with missing date sticker or older than above values are to be stockpiled for recycle.

Management Method

- Signs are to be checked for proper break away/crash-worthy devices. If there are none the sign post shall be replaced.




- All longitudinal and horizontal locations of existing signs will be checked and if warranted moved to correct location.



SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT
55	55	55	55	55	55	55

Management Method

- All horizontal curves are to be checked to determine appropriate curve speed if needed.
- All horizontal curves should be checked for spacing and number of curve chevrons.
- All horizontal curves should be checked for spacing and number of curve chevrons.



SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT	SPEED LIMIT
55	55	55	55	55	55	55

Management Method

- Object Markers:
 - Type 2's on culverts 30" or greater in clear zone
 - Type 2' on culverts 60" or greater in R.O.W.
 - Type 3' on any hazard in road or shoulder



2/4/2014







DOT Signing Projects

- **Local Ordinances/Resolutions** may be needed for non-MUTCD compliant signs – ie., **MINIMUM MAINTENANCE ROAD – TRAVEL AT YOUR OWN RISK** or **“NO FISHING AT BRIDGE”**
- Signs not allowed by state law or local ordinance will be removed
- **SDDOT Review of delineation and object markers**
 - **Delineators at Outside radius of curves**
 - **Delineators at Non-recoverable slopes**
 - **Delineators at intersections along approach radii**
 - **Object markers for any hazard within 10' of shoulder (12' of white stripe?)**

Intersection Delineation



Guardrail Delineation



Guardrail Delineation



Hazard Delineation



Standard Delineation



Standard Delineation



DOT Signing Projects

What is considered a "hazard"?

- pipe equal to or larger than 30" in diameter
- steep slopes (steeper than 4:1)
- trees
- drainage devices
- boulders
- any other fixed object that is not easily removed from the clear zone.



2/4/2014



19

C-166

2/4/2014



20

C-167





APPENDIX D

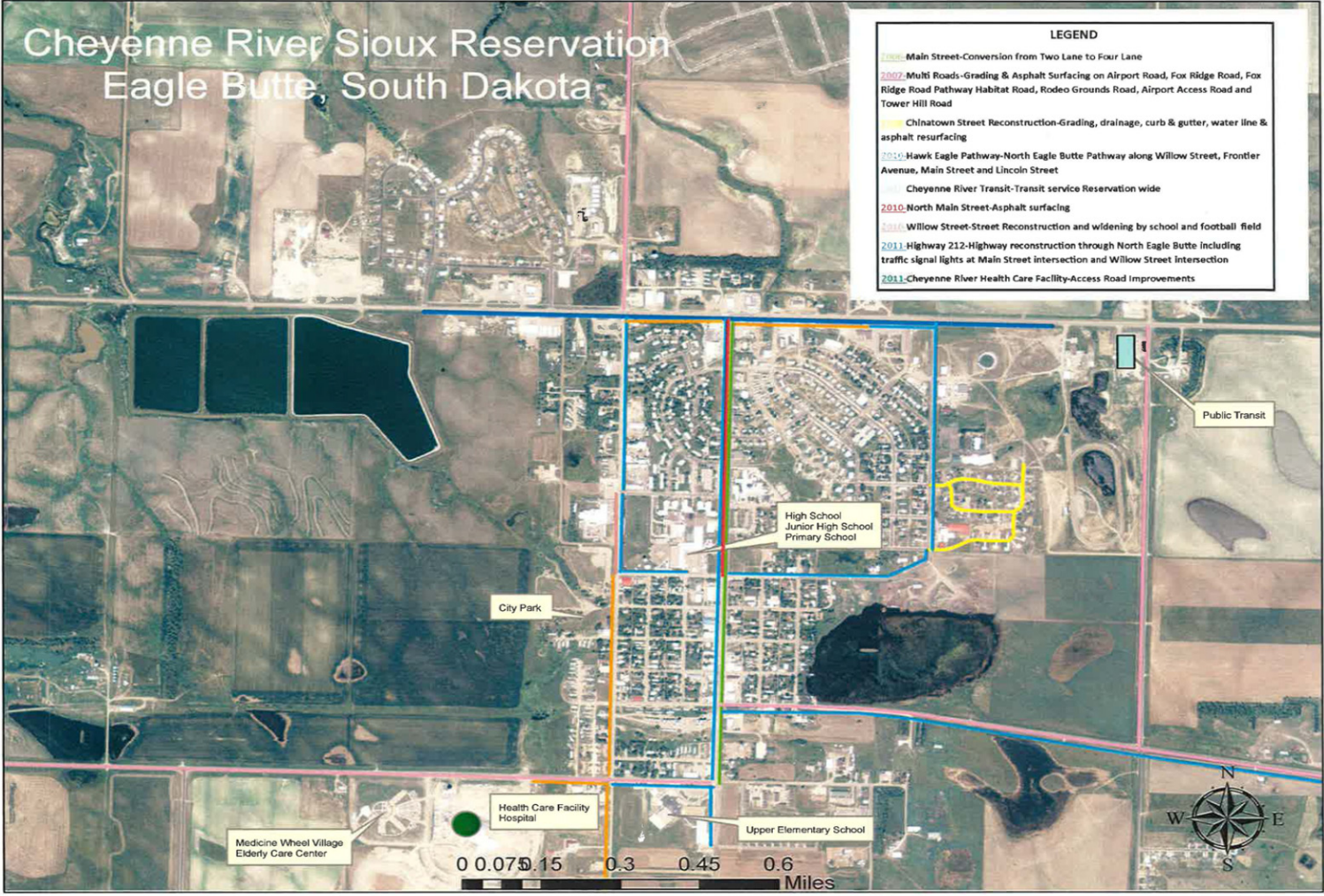
HANDOUTS

APPENDIX D HANDOUTS

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STRATEGIC HIGHWAY SAFETY PLAN FOR INDIAN LANDS	D-8
FEDERAL HIGHWAY ADMINISTRATION—CIVIL RIGHTS: GLOSSARY OF TERMS FOR DOJ/FHWA A JOINT TECHNICAL ASSISTANCE ON THE ADA TITLE II REQUIREMENTS TO PROVIDE CURB RAMPS WHEN STREETS, ROADS, OR HIGHWAYS ARE ALTERED THROUGH RESURFACING.....	D-12
FEDERAL HIGHWAY ADMINISTRATION—CIVIL RIGHTS: DEPARTMENT OF JUSTICE/DEPARTMENT OF TRANSPORTATION JOINT TECHNICAL ASSISTANCE ON THE TITLE II OF THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS TO PROVIDE CURB RAMPS WHEN STREETS, ROADS, OR HIGHWAYS ARE ALTERED THROUGH RESURFACING	D-15
NATIVE AMERICAN SCENIC BYWAY	D-18

Cheyenne River Sioux Reservation Eagle Butte, South Dakota

LEGEND	
	2004 Main Street-Conversion from Two Lane to Four Lane
	2007 Multi Roads-Grading & Asphalt Surfacing on Airport Road, Fox Ridge Road, Fox Ridge Road Pathway Habitat Road, Rodeo Grounds Road, Airport Access Road and Tower Hill Road
	Chinatown Street Reconstruction-Grading, drainage, curb & gutter, water line & asphalt resurfacing
	2010 Hawk Eagle Pathway-North Eagle Butte Pathway along Willow Street, Frontier Avenue, Main Street and Lincoln Street
	Cheyenne River Transit-Transit service Reservation wide
	2010 North Main Street-Asphalt surfacing
	2016 Willow Street-Street Reconstruction and widening by school and football field
	2011 Highway 212-Highway reconstruction through North Eagle Butte including traffic signal lights at Main Street intersection and Willow Street intersection
	2011 Cheyenne River Health Care Facility-Access Road Improvements



SDDOT 2014 TRIBAL SAFETY SUMMIT
Ft. Randall Casino
January 29-30, 2014

NARRATIVE

ROSEBUD OLD TOWN II & IV

Phase I was the Rosebud Community Streets Project was funded as a High Priority Project in Sec. 1934 of Subtitle G with the passage of P.L. 109-59, SAFETEA-LU in Aug 21, 2005. Phase I was completed in 2011.

Phase II & IV Rosebud Old Town started in 2012 for CC Curb & Gutter, Surfacing, & Miscellaneous. It removed the existing surface and recycled the base by crushing and mixing material blends; did grading and drainage; poured sidewalks and driveway pads; installed adjusted manholes to be compatible with leverage; and laid two lifts of asphalt paving material.

The Safety component included installing some drop inlets for better drainage; sidewalks to keep pedestrians off the road.

Interstate Engineering, Inc.; drafted the design and provided construction monitoring; Rosebud Concrete, Inc. was the construction subcontractor. This consisted of 2.1 miles in the community of Rosebud, SD.

SWIFT BEAR HOUSING STREETS

This routine construction project of surface renovation of: some sidewalks, drainage, drop inlets, and manholes. New construction of some sidewalks and complete street construction of asphalt surfacing material.

The Safety component included installing new sidewalks to match with old existing ones. .

June 2010 was the signing of the Agreement with the FHWA as a direct funded Tribe. This was the first construction Project contracted with the FHWA.

Some new tasks was for the Tribe to research and complete the: environmentals, right of ways, THOP, cultural, etc,

Interstate Engineering, Inc. drafted the design; Rosebud Concrete, Inc. was the construction subcontractor; and Aaron Swan & Associates, Inc. provided the construction monitoring

This consisted of 2.1 miles in the tribal community of Swift Bear and around White River, SD.

White River (nursing home) Health Care Center.

The total Project consisted of new Safety construction and construction compliance for State facility certification.

New Safety construct consisted of a new asphalt parking lot with stripping, sidewalks, and installing signs. Trees were removed for better night illumination around the sidewalk. New signs erected to display disability parking.

Facility certification consisted of pouring concrete parking pads for the vendors to unload their supplies; and also install a new sidewalk exit into the facility.

Aaron Swan & Associates, Inc. drafted the design and provided construction monitoring. Rosebud Concrete, Inc. was the construction subcontractor.

This nursing home construction Project is located in White River, SD.

SD HIGHWAY 63

This is a County road belonging to the Mellette County Commissioners and serves: three school districts,

The tribal Road Maintenance Program patched 250 pot holes in three years along this six mile highway. The Tribe submitted two discretionary applications on behalf of the County, and two as Partnership applications for construction.

Previously this Highway had a base blotter that once had 250 deep pot holes and deteriorated shoulders, no traffic signs, and deep sloping shoulders.

The Tribe constructed 6.02 asphalt surfacing, rumble strips, highway pavement stripping, new Traffic signs, extended drainage for piping, an 3-inch asphalt pavement surface. Also changed the approaches from a 3-1 slope to a 5-1 slope to a less steeper slope.

Aaron Swan & Associates, Inc. drafted the design and provided construction monitoring. Duininick Inc. was the construction subcontractor. This highway Project is located in NW Mellette County.

TWO STRIKE BRIDGE

Originally built in 1965. April 2010 this bridge had a Sufficiency Rating of 48.4%, September 2013 was 29.1%. Renovations rate 50 – 80%, and Replacement rate below 50%. October 7, 2013 the GPRO, BIA Area Director temporarily closed this bridge to the traveling public as a Safety precaution. Aaron Swan & Associates, Inc. drafted a Quick Fix design and Rosebud Concrete, Inc. was the construction contractor. December 15, 2013 Aaron Swan & Associates, Inc. wrote the Tribe that this bridge is structurally sound and recommends to open up for passage. January 23, 2014 the Tribe sent an electronic Application into the National Bridge Program for Replacement. Safety for the traveling public and mostly the school buses was the number priority to get this Bridge constructed. Today, waiting approval for the Tribe's FHWA application.

E N D

Office of Federal Lands Highway

Location: [Home](#) > [Programs](#) > [MAP-21](#) > [TTP](#) > [Safety Funds](#) > [STSP Toolkit](#)

Strategic Transportation Safety Plan Toolkit for Tribal Governments

Introduction

A Strategic Transportation Safety Plan is a document that communicates the story of transportation safety in your communities and how you will address transportation safety needs in these communities. A plan should cover all relevant travel modes (roads, trails, marine, air) and should not be focused on the requirements of funding sources, but on a comprehensive strategy that will address your Tribe's transportation safety goals.

There are many different ways to approach the development of a Strategic Transportation Safety Plan; this toolkit is just one example. Its use is optional and intended as an aid in the planning process. We believe with these tools, you can develop your own plan in many cases, but realize you may want to hire a consultant to help. We'll update this toolkit later in the year, especially as we begin to receive examples of completed plans.

To help you develop a Strategic Transportation Safety Plan, we've developed a toolkit that includes several resources:

- [Strategic Transportation Safety Plan Template](#)
- [Roadway Safety Contacts and Data sources](#)
- [Additional Safety Resources](#)
- [Request for Proposal Template \(RFP\)](#)

Strategic Transportation Safety Plan Template

This template includes 8 elements that should be identified during the planning process: an Introduction; your Tribe's Vision; Safety Partners; your Process; your Existing Efforts; a Data Summary; Emphasis Areas; and finally, Evaluation and Implementation. By completing these elements, you will describe how to strategically save lives and prevent serious injuries on your transportation networks. [Download the attachment](#) if you'd like to use this template as the basis for your planning document.

Roadway Safety Contacts and Data Sources

This list will aid you in contacting external partners for their participation and/or access to the data they manage. The participation of partners is critical in the development of a strategic transportation safety plan. Elected officials can be your champion; getting their support early in the process will help ensure that you have the means to have a successful plan, and engage their support in its implementation. It is also important to identify an individual or group that will be compelled to improve transportation safety and take ownership of the plan itself; your champion will ensure plan development and work towards implementation. Equally important is the formation of partnerships across disciplines and organizations. Partners to consider include: leadership, legal departments, law enforcement, fire departments, emergency medical services, search & rescue, planning departments, transportation departments, and schools. Your safety partners should be able to assist in acquiring data, analyzing data, selecting emphasis areas, developing safety strategies, and/or implementing the final plan.

Additional Safety Resources

This page contains a number of useful publications, websites, and a recorded webinar on the development of Tribal Transportation Safety Plans are available to provide information on transportation safety planning processes and strategies. A link to Strategic Highway Safety Plans developed by every State Government is also found here.

For more information on Tribal Transportation Safety Plans, please contact Adam Larsen at 360-619-7751.

For information on the Tribal Transportation Program Safety Funds, please contact Russell Garcia at 202-366-9815.

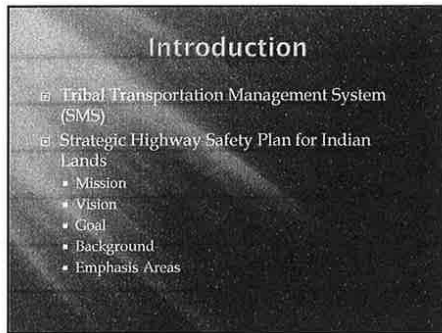
Request for Proposals (RFP) Template

Strategic Transportation Safety Plans are most effective when developed by the agency that will be charged with its implementation. However, this template includes standard language to use if requesting consultant services. It identifies the essential work elements to be included in the plan so that your final product meets or exceeds federal requirements. In addition, it identifies a scoring system that includes items you may want to look for when evaluating proposals and that should be monitored during the planning process, including costs, timelines and deliverables, through the plan's completion.

Web Policies: [Privacy Policy](#) | [Accessibility](#)

Page last updated: January 10, 2014. Last certified: July 2013.
Questions or Comments? [Contact the Web Team](#)







Tribal Transportation Management System (SMS) Vision Statement

□ All transportation users arrive safely at their destinations.

Tribal Transportation Management System (SMS) Goal

□ To prevent and reduce the number of people killed and injured in transportation related crashes.

TRIBAL TRANSPORTATION SAFETY MANAGEMENT SYSTEM

- Establishment of a Steering Committee
- Implementation Activities
 - Development of Tribal Specific Safety Plans
 - Safety Data Collection and Analysis
 - Education and Training

**TRIBAL TRANSPORTATION
SAFETY MANAGEMENT SYSTEM**

- Establishment of a Steering Committee
- Implementation Activities (Cont)
 - Development of Safety Programs and Funding Source List
 - Establishing Tribal Safety Program
 - Measuring Success
 - Safety Summits

**Strategic Highway Safety Plan
for Indian Lands**

- Emphasis Areas
 - Decision Making Process
 - Goal - Develop a system that will support the decision making process for safety policies and project selections
 - Data Collection
 - Goal - Develop data collection procedures that will encourage coordination with other entities and establish a data collection process and storage to be used in project decision-making.

**Strategic Highway Safety Plan
for Indian Lands**

- Emphasis Areas
 - Run Off The Road Crashes
 - Goal - Identify cost effective strategies that reduce unintentional lane departure and alert driver should a departure occur.
 - Occupant Protection / Child Restraint
 - Goal - Increase the use of Occupant Protection to the National Standard

**Strategic Highway Safety Plan
for Indian Lands**

- **Emphasis Areas (Cont)**
 - **Alcohol/Drug Impaired Driving**
 - Goal - Decrease alcohol related crashes to the National Standard.
 - **Other Driver Behavior and Awareness**
 - Goal - Develop and implement programs to curb hazardous driving behavior.

**Strategic Highway Safety Plan
for Indian Lands**

- **Emphasis Areas (Cont)**
 - **Drivers Under the Age of 35**
 - Goal - Reduce fatalities of drivers under the age of 35 to national standard.
 - **Pedestrian Safety**
 - Goal - Reduce pedestrian fatalities

QUESTIONS

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Civil Rights

Civil Rights

Glossary of Terms for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing

This glossary is intended to help readers understand certain road treatments referenced on page 2 of the DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing. The definitions explain the meaning of these terms from an engineering perspective and are provided in the order in which they appear in the Technical Assistance document.

Treatments that are considered alterations of the road surface

Reconstruction – Reconstruction refers to removing all or a significant portion of the pavement material and replacing it with new or recycled materials. This may include full-depth reclamation, where the pavement surface is demolished in place and new pavement surface is applied. In addition, reconstruction may also include grinding up a portion of the pavement surface, recycling it and placing it back, and then adding a wearing surface, such as in cold in-place asphalt recycling. Reconstruction often includes widening or geometrical changes to the roadway profile.

Rehabilitation – Rehabilitation refers to significant repairs made to a road or highway surface, including activities such as full slab replacement, filling voids under slabs (slabjacking), widening, and adding additional structural capacity.

Open-graded surface course – Open-graded surface course, also known as “open-graded friction course,” involves a pavement surface course that consists of a high-void, asphalt concrete mix that permits rapid drainage of rainwater through the course and off the shoulder of the road. The mixture consists of either Polymer-modified or rubber-modified asphalt binder, a large percentage of one-sized coarse aggregate, and a small amount of fibers. This treatment prevents tires from hydroplaning and provides a skid-resistant pavement surface with significant noise reduction.

Microsurfacing – Microsurfacing involves spreading a properly proportioned mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, on a paved surface. Microsurfacing differs from slurry seal in that it can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

Thin lift overlays – Thin lift overlays are thin applications of mixtures of hot mix asphalt. Thin lift overlays may also require some milling along curbs, manholes, existing curb cuts, or other road structures to assure proper drainage and cross slopes.

Cape seal – A cape seal is a thin surface treatment constructed by applying a slurry seal or microsurfacing to a newly constructed chip seal. It is designed to be an integrated system where the primary purpose of the slurry is to fill voids in the chip seal.

In-place asphalt recycling – In-place asphalt recycling is a process of heating and removing around 1-2 inches of existing asphalt and remixing the asphalt with the addition of a binder additive and possible aggregate to restore the wearing surface for placement and compaction. All of this is performed in a train of equipment.

Treatments that are considered maintenance of the road surface

Crack filling and sealing – Crack filling and sealing involves placing elastomeric material directly into cracks in pavement.

Surface sealing – Surface sealing involves applying liquid sealant to pavement surface in order to stop water penetration and/or reduce oxidation of asphalt products. Sand is sometimes spread over liquid to absorb excess material.

Chip seals – Chip Seals involve placing graded stone (chips) on liquid emulsified asphalt sprayed on pavement surface. The surface is rolled to enable seating of chips.

Slurry seal – Slurry seals involve spraying a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water on the pavement surface. It is used to fill cracks and seal areas of old pavements, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

Fog seals – Fog seals are a type of surface sealing.

Scrub sealing – Scrub sealing is type of surface sealing

Joint crack seals – Joint crack seals are usually associated with concrete pavement. This work consists of routing and cleaning existing cracks and joints and resealing to prevent water and non-compressibles from entering into the pavement joints and subgrade materials.

Joint repairs – Joint repairs are usually associated with concrete pavement. This work consists of selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

Dowel retrofit – Dowel retrofits are usually associated with concrete pavement. This work involves the installation of dowel bars connecting slabs in existing pavements. Pavement with dowel bar retrofits can have life extensions of as much as 20 years. Its application is almost exclusively on high-speed Interstate highways.

Spot high-friction treatments – Spot high-friction treatments involve using epoxy based resin liquids as a binder for an aggregate with high-friction properties. These are used in locations where drivers are frequently braking and the pavement surface has less resistance to slipping.

Diamond grinding – Diamond grinding involves using a gang saw to cut grooves in the pavement surface to restore smoothness and eliminate any joint faulting.

Pavement patching – Pavement patching involves selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

Page last modified on February 3, 2013.

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Civil Rights

Civil Rights



U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.² This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.³ Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.⁴ Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.⁵ Over the past few

years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

¹ The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

² See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

³ 28 CFR 35.151(b)(1).

⁴ 2010 ADA Accessibility Standards, section 106.5.

⁵ See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

Page last modified on June 28, 2013.



Native American Scenic Byway

EXPERIENCE AN EXTRAORDINARY JOURNEY THROUGH THE LAKOTA, DAKOTA & NAKOTA NATIONS



Native American Scenic Byway



The Native American Scenic Byway is a journey to a revealing cultural experience that flows through the heart of the Lakota/Dakota/Nakota Nations and allows the visitor(s) appropriate access and understanding of the unique history, traditions, and future of our People.

It is more than just a safe comfortable, enjoyable drive - the experience of the Byway will help the heart and mind of the visitor travel back in time to the day when the Lakota/Dakota/Nakota Nations were the dominant culture of the high plains. When the visitor feels the spirit of this land, then the vision of the Byway will be complete.

Tribes on the Native American Scenic Byway

Crow Creek Sioux Tribe

The Crow Creek Indian Reservation is rich in history and natural impressive beauty, homeland to the Hunkpata Dakota Oyate. Today, Crow Creek Sioux Tribal members are descendants and relatives of all bands of the Great Sioux Nation.

The reservation was established by executive order following what was known as the Dakota Minnesota Uprising in 1862. Fort Thompson was established as a prison camp for exiled Dakota and Winnebago, those who survived the largest mass execution in America's history, when 38 Dakota men were hung at Mankato. Make the Spirit of the Circle Monument a stop on your tour; it was dedicated June 1, 2002, in memory of the Dakota whose lives were taken at Fort Thompson from 1863-1866.

Visit our lands and see areas noted in the Lewis and Clark journals, such as the "Sioux Crossing of the Three Rivers," a neutral territory near Crow Creek, Wolf Creek and Campbell Creek, where enemy tribes would not attack one another while crossing. Another natural feature noted in the journals, is the largest naturally occurring total bend in any river system in the U.S.

Two lakes are within the reservation, Lake Sharpe noted for its clean, clear swimming water and Lake Francis Case known for its excellent fishing. See the Big Bend Dam, take a buffalo tour, see historic sites, observe wildlife and nature at its finest. Visitors are welcome to public places on the reservation. Camping and motel accommodations are available.



Crow Creek Sioux Tribe

PO Box 50 • Fort Thompson, SD 57339 • Ph: 605-245-2221 • Fax: 605-245-2470 • brandonszue@hotmail.com

Lower Brule Sioux Tribe

We are the *Kul Wicasa Oyate* (Lower Brule Sioux Tribe), a band of the Lakota Nation. We warmly welcome visitors to our homeland along *Mni Sose*, the Missouri River, a place of endless recreational and educational opportunities and unforgettable experiences!

The Native American Scenic Byway winds through the valley breaks and broad river terraces of the Reservation, now and then rising to the river bluffs, with their spectacular views of the Missouri reservoirs and the vast grasslands that extend west over the horizon to the Black Hills.

Join us here for education and adventure: hiking trails, wildlife and cultural tours, buffalo and elk preserves, traditional arts and crafts, fishing, hunting, boating, the Golden Buffalo Casino, and miles of stunning scenery.

Stay in a tipi in our Lakota camp, visit an Arikara earthlodge, and walk in the steps of Lewis and Clark at the Narrows Historical Interpretive Area in the Big Bend of the Missouri River. The Buffalo Interpretive Center, on one of the Tribe's buffalo pastures along the Byway just seven miles southeast of Ft. Pierre, offers visitors a glimpse into the life and traditions of the Lakota people, past and present. The gift shop offers craft items made by local artisans. For more information, visit us on our website at www.lbst.org.

Lower Brule Sioux Tribe Tourism Office

187 Oyate Circle • Lower Brule, SD 57548 • Ph: 605-473-0561 • Fax: 605-473-0563
tourism@brule.bia.edu

Standing Rock Sioux Tribe

Visitors are welcome to travel the 86 mile route through the Standing Rock Reservation. Grand vista's present the Missouri River and Lake Oahe along the same routes traveled by Lewis and Clark, Sakakawea, and Chief Sitting Bull. The route gives access to authentic cultural experiences and history of the Dakota, Lakota, and Nakota people along with casino entertainment, excellent food and lodging, and outdoor activities.

Points of interest:

- Grand River Casino and Bay Marina
- Sitting Bull Monument
- Jedediah Smith Monument
- St. Elizabeth Mission & Hare Monument
- Wakpala School (Tribal School System)
- Fort Manuel Lisa Historic Trading Post Replica
- Standing Rock Monument
- Indian Police Memorial
- Sitting Bull's Burial Site
- Fort Yates Military Guardhouse
- Standing Rock Buffalo Pasture
- Lewis & Clark Interpretive Botanical Hiking and Biking Trail
- Prairie Knights Casino, Resort and Marina
- Holy Hills of the Mandan Indians



Standing Rock Scenic Byway Program

1341 92nd Street • Fort Yates, ND 58538 • Ph: 701-854-8033 • Fax: 701-854-3061
www.standingrockbyway.org

Cheyenne River Sioux Tribe

The people of the Cheyenne River Sioux Tribe welcome you to our Reservation; we are home to four of the seven bands of the Teton Sioux of the Seven Council Fires (Oceti Sakowin): namely the Mnicoujou, O'ohenumpa, Itazipco and Siha Sapa. Our 2.8 million acre reservation is blessed with an abundant and diverse array of wildlife, including the sacred buffalo, elk, white-tail and mule deer, pronghorn antelope, prairie dogs, wild turkey, black-footed ferret, with the golden and bald eagles (being our connection to the Creator - Wakan Tanka). The Spirit of a Nation Tours is also available from May through September.

The Native American Scenic Byway and the Lewis Clark Trail draws the visitor to our reservations, but to better understand our culture and rich history, please stop and visit with our people. It is impossible to learn about our culture in 15 minutes. If you have any questions all you have to do is ask (please do so respectfully).

Cheyenne River Sioux Tribe

Game, Fish and Parks - Tourism Division

East Hwy 212 • PO Box 590 • Eagle Butte, SD 57625 • Ph: 605-964-7812 • Fax: 605-964-7811 • crstgfp@lakotanetwork.com

Yankton Sioux Tribe

The Yankton Sioux Indian reservation is located in the Southeast corner of the State of South Dakota on the Native American Scenic Byway.

To enter the Native American Scenic Byway (NASB) from the south or east one will begin at the Standing Bear Bridge on the Missouri River. The NASB travels from Niobrara, NE through the Yankton Sioux reservation and takes you to the "Doorway of the Great Sioux Nation" along the Lewis & Clark Trail in South Dakota.

Tours can be arranged by phone and range from attending Annual Dakota Song & Dance events, trails, historical sites, buffalo herds, music festivals, pageants, nature, cultural, tipi camping, river rides and more.

The tourism season begins in late Spring and continues until early Fall. For tours and lists of annual events, contact the Yankton Sioux Tribal Tourism Association at (605) 384-5200 or 384-3275.

Yankton Sioux Tribal Tourism Association

EXPERIENCE AN EXTRAORDINARY JOURNEY THROUGH THE LAKOTA, DAKOTA & NAKOTA NATIONS

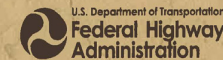
Areas of Interest

- Holy Hills of the Mandan Indians - Cannonball, ND
- Prairie Knights Casino & Resort - Fort Yates, ND
- Standing Rock Lewis & Clark Nature Trail - Fort Yates, ND
- Sitting Bull Burial Site - Fort Yates, ND
- Standing Rock Monument - Fort Yates, ND
- Standing Rock Tourism - Fort Yates, ND
- Sitting Bull Visitor Information Center - Fort Yates, ND
- Fort Manual Lisa - Kenel, SD
- Indian Memorial & Jedediah Smith Historical Monument
- The Bay Marina & Campground Jed's Landing / Monument - West Mobridge, SD
- Sitting Bull Monument - West Mobridge, SD
- Grand River Casino - West Mobridge, SD
- CRST Buffalo Reserve - Spirit of a Nation Tours
- Swiftbird Day School
- LaPlante
- Mossman Church
- Mossman Corrals
- CRST Game, Fish and Parks Building
- CRST Elk Reserve - Spirit of a Nation Tours
- HVJ Cultural Center
- Eagle Butte
- Fort Pierre - Deadwood Trail
- Verendrye Museum / Fort Pierre Development
- Fort Bennett (first CRST agency)
- Fort Pierre Chateau (first fur trading post)
- Lilly Park (first Lakota encounter w/ Lewis & Clark)
- Wakpa Sica Reconciliation Place
- Oahe Pow-wow Grounds
- Cedar Hill Cemetery
- Casey Tibbs Facility
- Buffalo Interpretive Center
- Golden Buffalo Casino
- Lode Star Casino
- **Akta Lakota Museum and Cultural Center**
St. Joseph's Indian School • Chamberlain, SD 57325
Toll Free: (800) 798-3452 • Website: www.aktalakota.org
- Fort Randall Casino
- Interpretive Center-Historic Greenwood, SD
- 1858 Treaty Monument-Greenwood, SD
- Struck By The Ree Monument-Greenwood, SD
- Lempira Restaurant-Indigenous Foods, Lake Andes, SD.

**Color codes indicate location on map.*

Pow-Wow Events

- May 31, Memorial Day Powwow - Kenel, SD
- June 4-5, White Horse Wacipi
- June 12, Presentation College / Lakota Campus 30th Anniversary Powwow, Tribal Powwow Grounds - Eagle Butte, SD
- June 14, Flag Day Powwow - Cannonball, ND
- June 25-27, All Chiefs Powwow - Cherry Creek, SD
- 3rd weekend June - Paha Yamini Powwow - Porcupine, ND
- June Ihanktonwan Oyate Powwow, Marty, SD
- July 4 Powwow - Greenwood, SD
- July 4 Bear Soldier Powwow - McLaughlin, SD
- July 4 Iron Lightning Community Powwow
- July 9-11, Dupree Community Powwow
- 3rd weekend July - Running Antelope Powwow - Little Eagle, SD
- August 6-8, 2010 - Annual Fort Randall Traditional Pow-wow, Lake Andes, SD
- 1st weekend Aug. - Long Soldier Powwow - Fort Yates, ND
- 2nd weekend Aug. - Rock Creek Powwow - Bullhead, SD
- 3rd weekend Aug. - Wakkpala Powwow - Wakkpala, SD
- August 20-22, Red Scaffold Community Powwow
- August 27-29, Cherry Creek Community Powwow
- Sept. 3-6, CRST Annual Labor Day Celebration
- Sept. 10-12, Bridger Community Powwow
- Sept. 17, Running Strong Powwow, Cokata Wiconi Teen Center
- Sept. 25, Bear Creek Community Powwow
- Indian Day Celebration - Fort Randall Casino



Native American Scenic Byway



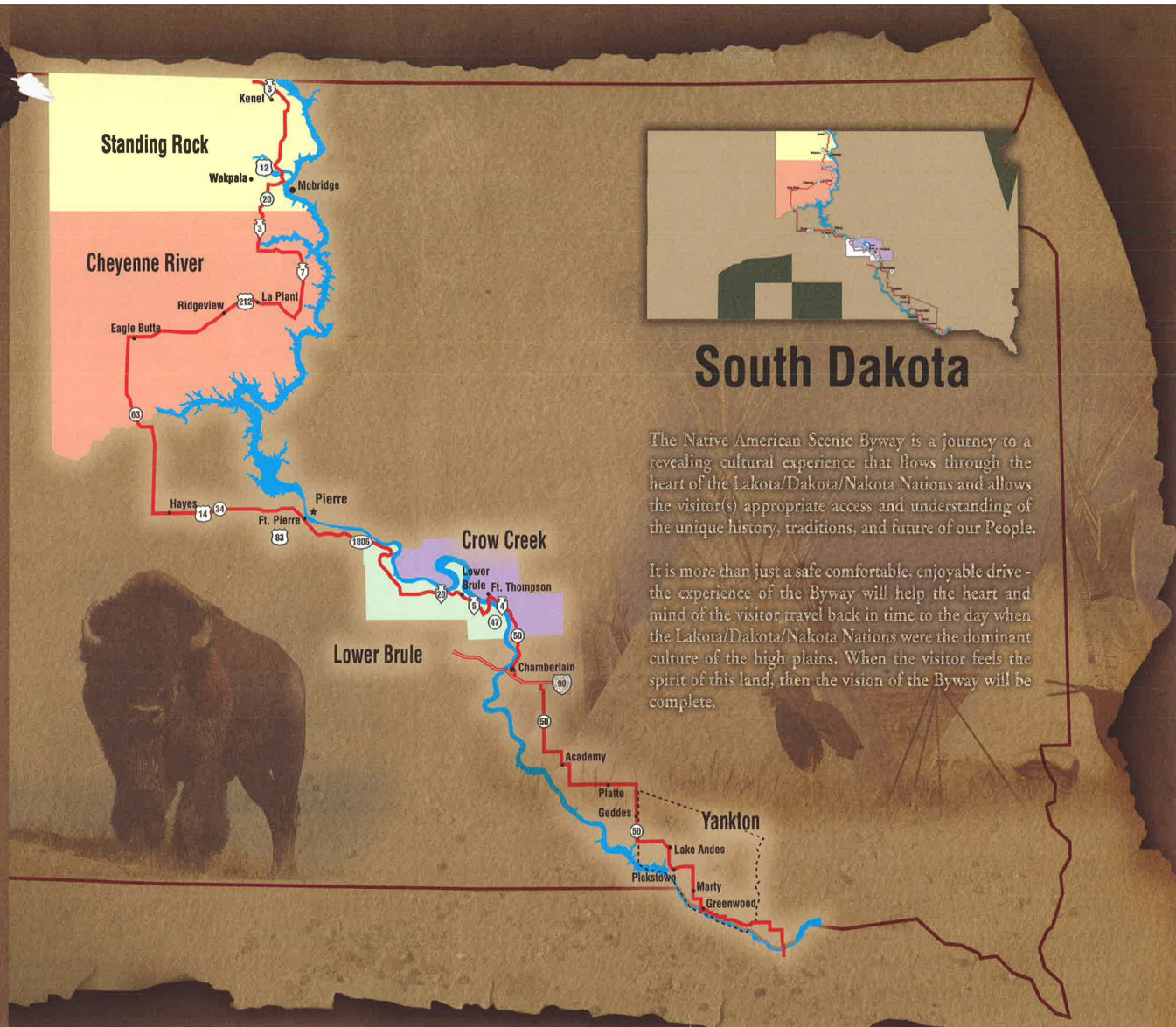
Standing Rock
701-854-8033

Cheyenne River
605-964-7812

Lower Brule
605-473-0561

Crow Creek
605-245-2221

Yankton Sioux Tribe located
within outlined area.
605-384-5200, 605-384-3275



South Dakota

The Native American Scenic Byway is a journey to a revealing cultural experience that flows through the heart of the Lakota/Dakota/Nakota Nations and allows the visitor(s) appropriate access and understanding of the unique history, traditions, and future of our People.

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APPENDIX E

REPRESENTATIVES FROM CONGRESSIONAL DELEGATION AND TRIBAL, FEDERAL, AND STATE LEADERS

TIM JOHNSON
SOUTH DAKOTA

RAPID CITY OFFICE: (605) 341-3990
PO BOX 1098, RAPID CITY, SD 57709

ABERDEEN OFFICE: (605) 226-3440
PO BOX 1554, ABERDEEN, SD 57402

SIOUX FALLS OFFICE: (605) 332-8896
PO BOX 1424, SIOUX FALLS, SD 57101

United States Senate

WASHINGTON, DC 20510-4104

WASHINGTON OFFICE:
136 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-4104
(202) 224-5842

TDD: (202) 224-8279

TOLL FREE
1-800-537-0025

E-MAIL: tim@johnson.senate.gov
WEB SITE: <http://johnson.senate.gov>

January 29, 2014

Dear friends,

Welcome to the South Dakota Tribal Transportation Safety Summit! I regret that my Senate schedule prevents me from attending today's event in person with you, but I certainly join you in spirit.

Transportation safety is an especially great concern in rural areas like Indian Country and throughout South Dakota. As we all know, motor vehicle accidents are the number one cause of death for too many of our Indian communities. The roads on our reservations are lined with too many of the THINK signs. We must do everything that we can to reverse this horrible trend.

This year, just over \$169,000 of the Federal Highway Administration's Tribal Transportation Program Safety Fund was awarded to five of South Dakota's tribes. These funds will aid the Cheyenne River Sioux, Oglala Sioux, Rosebud Sioux, Sisseton-Wahpeton Oyate, and Yankton Sioux tribes' safety improvements in their efforts to strengthen their tribal transit programs. Additionally, a Transportation Investment Generating Economic Recovery, or TIGER Grant was awarded to the Oglala Sioux Tribe to make improvements along BIA Route 2. I am pleased to see this project progress, as it will ultimately provide better access to the South Unit of the proposed Badlands Tribal National Park.

While much progress has been made in tribal transportation safety, there is still work to be done. Many roads on our reservations still need to be replaced or repaired, for the safety of tribal members and all that use those roads. As Chairman of the Senate Banking Committee and as a member of the Senate Committee on Indian Affairs, I will continue to advocate for Indian Country programs and fight to fulfill the federal government's treaty and trust responsibilities. Thank you again and I hope that everyone has a great conference. I look forward to continuing our work to improve transportation safety in Indian Country.

Thanks again for allowing me to share my thoughts and best wishes for a productive conference!

Sincerely,



Tim Johnson
United States Senate

**SOUTH DAKOTA TRIBAL TRANSPORTATION SAFETY SUMMIT
SENATOR JOHN THUNE VIDEO PRESENTATION**

Welcome to the 2014 South Dakota Tribal Transportation Safety Summit. I apologize that I am not able to be here in person, but I appreciate the opportunity to address you through this video message.

I know that many of you here today have spent years advocating to improve both transportation infrastructure and safety on our roadways. Your efforts have included promoting important lifesaving measures such as wearing safety belts, the use of child seats, and discouraging distracted and drunk driving. The work you have done and continue to do underscores why this summit is so important.

As a United States Senator, I understand the importance of fulfilling the federal government's treaty and trust responsibilities. In states like South Dakota, with several large land-based tribes located in rural areas, travel to the nearest hospital or school can be a significant distance and often a matter of life and death. Ensuring there is adequate infrastructure in and around our tribal communities is a priority and I am committed to working with you on these important issues.

After being involved in crafting the last three transportation bills, I fully understand the importance these authorizations have for South Dakota's nine tribes and the state of South Dakota. While the last highway reauthorization, MAP -21, sought to increase flexibility and transparency in federal transportation programs while maintaining transportation investment and safety, more still needs to be done.

As Ranking Member of the Senate Commerce Committee and a member of the Senate Finance Committee, I will have the opportunity to work on a significant portion of the next surface transportation reauthorization bill, particularly portions related to safety and financing. I am committed to ensuring our state continues to have a top quality transportation network that connects all areas of South Dakota while keeping all our families safe.

Thank you again for inviting me to be there today. I look forward to hearing the positive results that come from this summit. Keep up the great work.

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COMMITTEE ON AGRICULTURE
COMMITTEE ON
ARMED SERVICES

Congress of the United States
House of Representatives
Washington, DC 20515-4100

January 29th, 2014

Dear Friends,

Thank you for inviting me to attend the 2014 Tribal Transportation Safety Summit. Unfortunately, the House of Representatives is currently in session, leaving me unable to attend. I appreciate to you allowing me to share a few words with you in writing.

I've heard from many of our tribes about the challenges that remain in finding adequate funding to improve on our road conditions and enhancing our rural transit programs. Many communities have cited the lack of adequate road infrastructure as a contributor to lost economic development opportunities as businesses have chosen other locations with better distribution routes. Roads need to be improved to handle the expanded truck traffic brought by the energy boom around us, and extra maintenance for all routes will need to be addressed. Tourism also suffers as visitors can't move easily from one place to another, further limiting opportunities for our communities to become more self-sufficient. For these reasons and more, I agree that transportation issues need attention.

As many of you may know, Congress passed Moving Ahead for Progress in the 21st Century (MAP-21) in late 2012. MAP-21 is an eighteen month highway transportation bill that is set to expire in September. I am already working with members of the Transportation Committee to ensure South Dakota priorities are included in the next highway bill. I am hopeful that there will be a long term bill that will address the pressing needs of our highway system.

I commend you for holding this conference to share your concerns and show what has worked in other areas. I look forward to receiving the conference's recommendations and I will keep your thoughts in mind as Congress works to address needed improvements to our nation's infrastructure.

Thank you again for inviting me to attend this important event. I look forward to continuing to work with you in our common goal to improve and expand on quality transportation infrastructure in Indian Country.

Sincerely,

Kristi Noem
Member of Congress

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Remarks -- 2014 Tribal Transportation Safety Summit

I want to take this opportunity to thank you for taking time out of your busy schedules to attend this summit and continuing the important discussions on improving transportation safety. Also I want to thank Chairman Flying Hawk and the Yankton Sioux Tribe for hosting this year's summit.

I regret due to the legislative session that I am unable to be with you today. I will especially miss hearing the best practices and success stories from each of the Tribes. That is probably the highlight of the summit for me each year.

There is an old saying that goes "safety doesn't happen by accident" and that's especially true in improving highway safety. Things will not miraculously get better unless we all continue to work together. I know this summit will be an excellent opportunity for sharing new ideas and discussing the on-going issues that we all face.

Best wishes for a successful summit.



Darin P. Bergquist, Secretary
SD Department of Transportation