

# THE MASHPEE WAMPANOAG TRIBE

## TRANSPORTATION SAFETY PLAN

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*30 Sept 2016 Final*





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## 1 Introduction

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The Mashpee Wampanoag Tribal (MWT) Transportation Safety Plan demonstrates the safety concerns in the tribal community and the prioritized strategies that will be explored to implement the plan. The Tribe developed this plan with cooperation of tribal, local, state, and federal partner agencies, as well as strong support by citizens and tribal government.

Motor vehicle crashes are a leading cause of death for American Indians/Alaskan Natives (AI/ANs) ages 1 – 44, and natives experience higher rates of fatal injuries associated with transportation than do other Americans (CDC, 2014). These statistics are a compelling reason to undertake road safety planning, but the Mashpee Wampanoag Tribe's primary reason for undertaking these activities is the desire to improve road safety for all tribal and non-tribal community members and visitors regardless of local statistics.

### 1.1 The Mashpee Wampanoag Commitment to Transportation Safety

The Tribe is committed to improving transportation safety to reduce the risk of death and serious injuries that result from incidents on our transportation systems and tribal roads. This plan tells the story of transportation safety needs and strategies for our community. Implementation of the plan will improve transportation safety for the Tribe, its people, the general population, and the Cape's visitors.

### 1.2 MWT Transportation Mission Statement

The Mashpee Wampanoag Tribe is committed to implementing safety strategies through our own transportation safety plan that will save lives and reduce serious and fatal car crashes; by utilizing the 4 E's: engineering, education, enforcement and emergency services, throughout Barnstable County and the Tribe's reservation areas.

### 1.3 MWT Transportation Safety Vision Statement

The Mashpee Wampanoag Tribe seeks to increase the wellness and safety of our tribal community and the general public by improving our accountability in transportation safety awareness and safety processes.

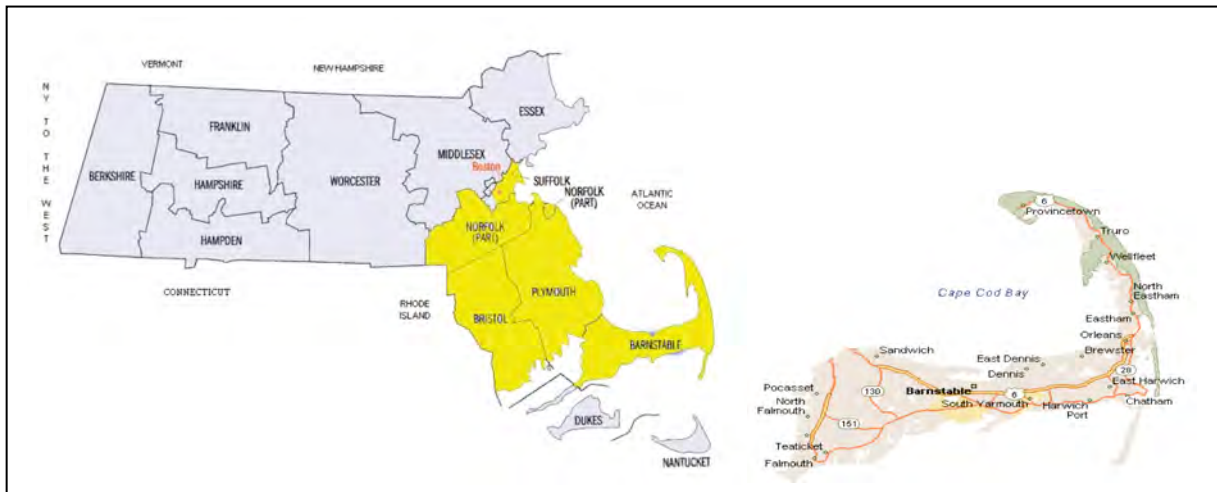
## 2 Background

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The Mashpee Wampanoag Tribe is one of four remaining Eastern Woodland bands of the original 69 tribes within the Wampanoag Nation in the state of Massachusetts. Known as People of the First Light, the Mashpee Wampanoag Tribe's receipt of federal recognition in 2007 culminated a history as one of the first indigenous tribal nations ever to come into contact with Europeans intent on colonizing the North American continent 400 years ago (timeline link: <http://www.mashpeewampanoagtribe.com/timeline>).



Today, the majority of the 2,900 enrolled tribal members live in Massachusetts, on Cape Cod, in the town of Mashpee. The Tribe's federally recognized Contract Health Service Delivery Area (CHSDA), which is the geographic location designated in comprehensive plans that the Tribe has completed with (at minimum) the Department of Health & Human Services (DHHS), Indian Health Service (IHS), the U.S. Department of Agriculture (USDA), the Bureau of Indian Affairs (BIA), and the Department of Housing and Urban Development (HUD), is also referenced in numerous tribal proposals approved by Tribal Council ordinances and/or resolutions. The CHSDA includes the five contiguous counties of Barnstable, Bristol, Plymouth, Suffolk and Norfolk within the state of Massachusetts 171 acres held in trust in the town of Mashpee, and 151 acres in the city of Taunton. These areas are outlined in yellow in Figure 1.



**Figure 1: Map of MA, highlighting the tribe's Contract Health Service Delivery Areas (CHSDAs) and reservation trust lands**

### 3 Safety Partners

As part of the tribal Public Works department's mission to improve transportation safety, the Public Works Department team will continuously initiate and engage proactive efforts to make safety improvements. This proactive process includes actively engaging partners who can contribute expertise and experience to tribal agencies, which helps the Tribe accelerate its own capacity to understand and manage transportation systems.

This Transportation Safety Plan was developed with input from the following project owners: the Mashpee Wampanoag Tribe, the Bureau of Indian Affairs, (BIA), the Town of Mashpee, and the Massachusetts Department of Transportation (MassDOT).

In addition, the Tribe conducted a formal safety performance examination using RSA methods commonly applied by federal, tribal, state, and local agencies. The independent audit team of transportation safety key stakeholders and partners provided advice in acquiring and



analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan.

The stakeholders and participants are as follows:

- Cynthia Schaedig, Baystate Roads Program, MA LTAP Coordinator
- Mike Smith, Baystate Roads Program, Technical Training Specialist
- Roger Markos, BIA Eastern Region Office Highway Engineer
- Zac Basinski, Bracken Engineering, Inc. Engineer/Project Manager
- Glenn Cannon, Cape Cod Commission Director of Technical Services
- Lev Malakhoff, Cape Cod Commission Sr. Transportation Engineer
- John Velat, Eastern Tribal Technical Assistance Program Director
- Scott Bershing, Eastern Tribal Technical Assistance Program Staff
- Dale Lighthizer, Eastern Tribal Technical Assistance Program Engineer (report review/technical assistance, not present on location)
- Promise Otaluka, FHWA MA Division Office Safety & Operations Engineer
- Charles “Bobby” Foster, Mashpee Wampanoag Tribal Councilman and Safety Commission Liaison
- Robert Dias, Mashpee Wampanoag Tribal Councilman and Town of Mashpee DPW Supervisor
- Leslie Jonas, Mashpee Wampanoag Tribe Development Strategist
- Jason Steiding, Mashpee Wampanoag Tribe Public Works Director
- Chris Helme, Mashpee Wampanoag Tribe Transportation Coordinator
- Robert Gregory, Massachusetts DOT District 5 Asst. to the District Traffic Engineer
- John Mastera, Massachusetts DOT Safety and Operations Engineer
- Lisa Schletzbaum, Massachusetts DOT Safety and Operations Engineer
- Catherine Laurent, Town of Mashpee DPW Director
- Kevin Frye, Town of Mashpee Police and Mashpee Wampanoag Tribe Police

## 4 The Process

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The process by which the Tribe and its Public Works team developed this safety plan began in late 2015 and included the coordination of the RSA in February 2016. The tribal Public Works Director contracted a development strategist who coordinated and produced a high-level safety team made up of independent representatives from tribal, local, regional, national, state and federal agencies. In addition, the tribal team secured expert tribal transportation safety guidance and leadership from Director John Velat of the Eastern Tribal Technical Assistance Program at Michigan Technological University. The Tribe completed the RSA in late May of 2016.



#### 4.1 The six planning steps



The safety planning team is following the FHWA's recommended six-step safety planning process. The plan was guided by Eastern TTAP, MassDOT, the Cape Cod Commission, the Town of Mashpee and the Mashpee Wampanoag Tribe. The Tribe assigned the Tribal Administrator, Leslie Jonas, as the plan's leader, and assigns specific tasks to the Public Works' Transportation and Safety planning team.

The planning process consists of the following six steps and are periodically updates based on data and evolving needs. The Tribe utilizes the 4-Es of Safety: Engineering, Education, Enforcement and Emergency Services.

## 5 Existing Efforts

Prior to the development of the safety plan, the Public Works department team engaged in trainings, webinars and meetings with safety partners in initiatives to increase transportation safety on Cape Cod. For example, the Mashpee Wampanoag Tribe, Cape Cod Commission, and the Town of Mashpee have active traffic safety initiatives that engage Tribal, local, state, and federal partners to assess and improve traffic safety for the region. Previous RSAs and other safety processes have led to improvements in area roads.

The Cape Cod Commission has a local statute requiring traffic safety improvements when three or more crashes occur for three consecutive years at any location, which far exceeds state and federal standards. The earlier Mashpee Road Safety Audits have been summarized in previous Regional Transportation Plans and are listed for reference. Copies of these Road Safety Audits are available from the Cape Cod Commission website at: [www.capecodcommission.org/safety](http://www.capecodcommission.org/safety)

The two earlier RSA locations were segments identified at Great Neck Road North/Old Barnstable Road in 2009 and Route 130 Lane Departure Road Safety Audit in 2007. (Cape Cod Commission, 2015)

For the Tribe, this Safety Plan also overlaps with the Mashpee Wampanoag Tribe's Emergency Preparedness Management program and Transportation. Within this Safety Plan, the leaders acknowledge the need for collaboration between E-Management and Transportation during emergencies and disasters. E-Management has developed and maintains





an Emergency Operations Plan (EOP) which includes the Barnstable County Regional Department and the Tribal Community Emergency Response Team (CERT). The two groups will coordinate transportation to ensure tribal members living in Barnstable County (Cape Cod) are able to evacuate the area to one of the regional shelters, and, or, evacuate the area via one of the bridges.

In preparation for the MWT RSA and safety plan, tribal government representatives made public outreach efforts, consulted and involved all stakeholder/partners in safety input that included reviews of incident history, data and other relevant information as it pertained to Cape Cod and the MA region.

During the planning process, the Tribe collected crash and user data for use in this safety plan. Massachusetts DOT supplied crash data from 2011-2016 identifying over 120 motor vehicle crashes near the Mashpee Wampanoag Tribe in Mashpee MA. Based on that data, the Tribe identified six priority areas where safety improvements might address recorded and anticipated crashes. The collection and analysis process led to six Road Safety Audits (RSAs) conducted before the publication of this safety plan. Those RSAs helped establish a strong working group and generated significant interest in traffic safety throughout the community.

Road Safety Audits (RSAs) are an effective tool for identifying safety issues on existing transportation roads and facilities. A comprehensive RSA was done in February of 2016 by Director, John Velat, of the Eastern Tribal Technical Assistance Program at Michigan Technological University, and Mashpee Wampanoag Tribal Public Works Director, Jason Steiding, on six of the community's extensively traveled roads in the Mashpee Wampanoag Tribal Transportation Program (TTP) inventory on the Tribe's main reservation homelands in Mashpee, Massachusetts.

The objective of the RSA was to conduct a formal safety audit or assessment of the roadway segments with an independent team of key stakeholders and partners to determine what opportunities there are to reduce crashes and the potential of crashes on these roadway segments. In addition, through the application of the RSA methodology as part of the safety plan, the crash data found in incident history can be used in proactive approaches to addressing safety issues in the safety plan. This data also helps support future safety project plans and justification for resource prioritization, as well as for assessing safety performance of road projects during the planning and design stages. Additional information and resources on RSAs are available at: <http://safety.fhwa.dot.gov/rsa> and [TTAP@mtu.edu](mailto:TTAP@mtu.edu).

The RSA locations selected are economically, socially and culturally important to the tribal community, and have been identified as high-risk locations relative to other tribally owned or inventoried roads. Tribal and local law enforcement played a key role in understanding risk potential at the reviewed areas, and the RSA team generally agreed with local citizen and law enforcement evaluations of risk at the reviewed areas. In reviewing crash data at the six RSA locations over the past five years (between 01/01/2011 and 01/29/2016), the Tribe's Public Works and Transportation department identified potential improvements in road maintenance and signage.



## 5.1 Data Summary

When looking at crash data on Cape Cod, it is important to consider seasonal influxes of drivers from throughout the world, which is an important dimension defining the unique character of Cape Cod drivers. The Cape is inundated with visitors, many of whom are not familiar with Cape Cod roads. Drivers that are used to city streets or parkways are also subjected to the scenic rural roads that compose a significant part of the Cape's character. The physical nature of these roadways may be somewhat unfamiliar to off-Cape drivers, leading to safety concerns.

Among the many drivers that visit Cape Cod in the summer are a large number of younger motorists. These drivers have less experience in familiar surroundings and even less in the Cape driving environment. This coupled with a "vacation attitude" requires more considerations for roadway design, planning, and enforcement. These considerations must also be balanced with the natural qualities that bring people to Cape Cod (Cape Cod Commission, 2015).

The following table represents local crash data between 2009 and 2011 on one of the main roads on Cape Cod; Route 28:

**Table 1 - Crash Rates (2009-2011) on Route 28 on Cape Cod\***

TOWN	ALL CRASHES (AVG. ANNUAL)	FATAL CRASHES (AVG. ANNUAL)	CRASHES PER MILLION VMT	FATAL CRASHES PER 100 MILLION VMT
Bourne	182	1.7	1.9	1.7
Falmouth	353	0.7	4.1	0.8
Mashpee	51	0.3	2.2	1.5
Barnstable	101	1.7	1.7	2.7
Yarmouth	115	0.3	3.4	1.0
Dennis	64	0.3	5.5	2.9
Harwich	34	1.0	1.6	4.8
Chatham	31	0.0	0.8	0.0
Orleans	32	0.0	1.7	0.0
<b>TOTAL</b>	<b>961</b>	<b>6.0</b>	<b>22.3</b>	<b>13.9</b>

**Source:** Registry of Motor Vehicles' Crash Records supplied by MassDOT

Vehicle Miles Traveled (VMT) calculated using Cape Cod Commission traffic data

\*data does not completely correlate with ethnographic data collected, and we recognize that gaps in reporting and local understanding of traffic safety problems can contribute to these discrepancies

Gaps in crash data are a nationally recognized problem in rural and tribal communities. Crash reports may be incomplete, inaccurate, or missing. At the local level, the team identified similar discrepancies between statewide data and local police knowledge during safety auditing and while reviewing crash data.



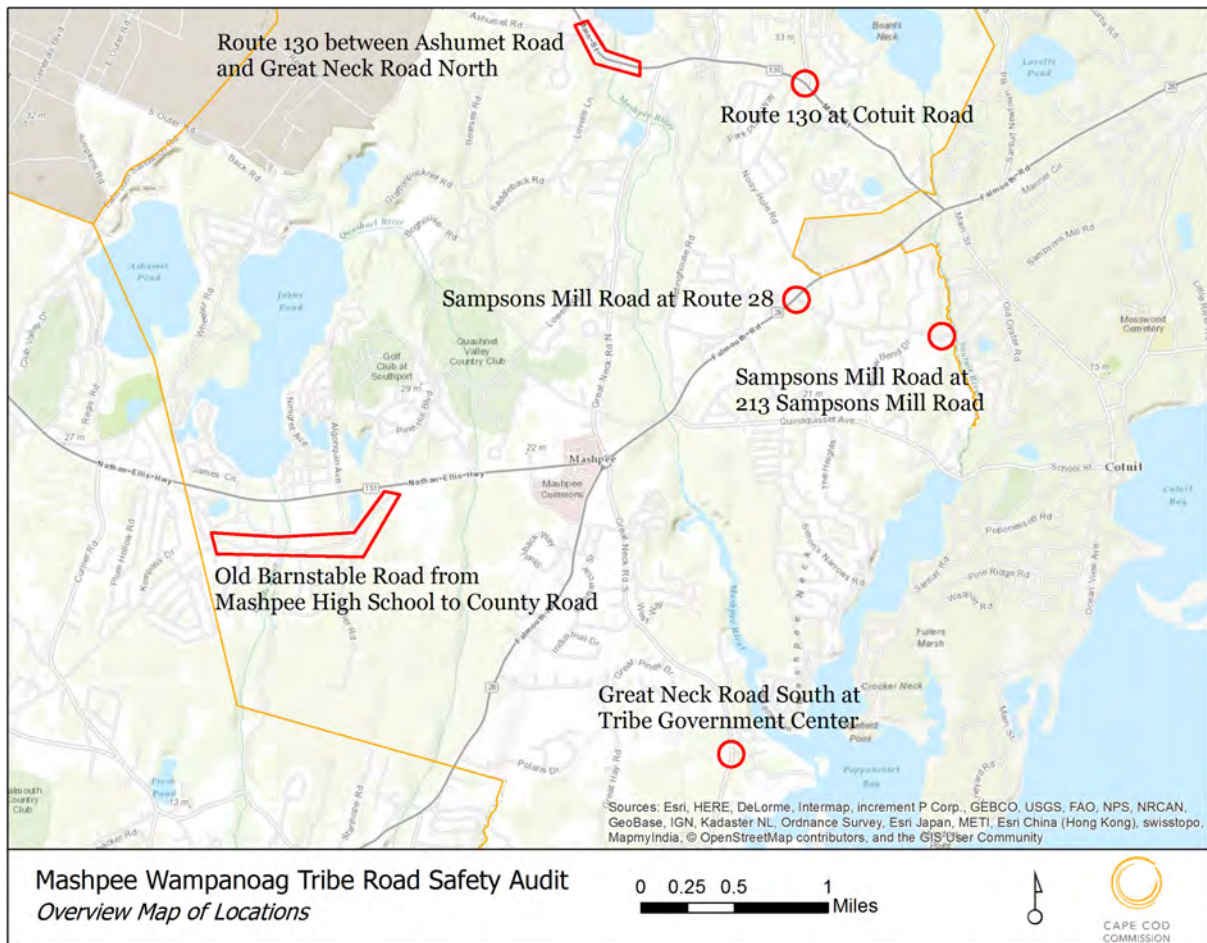


In addition, while data for Cape Cod is relevant to the Tribe's safety plan, currently, we will look at the results of the six Mashpee locations of the RSA to define short-term goals identified during the RSA process.

## 5.2 RSA Sites

The six RSA sites led by Director of Eastern TTAP, John Velat, included:

- 1) Entrances/exits to the Mashpee Wampanoag Tribal Government Center at 483 Great Neck Road South (location referred to as Government Center);
- 2) The intersection of Sampsons Mill Road at MA State Route 28 (Sampsons Mill/28);
- 3) 213 Sampsons Mill Road at both exits to the Tribe's Farm (The Farm);
- 4) Intersection of Cotuit Road and MA State Route 130/Main Street (Cotuit/130);
- 5) State Route 130 between Ashumet Road and Great Neck Road North and MA State Route 130 - Ashumet and Lake Avenue (Mashpee Wampanoag Indian Museum);
- 6) Old Barnstable Road from Route 151 to the Falmouth Town Line (Old Barnstable).



**Figure 2: Map of Mashpee Wampanoag 6 RSA locations**

The MWT RSA team noted generally good maintenance and consistent safety measures at the RSA locations and across the region, including good road condition, active law enforcement, effective speed control, and appropriate traffic control measures. The safety deficiencies identified at the six RSA locations also appeared regionally, including outdated or poorly maintained signing, lighting, guardrails, marking, and clear zones. Observed traffic density was generally medium to high relative to design capacity. The RSA took place out of tourist season, so some of the noted problems may become particularly acute during peak tourist traffic season. Tourist congestion can also reduce risks related to speeding, but the higher volume of drivers with little local road familiarity, particularly at night, may negate any congestion-induced speed reductions.



## 6 Emphasis Areas

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Building on the success of the updated 2013 MassDOT's "Strategic Highway Safety Plan" (SHSP) and the Cape Cod Commission's Transportation Safety Plan, the safety goals, objectives, and performance measures of the Mashpee Wampanoag Tribe were developed to work in conjunction with these partner agency goals and performance measures. These goals also align with area safety needs for Cape Cod. With an average of over 100,000 crashes per year statewide, it is difficult to report and locate all incidents accurately. To address the inefficiencies, in 2001, Mass Highway (MassDOT's precursor) and the RMV made several significant changes to the crash reporting process. Their intent was to make the process more efficient and reduce the time it takes for information to reach the state offices. The changes that took place included new forms and new data input systems. Cape-wide yearly crash averages had a significant change since the new reporting system was put in place. In the three years leading up to the change (1999, 2000, and 2001), Barnstable County averaged 5,174 crashes per year. In the following three years, the county averaged 3,928 crashes per year (a 24% reduction). Of the fifteen towns, only two towns averaged more crashes following the reporting changes. Three towns averaged less than 50% of their pre-change crash average.

These significant changes in reported crashes after changes to data collection and analysis processes further emphasizes a need to improve data collection practices. Improving data collection and analysis is one of the emphasis areas for this safety plan.

For the Tribe; one important goal is to establish objectives and performance measures that are in alignment with the Cape Cod Commission and the MassDOT, which helps when coordinating tribal safety initiatives with state and regional initiatives.

Goals in the Massachusetts and regional SHSP include:

- Reduce motor vehicle fatalities and hospitalizations by 20 percent in the five-year period following adoption of the SHSP (Short-Term Goal);
- Halve the number of fatalities and serious injuries by 2030 (Interim Goal); and
- Move Toward Zero Deaths and eliminate fatalities and serious injuries on the roadways (Long-Term Goal).

**Source:** *Cape Cod Commission, Cape Cod Regional Transportation Plan / 2016 Appendix C: Safety Page 19*

The Mashpee Wampanoag Tribe's Transportation Safety Plan is organized to focus attention on the same traffic safety problems exhibited by national and statewide emphasis areas. These emphasis areas are classified as Strategic, Proactive, or Emerging based on the number of fatalities, hospitalizations, or incapacitating injuries resulting from crashes related to the emphasis area. Some of these emphasis areas are less prevalent or nonexistent on Mashpee Wampanoag roads, which is reflected in this plan's actionable recommendations.



## 6.1 Strategic Emphasis Areas

Each emphasis area listed here represents at least 10 percent of annual fatalities or severe injuries on Massachusetts roadways.

- Impaired Driving
- Intersections
- Lane Departures
- Occupant Protection
- Speeding/Aggressive Driving
- Young Drivers
- Older Drivers
- Pedestrians
- Motorcycles

## 6.2 Proactive Emphasis Areas

Each of these emphasis areas represents less than 10 percent of annual fatalities or severe injuries on Massachusetts roadways. Strategies included within each emphasis area are designed to ensure fatalities and severe injuries for these areas are further reduced even though it may be more difficult in areas already experiencing very low crash rates.

- Bicycles and Pedestrian Safety
- Truck-Involved Crashes
- At-Grade Crossings
- Safety of Persons Working on Roadways

## 6.3 Emerging Emphasis Areas

These emphasis areas focus on continuously improving the data systems used to analyze traffic safety patterns and generate data on safety topics where the data currently are inconclusive.

- Data Systems
- Driver Inattention (distractions; cell phones) (MA SHSP, 2013)

The following section provides a summary of those emphasis areas based upon the crash data and safety issues identified by the RSA Project Owners during the Tribe's RSA in February of 2016:

## 7 MWT Emphasis Areas and Action Items

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Emphasis areas identified through the safety planning and RSA processes included all of the strategic emphasis areas common to the regional and state plans, and the proactive and emerging emphasis areas, with the exception of grade crossings. The prevailing citizen-reported concerns were speeding, clear zones, pedestrian access and safety, impaired driving, and distracted driving. Citizen and RSA concerns correlated. The RSA process primarily



exposed concerns related to engineering and driver behavior, which frequently interacted in the reported crashes.

## **7.1 Action Items**

The crash and ethnographic data collected as part of the planning process identified the six areas where RSAs were completed. The RSAs identified safety concerns and potential improvements at those specific locations, and the recommended improvements at those locations generally apply to roads throughout the community.

### **7.1.1 Action Item Working Groups**

Most of the safety activities and all the specific action items require cooperation with multiple agencies due to the mixed ownership, jurisdiction, and inventory statuses of MWT roads and other transportation systems. The Tribe will formalize working groups with the agencies who share responsibilities and authority for MWT roads and road safety activities. The working groups will include specific contacts and processes to undertake internal and external transportation safety activities.

### **7.1.2 Action Item: Data Collection**

The Tribe plans to improve data collection and analysis on tribal roads by coordinating training with tribal and partner law enforcement. The Tribe will standardize ethnographic data collection by documenting standard interview and survey techniques, and coordinating regular outreach to community members, law enforcement, emergency response workers, and maintenance personnel.

### **7.1.3 Action Item: Signing and Marking**

The Tribe plans to improve signing and marking as indicated in the RSAs, and for all roads in tribal inventory.

### **7.1.4 Action Item: Clear Zone Maintenance**

The Tribe plans to improve and maintain clear zones through regular vegetation maintenance. Additional clear zone improvements requiring engineering changes will be undertaken as part of construction activities, which will be prioritized under the RSA improvements action item.

### **7.1.5 Action Item: Prioritize RSA Improvements**

The RSAs conducted during the safety planning process identified many low, medium and high-resource improvements. Some of the low resource improvements are included in other action items. All remaining improvements may require extensive coordination with multiple agencies and detailed planning. Under this item, the Tribe will systematically identify the needs to complete each safety improvement in the RSAs and prioritize their completion based on the ability to meet those needs. Where the needs are unclear or difficult to meet, the Tribe will plan how to overcome those difficulties.



#### 7.1.6 Action Item: Create Non-motorized Access and Safety Inventory

Cape Cod has excellent non-motorized transportation facilities. The Tribe will create a non-motorized access and safety inventory to help publicize safe, non-motorized transportation options, and to identify gaps in non-motorized facilities and non-motorized safety.

## 8 Evaluation & Implementation

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The Tribe will continuously evaluate transportation safety and the action items in this plan to ensure that the Tribe's commitment to transportation safety remains strong, and that crashes are reduced. The Tribe will evaluate this plan and its commitment to transportation safety through the following activities:

- This plan will be evaluated and updated at least once per calendar year.
- Action items will become part of the Tribe's transportation improvement plan.
- Data collection will continue and provide evidence that verifies real and perceived safety improvements.
- The Tribe's Public Works Director and Transportation Coordinator will report to the Tribal Administrator quarterly, and at least once per calendar year to Tribal Council.





## 9 References

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## 10 Appendices – Key Stakeholders present at Feb 2016 RSA in Mashpee, MA

### 10.1 MWT's RSA and Transportation Safety Plan Stakeholder Contact Sheet

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<b>Catherine Laurent</b> DPW Director Town of Mashpee Tel. 508 539-1420 <a href="mailto:claurent@mashpeema.gov">claurent@mashpeema.gov</a>	<b>Kevin Frye</b> MP Officer, MPD MWT Safety Commission Chair Cell 774 238-8329 <a href="mailto:kfrye@mashpeepd.com">kfrye@mashpeepd.com</a>
<b>Glenn Cannon</b> Director of Technical Services Cape Cod Commission Tel. 508 362-3828 <a href="mailto:gcannon@capecodcommission.org">gcannon@capecodcommission.org</a>	<b>Rodney Collins</b> Town Manager, Mashpee Town of Mashpee Tel. 508 539-1400 ext.5 <a href="mailto:rcollins@mashpeema.gov">rcollins@mashpeema.gov</a> <b>NOT ATTENDING</b>
<b>Promise Otaluka</b> Safety Engineer MA DOT Tel. 617 494-2528 <a href="mailto:Promise.Otaluka@dot.gov">Promise.Otaluka@dot.gov</a>	<b>Lev Malakhoff</b> Sr. Transportation Engineer Cape Cod Commission Tel. 508 362-3828 <a href="mailto:lmalakhoff@capecodcommission.org">lmalakhoff@capecodcommission.org</a>
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<p><b>Robert Dias</b>  Mashpee Wampanoag Tribal Councilman  and Town of Mashpee DPW Supervisor  Tel. 508 477-0208</p>	<p><b>Adam Larsen</b>  Safety Engineer &amp; Tribal Coordinator  Tribal Transportation Program  Federal Highway Administration  Email: Adam.Larsen@dot.gov  Tel. 360-619-7751  fax: 360-619-7846  <a href="http://flh.fhwa.dot.gov/programs/ttp/">http://flh.fhwa.dot.gov/programs/ttp/</a>  <b>NOT ATTENDING</b></p>
<p><b>Charles “Bobby” Foster</b>  MWT Councilman,  liaison to MWT  Safety Commission  Cell 774 238-2273  <a href="mailto:cfoster@mwtribe.com">cfoster@mwtribe.com</a></p>	<p><b>Robert Gregory</b>  Asst. to the District Traffic Engineer  Massachusetts DOT - District 5  <b>Contact:</b> <a href="mailto:kenneth.charlton@state.ma.us">kenneth.charlton@state.ma.us</a>  Tel. 508 884-4279</p>



## 10.2 RSA Agenda

### **TTSP Kick-off Meeting Agenda**

February 01, 2016 – 9:00am

483 Great Neck Rd. South, Mashpee - Tribal Govt. Center

#### **February 1st, Monday – 9:00am**

- *Public Works Director, Jason Steiding, opens meeting*
    - *Introductions of all Stakeholders*
    - *Roles and Responsibilities*
  - *Director, John Velat presents*
    - *PPT presentation – What is an RSA?*
- Mashpee Sites – 6**
- *483 Great Neck Rd. South – entrance, exit (Tribe's Govt. Ctr.)*
  - *Sampsons Mill Rd. at Rt. 28*
  - *213 Sampsons Mill Rd. (The Tribe's Maushop Farm)*
  - *Cotuit Rd. at Rt. 130/MainSt.*
  - *Rt. 130/Main St. at Lake and Ashumet Ave.*
  - *Old Barnstable Rd. from MHS to County Rd.*
- *Open Discussion – Walk thru Packet*
    - *Exchange of information (reports, collision history, aerials, photos)*
    - *Stakeholder input*
    - *Project Objectives*
    - *Discussion on 6 Mashpee RSA Sites*
    - *Project Design*
    - *RSA process & schedule*

#### **February 2nd, Tuesday – 9:00am**

- *Stakeholders meet @ Govt. Ctr. to travel to sites (tribal vans)*
  - *John Velat leads RSA*

#### **February 3rd, Wednesday – 9:00am**

- *Stakeholders meet @ Govt. Ctr. to travel to sites (tribal vans)*
  - *John Velat leads RSA*

#### **Feb. 3rd, Wed. afternoon or Feb. 4th, Thurs. am – 9:00 am**

- *Stakeholders reconvene to evaluate findings*
  - *John Velat leads RSA evaluation findings*
- *Next steps, stakeholders depart*
  - *Meet with Tribal Council to present findings*

#### **Feb. 4 or 5th, Thursday or Friday**

- *Roger Markos meets with Jason Steiding*
  - *BIA contract and supporting documentation review*
  - *Stakeholders travel*



**Mashpee Wampanoag Tribe**  
483 Great Neck Rd, South, Mashpee, MA 02649  
Phone (508) 477-0208 Fax (508) 477-1218

**MASHPEE WAMPANOAG TRIBE ROAD SAFETY AUDIT**

**Monday, February 1st 2016**

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