

# YANKTON SIOUX TRIBE

## 2016 TRIBAL TRANSPORTATION SAFETY PLAN



Developed through the  
Yankton Sioux Tribal  
Transportation Department

Prepared by KLJ





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Attachment A Meeting Agenda

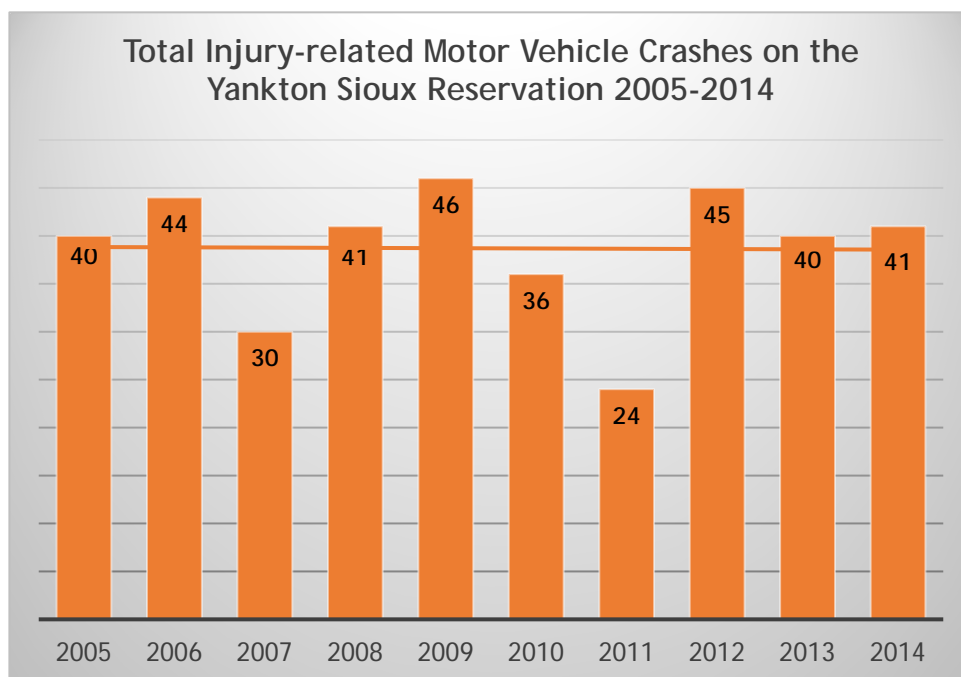
Attachment B Participants

Attachment C Crash Maps

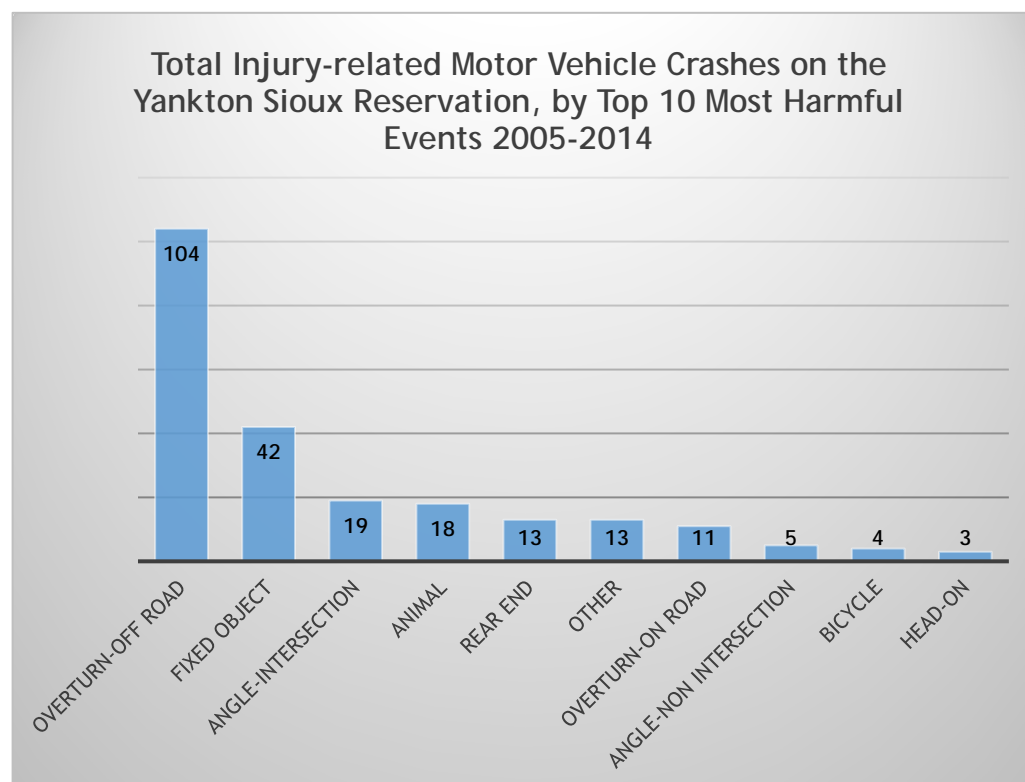


## EXECUTIVE SUMMARY

From 2005 to 2014, more than 900 traffic crashes were recorded on the Yankton Sioux Reservation that resulted in nearly 20 fatalities and nearly 400 injuries. This means that over 40 percent of all reported crashes resulted in an injury or fatality, which is an exceptionally high severity. The data also showed that while the number of injuries was relatively consistent, overall crashes have been on the rise in recent years, with nearly 100 per year over the last four years.



The main cause of overall crashes was those occurring with animals, which accounted for more than 40% of all crashes. For the injury crashes, the majority were caused by



either a single vehicle running off the road and overturning or an errant vehicle leaving the roadway and crashing with some type of fixed object such as a tree, approach or guardrail.



In 2016, the Yankton Sioux Tribe undertook efforts to develop a Tribal Transportation Safety Plan (TTSP) that would identify existing safety efforts, transportation safety issues and then identify strategies for implementation that would address these issues. As part of the safety plan development, Tribal, city, county, state, federal and interested parties came together to review existing data, ongoing safety efforts and to identify new or continuing strategies to improve transportation safety in Tribal communities. The strategies were prioritized around the 4Es (Education, Enforcement, Emergency response and Engineering) of safety. The 4Es are outlined below. Note that enforcement and emergency response have been combined and safety planning/other strategy has been included.

### **Education**

- Develop a Reservation-Wide Transportation Education Program
- Hold Freshman Impact or Arrive Alive Campaigns
- Establish a Youth Drivers Education Program

### **Enforcement/EMS**

- Provide a Tribal Highway Safety Officer
- Develop an Electronic Crash Records System

### **Engineering**

- Perform Road Safety Audits on Bureau of Indian Affairs (BIA), Tribal and County Roadways
- Develop System-Wide Safety Projects for Signing, Striping and Rumble Strips
- Develop a Shoulder Widening and Slope Flattening Project from BIA 29
- Develop Multi-Use Paths and Pathway Lighting Projects

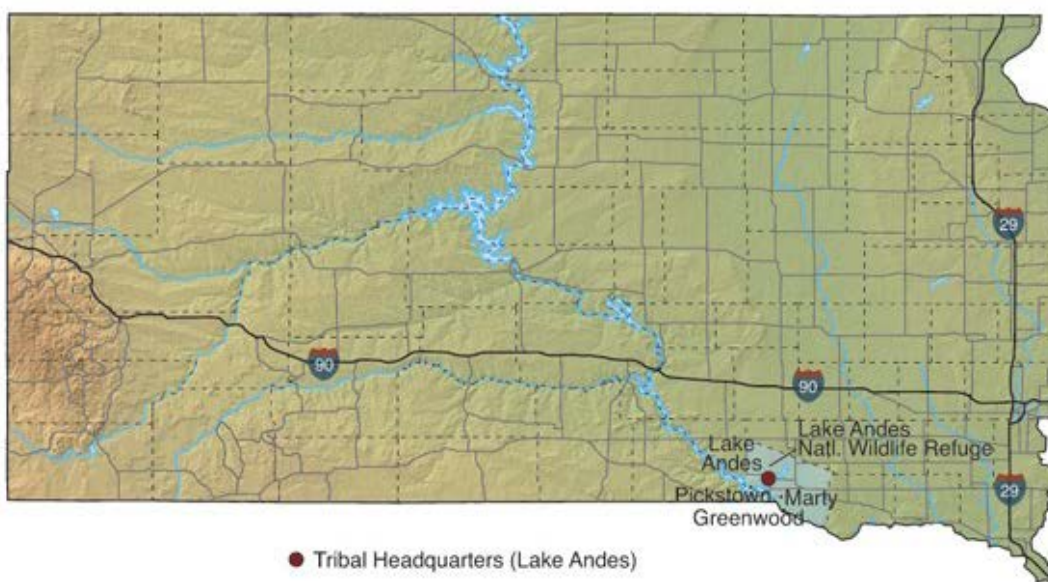
### **Safety Planning/Other**

- Develop a Transportation Safety Committee



## BACKGROUND

The Yankton Sioux Reservation encompasses forty-thousand acres (62.5 square miles) entirely within Charles Mix County in southeast South Dakota. The northern boundary is along the Charles Mix/Douglas county border and the eastern boundary is along the Charles Mix/Bon Homme county border. The southern boundary is the Missouri River as well as the South Dakota/Nebraska state border and the western border is not defined by natural land features but primarily follows SD State Highway 50.



The land's main uses are for agriculture and ranching, with the 4,700 acre Lake Andes and Lake Andes National Wildlife Refuge being a popular recreational and tourist attraction. Revenue from hydroelectric energy production from the Fort Randall Dam and the Fort Randall Casino and Hotel generate funds for the Tribes. The major employers include the Tribe itself, Fort Randall Casino, Indian Health Services (IHS), BIA and the Marty Indian School. The Tribe maintains approximately 30 miles of BIA and Tribal Roadways.

Available data has indicated that injury and fatality crash rates on reservations are higher than the rest of the United States. Federal programs are available to help resolve traffic related crashes and provide safer reservation transportation routes for Tribal members and the traveling public. The Federal Highway Administration (FHWA) created the Tribal Transportation Program Safety Funds (TTPSF) aimed at addressing safety issues and needs of Tribal governments for transportation and access on reservations. Each year, two percent of the total available Tribal Transportation Program (TTP) funds of \$450,000,000 are awarded for safety improvements through a





competitive application program. Funds were awarded in four categories to complete improvements that prevent and reduce injuries and fatalities resulting from traffic related crashes, but have recently been reduced to two. The four categories and their respective funding goals are as follows:

Strategy	Funding %
Safety Planning	40%
Engineering	60%
Enforcement/EMS	0%
Education	0%

FHWA has emphasized the development of a Tribal Transportation Safety Management Plan (TSMP) as a first step in implementing a comprehensive safety program. This is clearly seen in the funding emphasis on safety planning and the ranking criteria that requires any safety project application be linked to a transportation safety plan.

A Tribal TSMP is a community based, multi-disciplinary approach to identify transportation safety issues and potential implementation strategies with the goal of improving transportation safety on Tribal Lands. The FHWA describes them as:

*“Tribal Transportation Safety Plans are a tool used to identify and address transportation risk factors that have a potential of leading to serious injury or death. Safety Plans also organize the efforts of a variety of entities to more effectively reduce risk and can cover multiple transportation modes (roads, maritime, trails, air travel and others). Safety plans may lead to implementation of a project or program, renewed efforts in an existing program or further study of a roadway section (using an engineering study or Road Safety Audit).”*

*A Tribal Safety Plan should not be developed with a focus on any one funding source. Instead, a Tribal Safety Plan should demonstrate the safety concerns in a community and the strategies that will be explored to implement the plan. To the greatest extent possible, the concerns demonstrated by a safety plan should be selected based on incident history (data). Data allows funding entities to understand the needs and may even compel the funding of the community's needs. Safety Plans can provide a forum for utilizing data sets that are not otherwise considered by funding agencies such as public testimony when formal crash data does not exist.”*

Benefits of developing safety plans have been well documented and include the opportunity to leverage resources, work toward a common goal and consider all road users resulting in reduced deaths and injuries in Tribal and other communities.

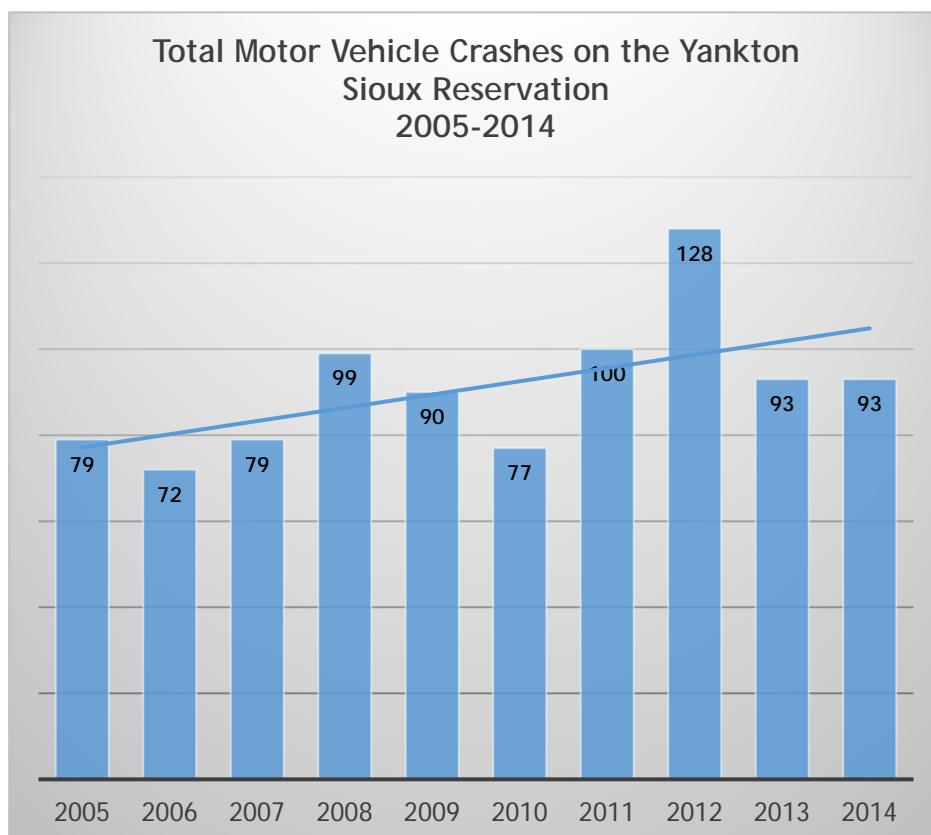


## DATA ANALYSIS

One of the important factors in the development of a Tribal Safety Management Plan is the available crash data analyzed and utilized in the identification of issues and development of strategies. Data is also an important resource as Tribes apply for federal and state safety funding, as many request data to support the grant application. Available crash data shown in this plan was obtained from the South Dakota Department of Public Safety (SDDPS) and was analyzed to reflect contributing factors to traffic-related deaths and injuries on the Reservation. One of the shortcomings of the analysis is that little data was able to be obtained from the Tribal police, so a complete analysis is not available. However, since the BIA and local road systems are very similar in nature, it is believed that the overall crash trends would be consistent. Data was provided by the IHS for Severe Injuries from 2010 to 2012 and is included.

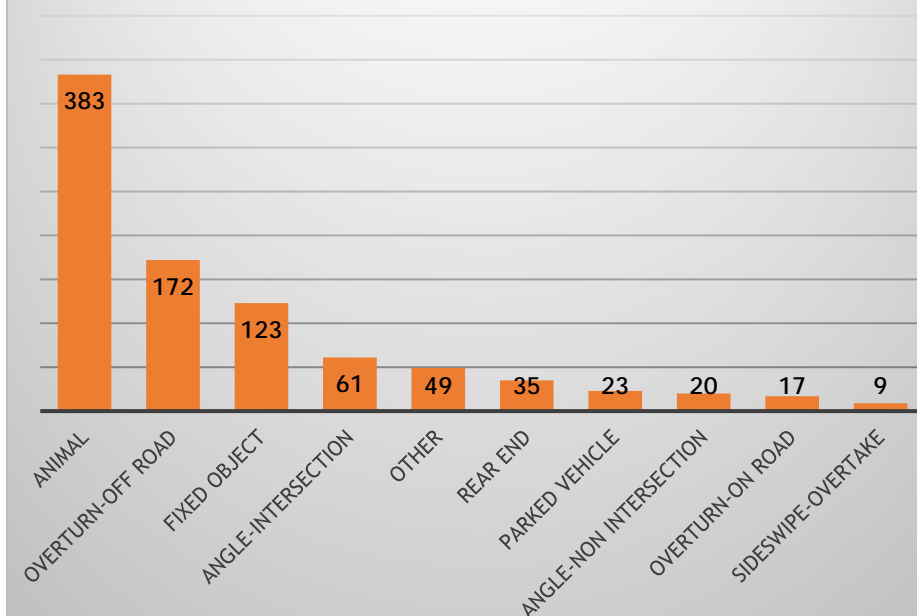
### Total Crashes

From 2005 until 2014 there were more than 900 crashes on the Yankton Sioux Reservation, according to SDDPS data. The data used was for all of Charles Mix County, where the Yankton Sioux Reservation is located. The data in the table shows the overall trend is in a slight upward direction with crashes increasing from about 80 per year to near 100 in recent years. The highest number of crashes were recorded in 2012, when there were 128 recorded crashes on the Reservation.





**Total Motor Vehicle Crashes on the Yankton Sioux Reservation, by Top 10 Most Harmful Events 2005-2014**



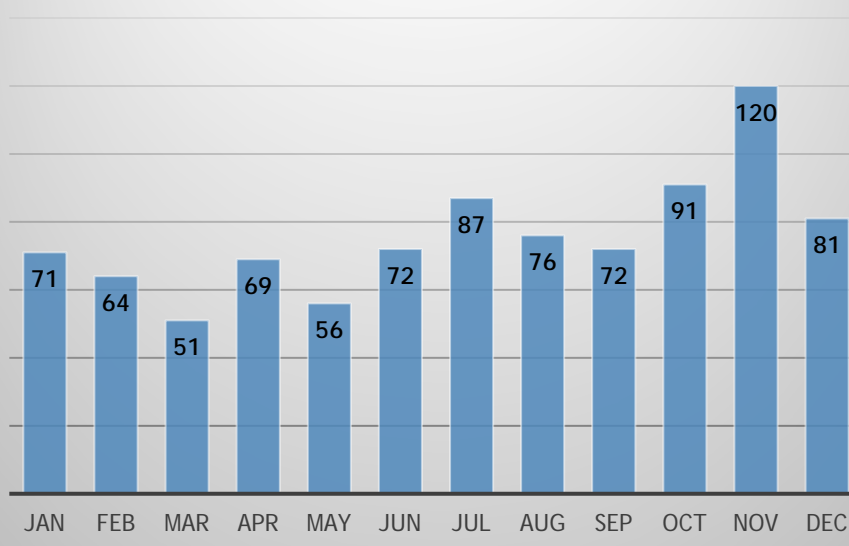
The total crashes for the time period from 2005 to 2014 were also analyzed and separated into the ten most common causes. Of these reoccurring events shown in the table, more than 80 percent occur in the top four categories: animal crashes, overturn-off road, fixed object and angle-intersection crashes. With the rural nature and large deer

population in the area, these results are not surprising. The remaining crashes occur as: other, rear end crashes, collisions with parked vehicles, angle-non intersection, overturn on road and sideswipes.

The data for Charles Mix County for crashes by month is consistent with similar data across the state and region.

Typically, there is a spike in crashes during the summer months when traffic is higher and also in early winter months when roads may be icy or snow covered. For the areas on the Yankton Sioux Reservation this may be even further exasperated due to recreational traffic accessing the river in the summer months and for hunting in the fall and early winter.

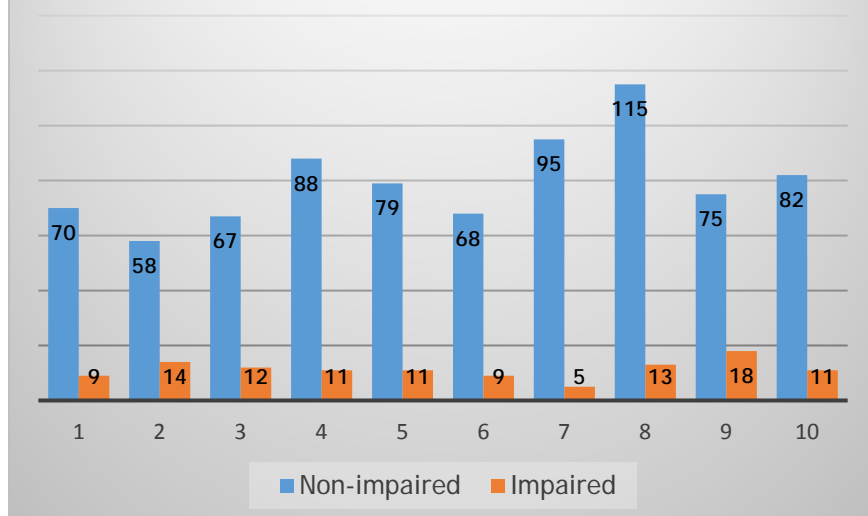
**Total Motor Vehicle Crashes on the Yankton Sioux Reservation, by Month 2005-2014**







**Total Motor Vehicle Crashes on the Yankton Sioux Reservation by Driver Impairment 2005-2014**

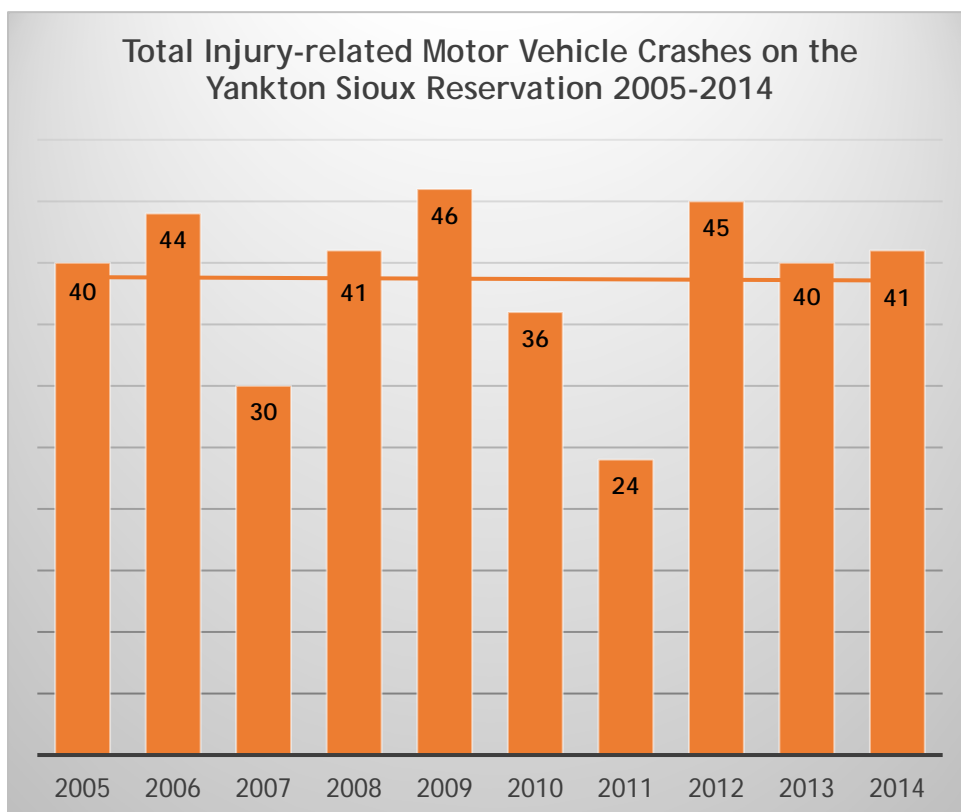


Available data indicates that a very small percentage of overall crashes involve impaired drivers. Of the 910 crashes, 113 or 12% involved drivers that were impaired by either drugs or alcohol at the time of the crash.

## Injury Crashes

While overall crashes were showing an upward trend, injury crashes, while fluctuating, were not changing overall. During the study period from 2005 to 2014, there were 387 reported injury crashes. This accounts for over 40 percent of all crashes reported to the SDDPS. This is an exceptionally high proportion, which may be explained by the data largely including higher speed roadways

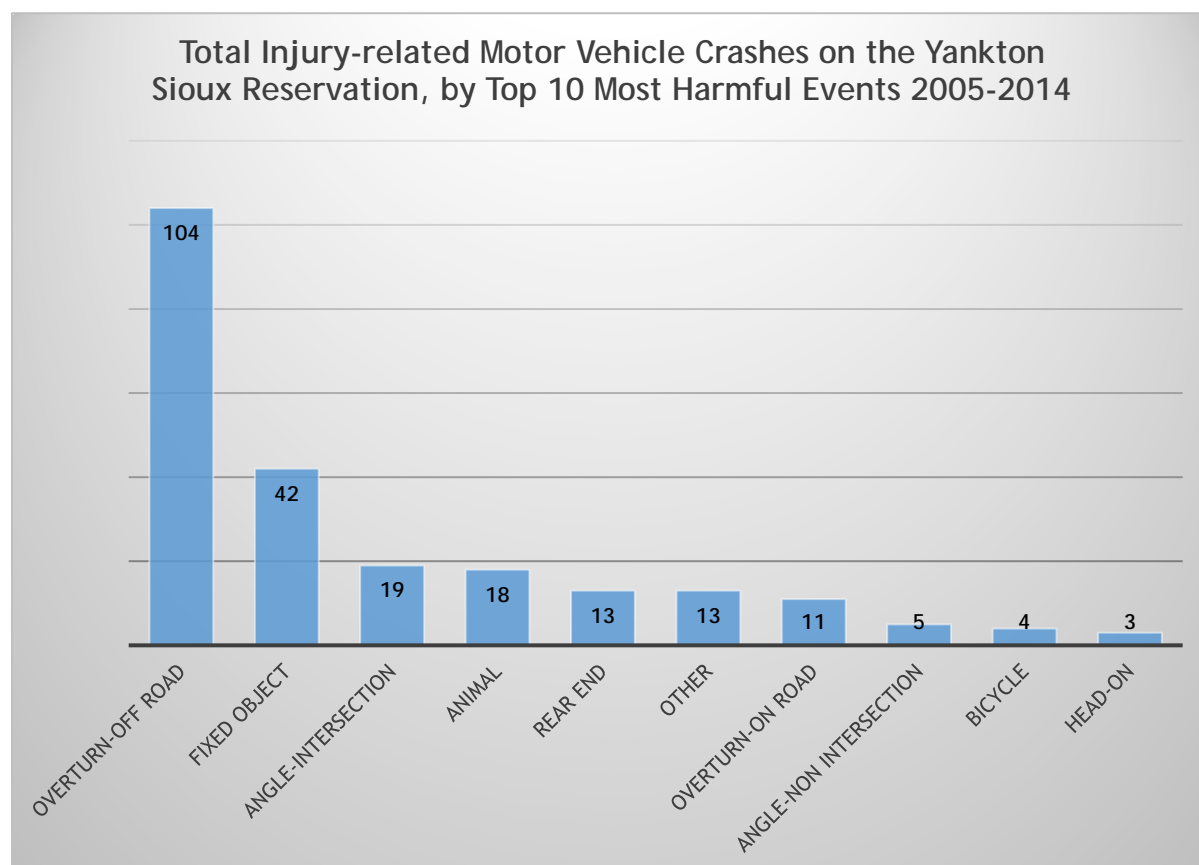
**Total Injury-related Motor Vehicle Crashes on the Yankton Sioux Reservation 2005-2014**





and that SDDPS may assist on more severe crashes, thus generating a crash report that is included in the state database.

As with overall crashes, the same four categories are responsible for a large proportion of the injury crashes. In this case however, animal crashes have dropped



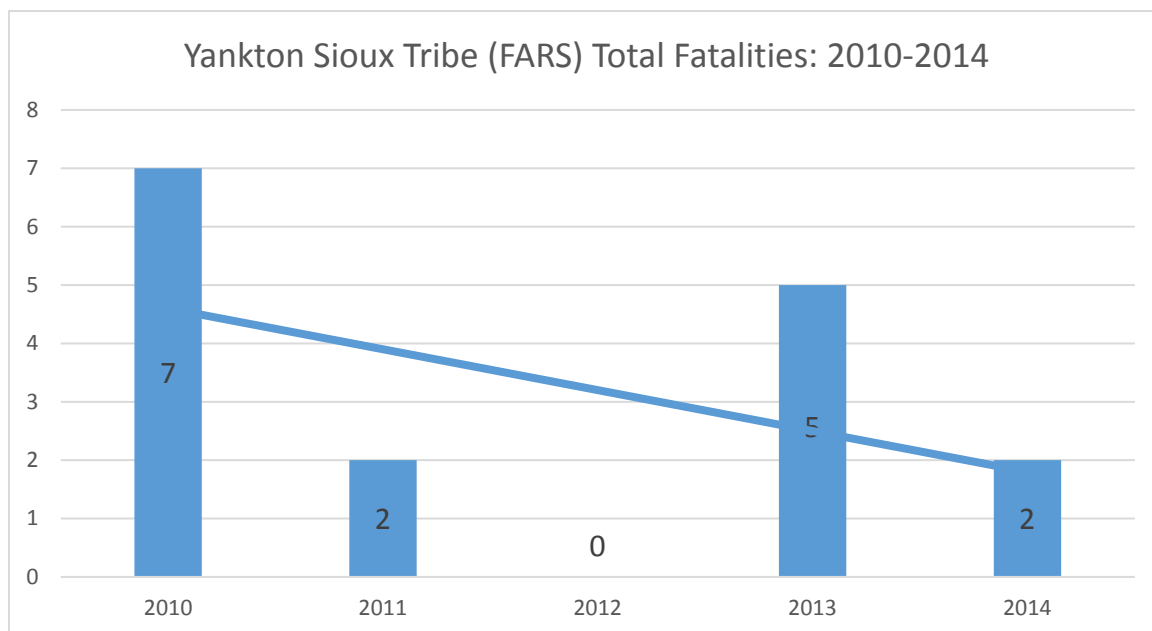
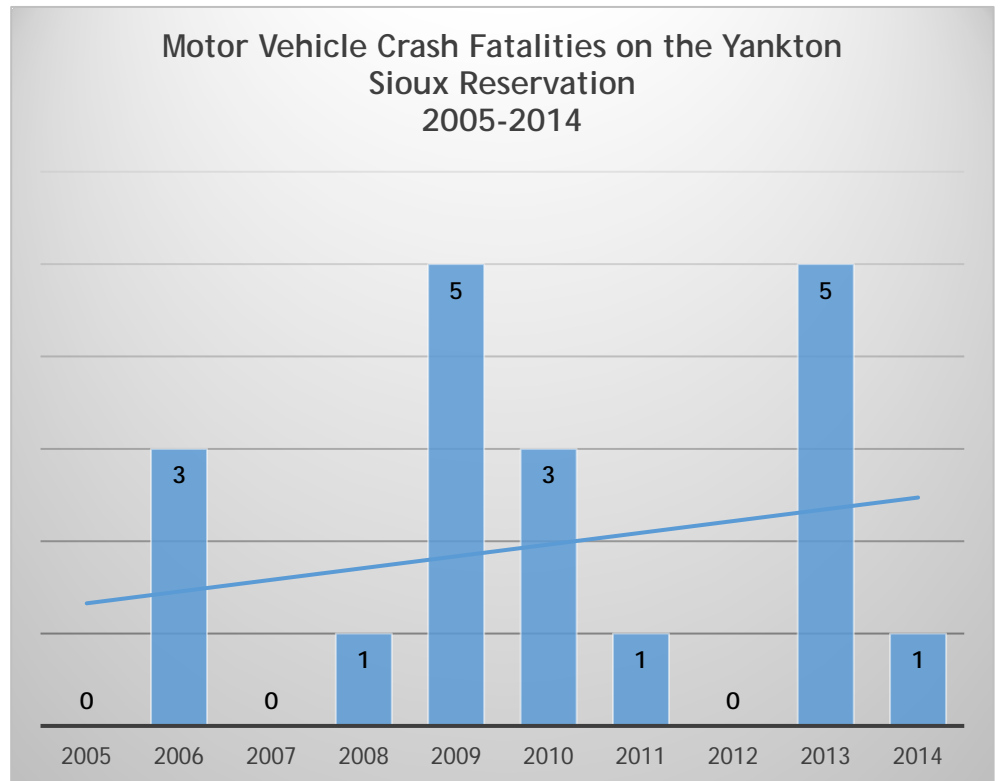
from the main cause to the fourth overall. This moves overturn-off road, fixed objects and angle-intersection as the top causes. While there were many more animal crashes overall, these are normally minor in nature and rarely cause a severe injury or fatality. In this case there were 383 reported animal crashes that resulted in 18 injuries.



### Fatal Crashes

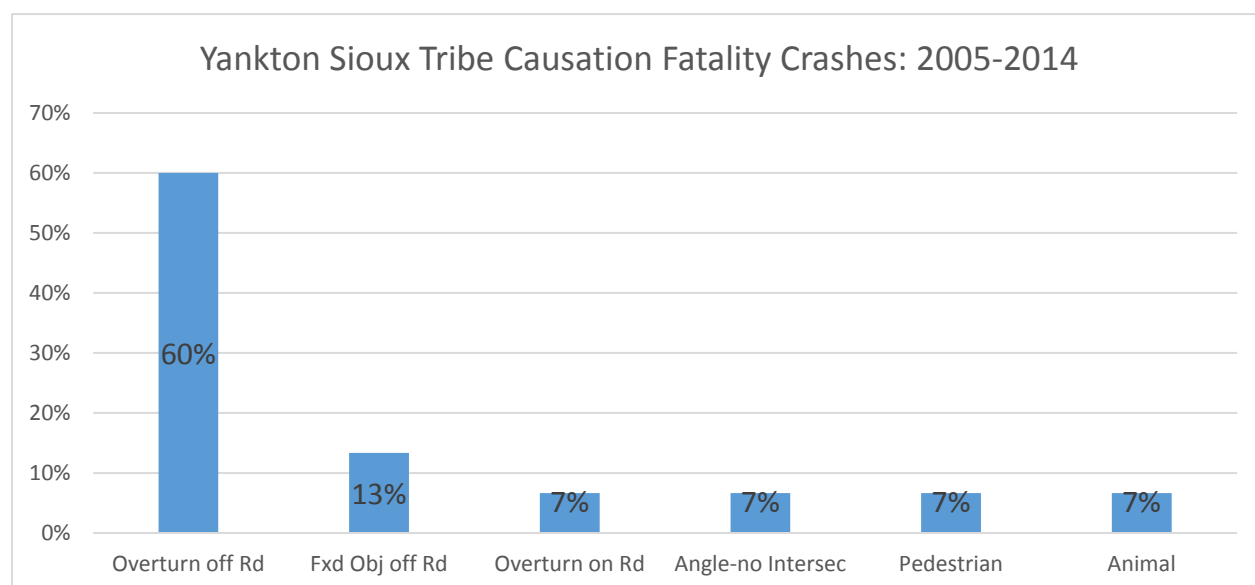
From 2005 to 2014, there were 19 traffic fatalities resulting from automobile crashes on the Yankton Sioux Reservation. While the graph clearly shows that the annual number of fatalities fluctuates greatly, there is an overall upward trend.

The Fatality Analysis Reporting System (FARS) data that is available from NHTSA was also analyzed and showed 16 fatalities from 2010 to 2014. This is higher than the 10 shown in the SDDPS data for the same period. This clearly indicates that not all fatal crashes are being reported to the state and crash data sharing needs to be improved.



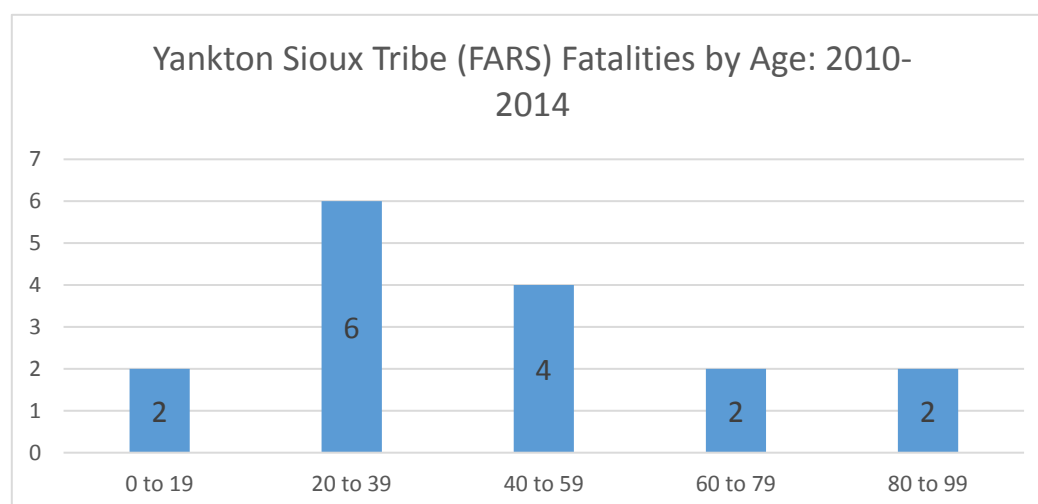


The fatal crash data shows that single-vehicle overturning crashes are the overwhelming cause of fatal crashes, accounting for 60 percent off all fatal crashes. Fixed object crashes was the second leading cause of fatal crashes, with overturning on the roadway, angle crashes, pedestrians and animal crashes rounding out the



major causes. While the 7 percent of fatal crashes involving pedestrians is not a high number overall, with this type of crash not being statistically significant for total or injury crashes makes it being in the top crash types for fatalities concerning. With the large number of people that walk on the reservation, this is an area that may require monitoring and identification of locations for additional pedestrian facilities, crosswalks or other measures.

As has been seen in many Tribal and non-Tribal communities, drivers between the ages of 15 and 44 are involved in the majority of crashes. The data for fatalities on the Yankton Sioux Reservation show that most are occurring in the 20 to 39 year old age group. While the 0 to 19 year old age group comes in lower, the number of

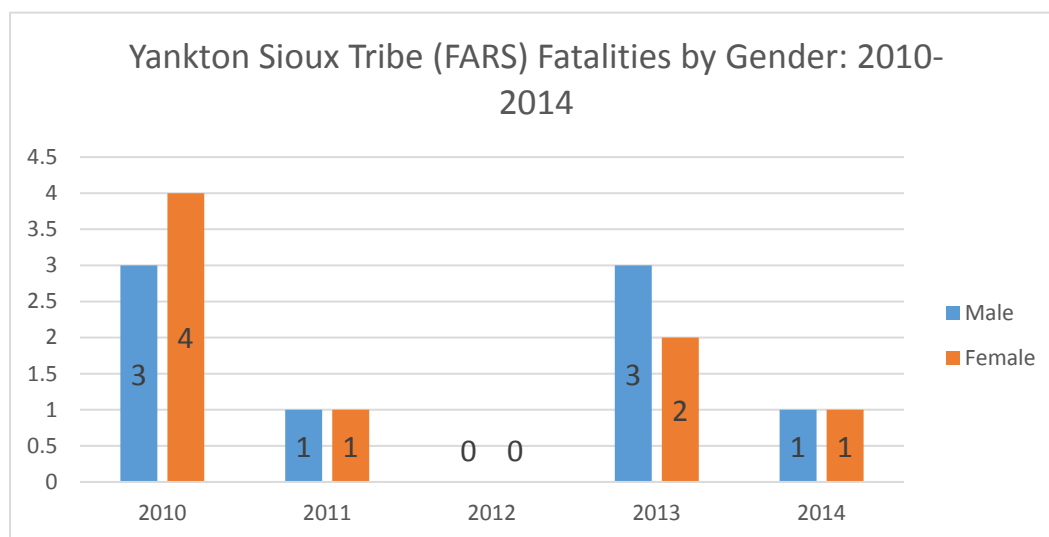


licensed drivers in that category would be



significantly lower, resulting in a higher crash rate for this age group. Based on this data, education or training programs targeting younger drivers may help in reducing crashes.

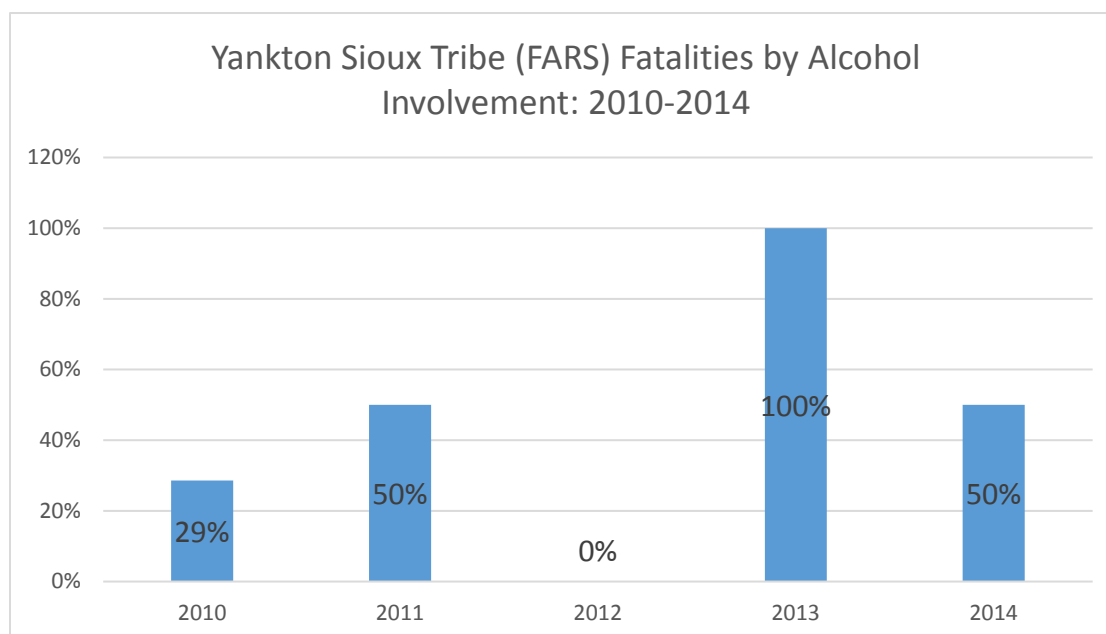
Typically, crash data shows that male drivers are more often involved in fatal crashes than females. This is often due to higher risk behavior in the young male population.



While the overall number are relatively close, from 2010 to 2014, females were more often involved in fatal crashes on the

Yankton Sioux Reservation. As with driver age, this may be an area for some targeted safety education efforts.

For overall crashes, impairment rates were relatively low at about 12 percent overall. When looking at fatal crashes, impairment becomes a much bigger factor with half and up to 100 percent being alcohol related.





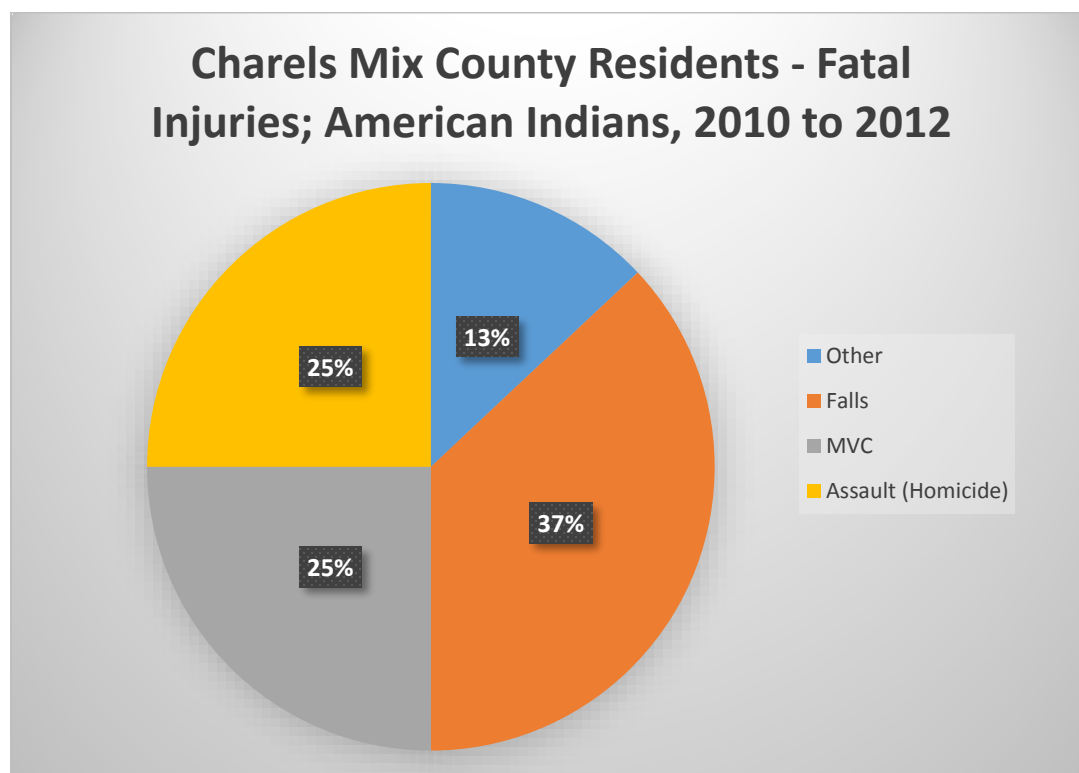


## Indian Health Service Data

The Indian Health Service completed a Yankton Service Unit Severe Injury Highlight report that reviewed data for 2010, 2011 and 2012. The report identifies that, "According to the Centers for Disease Control (CDC), injuries are the leading cause of death for Native Americans in the 1 to 44 age group. Injuries are the third leading cause of death for all ages of Native Americans. In order for the Tribes to enact preventive measures, causation data needs to be gathered." Following is data that is pertinent to the Transportation Safety Program.

### Fatality Injuries

The chart below indicates the number of fatalities due to injury causes occurring in Charles Mix County. This fatality data was gathered from the South Dakota Department of Health for 2010 and 2011.

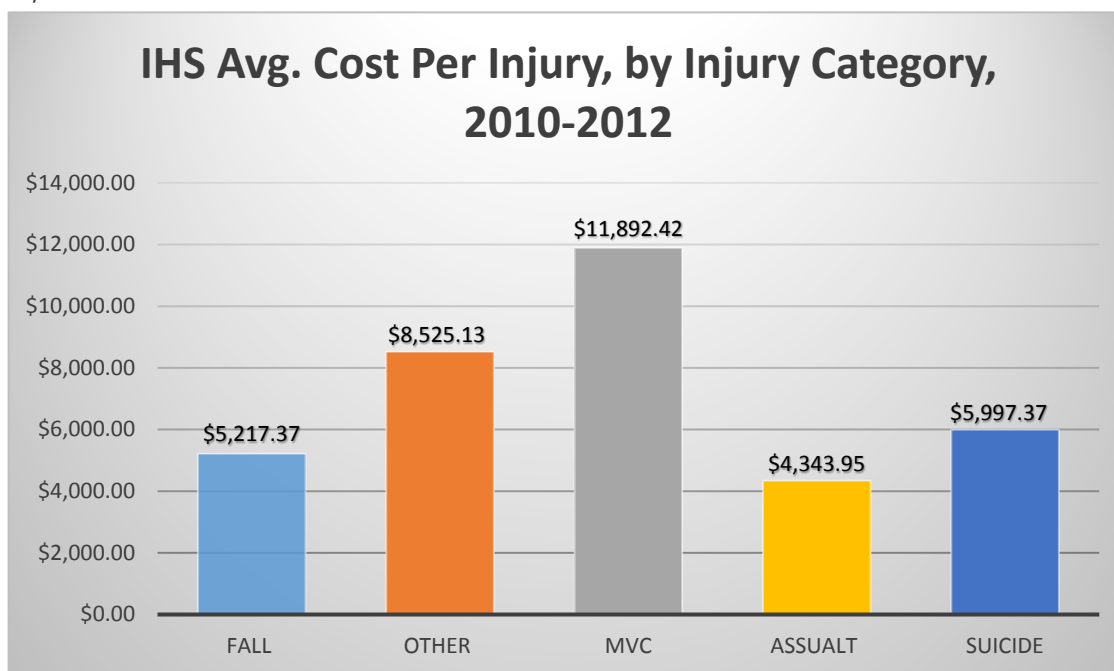


Motor vehicle crashes accounted for 25 percent of all fatalities caused by injuries. Of these fatalities, more than 60 percent were males.

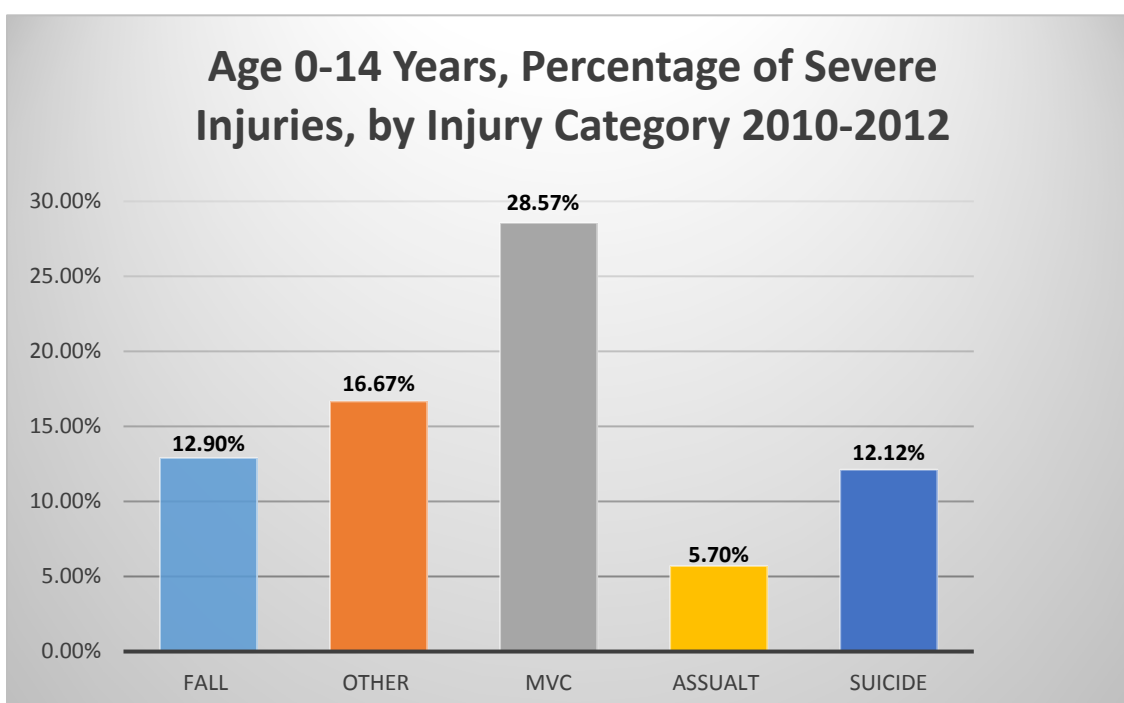


This graph shows the IHS PRC cost, on average, for each type of severe injury.

Severe Motor Vehicle Crash (MVC) injuries accounted for 10 percent of severe injuries; however, MVC injuries proved to have the highest average health care cost per MVC injury. The average health care cost for severe MVC injuries was \$11,892.42.

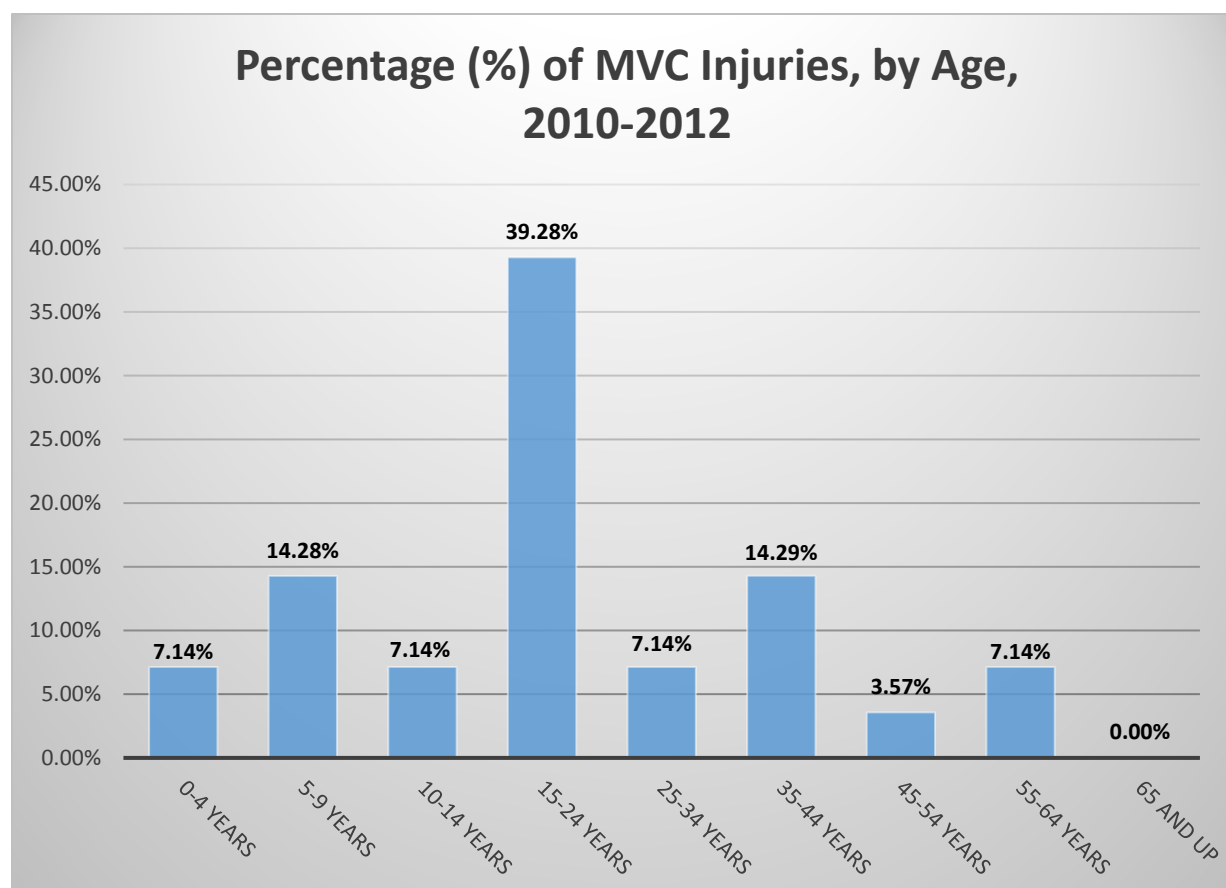


Of the severe injuries that occurred, nearly 30 percent of those under the age of 14 were the result of a motor vehicle crash.





Further analysis of this data for motor vehicle crashes shows that nearly 40 percent



are occurring in the 15-24 year old age group and a staggering 75 percent for those under the age of 34. This data supports a need for a strong education program that can outreach to these groups.

## 2016 TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN

This 2016 plan was developed using available data and the personal knowledge and expertise of the planning meeting participants. The group included state, federal and Tribal safety representatives from engineering, enforcement, education, emergency disaster services and the school systems. A list of participants is included in Attachment B.

The planning group reviewed the available crash data to develop a list of issues currently affecting transportation safety on the reservation. The group then identified the existing programs on the reservation and identified additional strategies that need to be implemented to address safety issues. The next three sections document these discussions and the outcomes.



## ISSUES CAUSING CRASHES ON THE YANKTON SIOUX RESERVATION

The crash data analysis, combined with the IHS data and committee observations, identify a number of transportation safety issues that are causing crashes, increasing crash severity or restricting complete data analysis. Those that are supported by the data included:

- Crashes with fixed objects
- Summer and tourist crashes
- Single-vehicle crashes
- Overturning crashes
- Impaired driving
- Younger drivers
- Animal crashes
- Pedestrian fatalities
- Angle intersection crashes
- Lack of/inconsistent crash data collection systems

The group identified a number of other transportation safety issues based upon personal experience that are causing crashes, increasing crash severity or are otherwise creating transportation safety concerns in the local communities. These include:

- Distracted driving
- Lack of a Tribal Traffic Code
- No drivers education program
- Lack of seat belt use
- Over-weight trucks
- Transportation of hazardous materials
- ATV use

## EXISTING SAFETY PROGRAMS ON THE YANKTON SIOUX RESERVATION

The Tribe has implemented or is working on a number of safety projects and programs to address transportation safety issues on the Reservation. The list is not all inclusive, but documents programs that the group participating in the development of the safety plan were aware of. Those identified included:

- Head Start - Ride Safety Program
- The Tribe has hired a Safety Coordinator for the Transportation Program
- Car seats are being provided free of charge through the Transportation Program
- Enforcement has been doing education programs in the schools
- Distracted driving education program
- The rollover simulator has been demonstrated on the reservation



- A road safety audit was completed by the University of Wyoming.
- The Tribe has had a Cops and Kids Program

## IMPLEMENTATION STRATEGIES

The plan's main goal is to use a multi-disciplinary approach to identify safety strategies for implementation that can address the transportation safety issues on the Yankton Sioux Reservation. The strategies are intended to be implemented over the next several years and each have a Strategy Champion and Funding Opportunities identified. The strategies were developed as a comprehensive approach to safety, including engineering, enforcement, education and emergency management opportunities.

### Education Strategies

- Develop a Reservation-Wide Transportation Safety Education Program



The Yankton Sioux Tribe (YST) now has a Safety Coordinator who works with law enforcement, schools and other interested parties on the reservation to provide education on transportation safety. One area that was particularly identified in the data analysis was education for younger drivers on behavioral issues such as seat belt use, texting and driving, impaired driving and child restraint. With the high rate of crashes involving young drivers on the reservation, this has been an important program in helping to reduce crashes.

This effort would use and build on national safety campaign themes on impaired driving, seat belt use, texting and driving and other transportation safety issues, by using local leaders or other notable Tribal Community members/leaders to promote safety themes. Many safety campaigns across the country have shown a greater rate of success when they are made culturally relevant to the Tribal audience and utilize local talent to deliver the safety message. The Safety Program has received past funding but it was not sufficient for larger cost-items such as PSAs, Arrive Alive Programs, billboards using local artistry, banners, videos, Tribal safety posters and other safety education materials that would be used in education programs, during Pow Wows and at other community events.

**Strategy Champion:** YST Transportation Safety Coordinator and IHS.

**Funding Opportunity:** BIA Indian Highway Safety Program (IHSP) Funding.





- **Hold Freshman Impact or Arrive Alive Campaigns**

Tribes across the region have expressed an interest in acquiring and using a distracted driving simulator that could be used with youth in the Tribal communities. This system allows participants to use the simulator to experience what situations such as texting and driving or driving while impaired feel like from a driver's perspective. Sessions could be set up or the equipment could be purchased and used jointly by Tribes across South Dakota at community events and school activities. Groups such as Freshman Impact at: <http://www.freshmanimpact.com/> and Unite at: <http://arrivealivetour.com/unite/> have the necessary equipment and expertise to set up these types of training session.



**Strategy Champion:** YST Transportation Safety Coordinator and IHS.

**Funding Opportunity:** SDDPS Funds and BIA IHSP Funding.

- **Establish a Youth Drivers Education Program**

Driver education programs for younger drivers have changed over the years from education provided through public school systems to private, tuition-based programs. This has resulted in many youth in the Tribal community not taking classes due to lack of availability in rural areas or the inability to pay for this service. The IHS crash data for the Yankton Sioux Reservation shows that those under the age of 25 account for nearly 70 percent of severe injuries due to motor vehicle crashes. This has been an issue with other Tribes as well, where they have discussed requiring completion of a driver's education program as a graduation requirement. Coordination needs to occur with the South Dakota Office of Public Instruction (SD OPI) and Tribal schools to see if a program can be established to meet the needs of the Tribal community.

**Strategy Champion:** YST Transportation Safety Coordinator and IHS.

**Funding Opportunity:** BIA IHSP Funding.



## Enforcement/EMS Strategies

- Provide a Tribal Highway Safety Officer

Currently the Tribe does not have any dedicated highway safety officers providing traffic enforcement. While they do traffic enforcement for normal, everyday traffic flows, during events and to improve overall traffic safety, additional help is needed. With inadequate staffing during events, and the demands on time that criminal activities require, highway safety enforcement by necessity becomes a lower priority. To elevate the level of highway safety enforcement during events and to elevate normal traffic enforcement, the Tribe should pursue obtaining at least one, and possibly two, highway safety enforcement officers. If it is determined by law enforcement that the highest need is only during the summer months and if part time assistance is available, these could be seasonal positions.



**Strategy Champion:** YST Police Department.

**Funding Opportunity:** BIA IHSP Funding.

- Develop an Electronic Crash Records System

As was discussed in the data section of this plan, the statistical data that is presented relies almost solely upon crash data from the State of South Dakota and the Indian Health Service. One of the main reasons for this is that the Tribal Law Enforcement currently do not have an electronic records system in place that is capable of sharing all or partial data. There are a number of crash records systems available, but the State of South Dakota has been supporting the TraCS system. Many Tribes have started using electronic crash record systems and the most successful implementation have been where the program and form used are supported by the state DOT. This allows for the state to provide training and system support. The Yankton Sioux Law Enforcement should work with SDDPS to review the system and hardware and software requirements for tribal implementation.

**Strategy Champion:** YST Police Department and SDDPS.

**Funding Opportunity:** TTP Safety Funds, BIA IHSP Funding and SDDPS Funding.



## Engineering Strategies

- **Perform Road Safety Audits on BIA, Tribal and County Roadways**

Road Safety Audits (RSA) have been an important tool for many Tribes and one that the Yankton Sioux Transportation Department could utilize. RSAs provide an opportunity to bring traffic and safety expertise to assess safety concerns of routes where there are high numbers of crashes or where they have specific concerns. The goal of these RSAs is to identify safety issues and then develop specific transportation safety improvements that may include signing, lighting, striping, pathways, intersection improvement and other activities to rectify shortcomings.

To continue to build on the safety improvement and the use of RSAs, the Tribe should pursue funding to accomplish RSAs on the BIA, Tribal and county roadways within the Reservation.

**Strategy Champion:** YST Transportation Program.

**Funding Opportunity:** TTP Safety Funding.

### **Participate in Safety Projects for Signing, Striping and Rumble Strips**

The South Dakota Department of Transportation has initiated a statewide program to replace and upgrade signing on county, Tribal and other rural roadways within the state. They are currently working on paved roadways and will be working on a county-by-county basis to improve and replace signing on gravel roadways. To make sure that BIA and Tribal Routes are included in the upgrades, the Tribe should coordinate with Charles Mix County. The SDDOT also has a statewide effort to assist in the installation of rumble strips where sufficient width and structure exist for their installation. While no state funding is available for striping of BIA or Tribal roadways, TTP funds are available for this use. With the large percentage of run-off-the-road crashes, all of these counter measures would be important tools in reducing crashes.



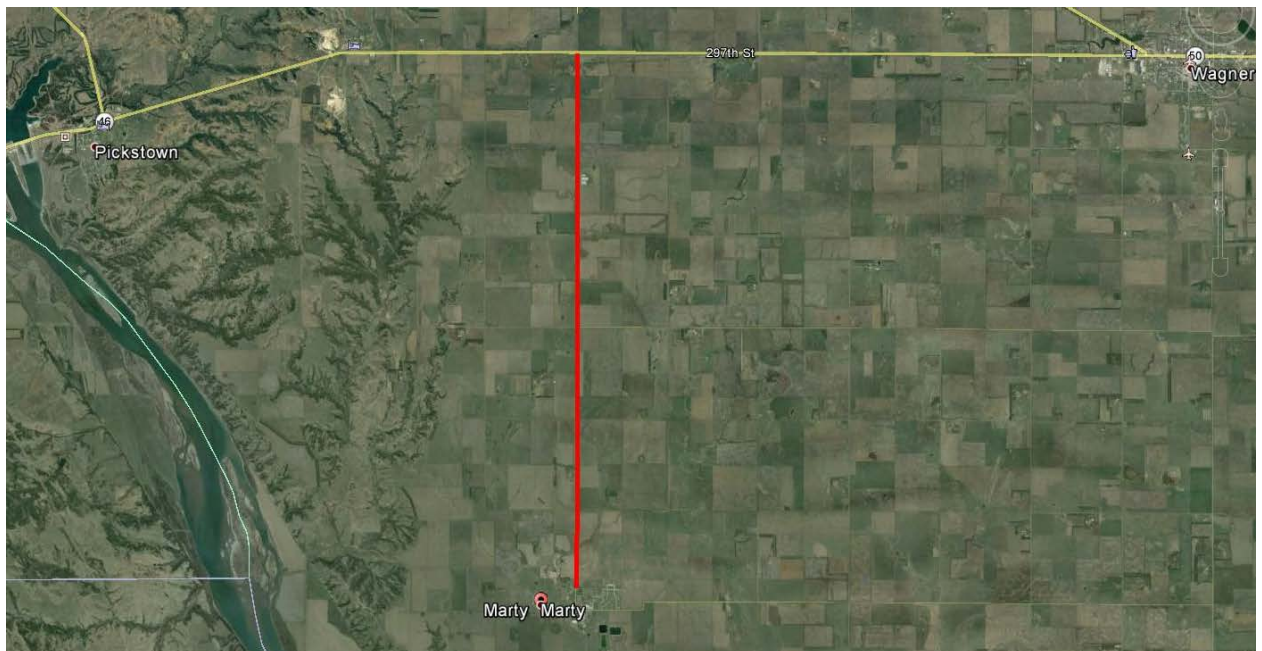
**Strategy Champion:** YST Transportation Program, Charles Mix County and SDDOT.

**Funding Opportunity:** SDDOT, TTP Safety Funding and TTP Funding.



- **Develop a Shoulder Widening and Slope Flattening Project from BIA 29**

The main roadway that accesses Marty from US 18 is BIA 29. This route is relatively straight, but is narrow and has steep slopes. The route carries a high average daily traffic (ADT) as it provides access for Tribal members from Marty to both the Fort Randall Casino and to Wagner, where much of the employment and local shopping occur. There have been a number of rollover crashes on the route and with single vehicle, rollover crashes being the major cause of both injuries and fatalities, is a route that is in need of safety improvements. The roadway is approximately 5.5 miles from the intersection with US 18 to Marty. The first stage of this project could be a RSA or design to more accurately determine the funding needed for construction.



**Strategy Champion:** YST Transportation Program.

**Funding Opportunity:** TTP Safety Funds or TTP Funding.





- Develop Multi-Use Paths and Pathway Lighting Projects



There are locations within the Yankton Sioux Reservation where there is pedestrian/bike traffic and the Tribe has identified specific need for lighting or pathways. The locations included the Fort Randall Casino, Marty and in Wagner. While the crash data does not identify pedestrian or bike as a major cause of overall crashes, pedestrians did

account for 7 percent of fatal crashes. Multi-use pathways should be considered to separate pedestrians and bicyclists from vehicle traffic.



Lighting should be considered along urban or other pathways as appropriate to increase pedestrian visibility, provide for traffic calming and potentially increase security. Solar powered and/or LED lighting could be used to reduce the cost for providing power and the need for continual power usage. An example of a solar powered lighting system is shown and several companies produce such systems.





Several locations have been identified where separated pathways would be beneficial to create safer pedestrian and bicycling opportunities. The locations include:

- **Roadway Lighting at Fort Randall Casino and Hotel**

The Fort Randall Casino and Hotel is located along US 18 north of Marty and west of Wagner. The tribe also owns a store and gas station that are located across the roadway from the casino. There is considerable traffic and pedestrians in the area and crossing the highway. To improve pedestrian and vehicle visibility in the area, highway lighting should be added out to the junction with 386<sup>th</sup> Avenue. Additionally, marked and signed crosswalks should be included in the area of the casino and store. This would result in approximately 0.5 miles of lighting and markings, with an estimated cost of \$125,000.00 including design and construction. The Casino has committed to assisting in the cost of construction and is willing to contribute up to 20 percent of the project cost.



**Strategy Champion:** YST Transportation Program.

**Funding Opportunity:** TTP Safety Funding, TTP Funding or SDDOT Transportation Alternatives Funding.



- **Marty Pathway**

BIA 29 ends at Marty, with Tribal Housing, the Tribal College and other Tribal Facilities all in the area. While there is one marked crosswalk in the area of the college, there are few other sidewalks or pedestrian facilities in the area. Those that do exist are old, narrow and do not have ADA ramps, nor do they connect into a continuous network. A project to develop an attached sidewalk, mark crosswalks, provide connectivity and light this area is needed. The project would be approximately 1.1 miles long and would cost \$515,000 including signing, markings, lighting, design and construction.



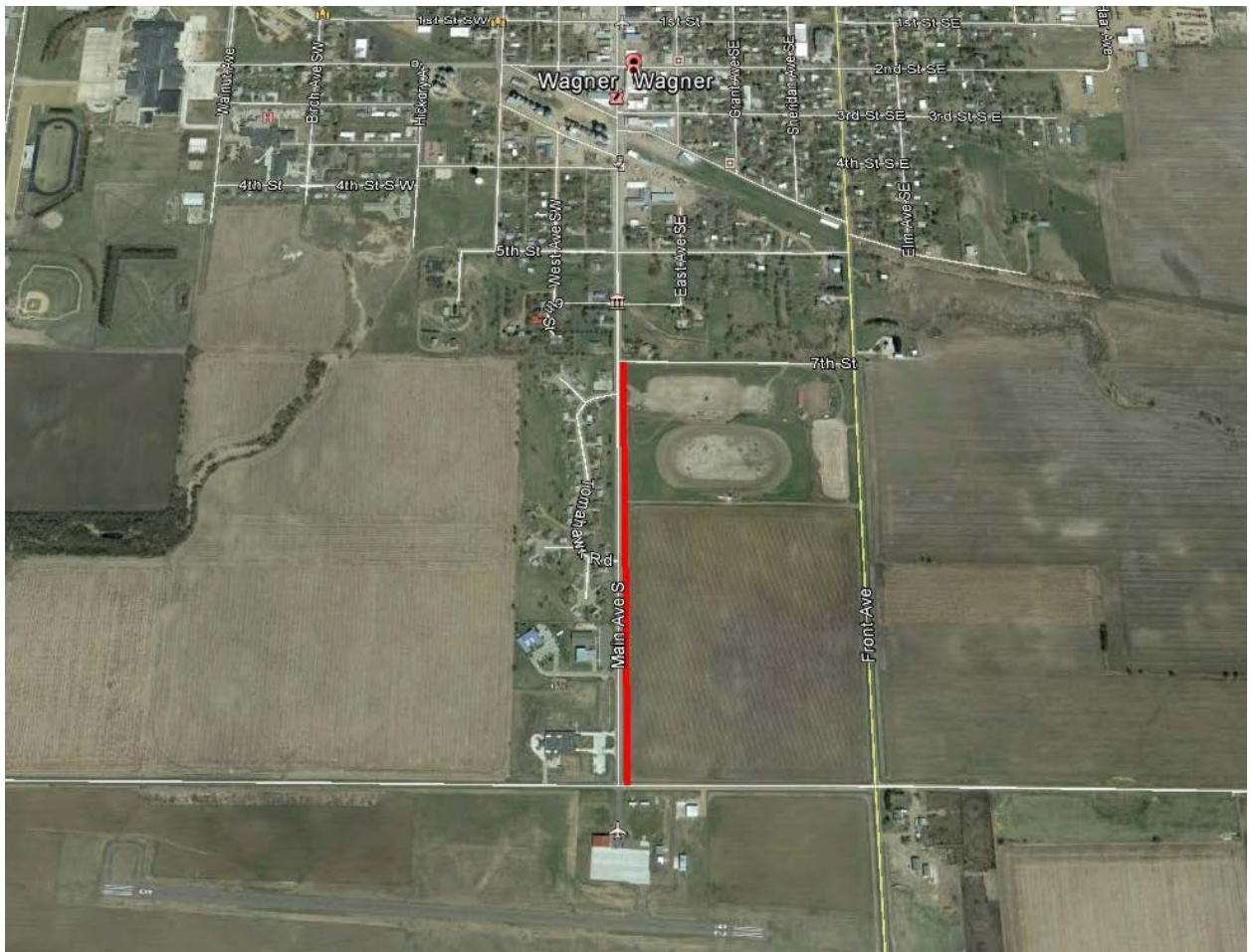
**Strategy Champion:** YST Transportation Program.

**Funding Opportunity:** TTP Safety Funding, TTP Funding or SDDOT Transportation Alternatives Funding.



- **Wagner Airport to Center of Town**

This pathway in Wagner, SD would start at the airport and travel past Tribal administration buildings on the west side of Main Avenue to connect to existing sidewalks that extend south from downtown Wagner. The path would be approximately 0.5 miles long and would cost an estimated \$375,000 including lighting, design and construction.



**Strategy Champion:** YST Transportation Program.

**Funding Opportunity:** TTP Safety Funding, TTP Funding or SDDOT Transportation Alternatives Funding.



## Safety Planning and Other Strategies

- Development of a Transportation Safety Committee

The Yankton Sioux Tribe has recently established a position for a safety coordinator within their department. This position will be key in providing outreach, training and education in the community to enhance transportation safety. To assist and further these programs, a cross-cutting committee that includes transportation, enforcement, health, EMS and other interested parties should be formed and meet regularly to monitor and implement safety solutions.

**Strategy Champion:** YST Transportation Program, IHS and Tribal Police.

**Funding Opportunity:** None Required.



# YANKTON SIOUX TRIBE

## 2016 TRIBAL TRANSPORTATION SAFETY PLAN

### ATTACHMENT A

### MEETING AGENDAS







## ATTACHMENT A

### YANKTON SIOUX TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN 2016

#### Meeting Agenda, February 3, 2016

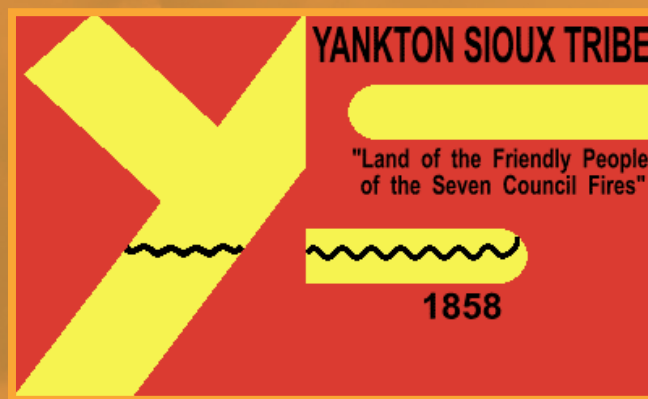
- 10:00 a.m. Welcome and Introductions
- 10:15 a.m. Background and Overview
  - Discussion of Tribal Safety Plans, including need for
  - Presentation of Crash and Safety Data
  - Questions and Discussion of Data
- 11:00 a.m. Yankton Sioux Tribe existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)
- 11:30 a.m. Development of Activities for the Yankton Sioux Tribal Transportation Safety Plan:
  - Identification/Discussion of Safety issues and concerns
  - Safety approaches to include
  - Safety approaches to develop
  - Integration with other safety plans
- 12:00 Lunch (provided)
- 1:00 p.m. Finalize Development of Safety Activities to include in Plan
  - Sort by 4E's
  - Identification of Implementation Steps
  - Identification of Champions for Specific Elements
  - Identification of Potential Funding Sources
- 2:15 p.m. Break
- 2:30 p.m. Questions/Discussion of Process or other Items
- 3:00 p.m. Wrap up and/or Site Visit to any Locations

# YANKTON SIOUX TRIBE

## 2016 TRIBAL TRANSPORTATION SAFETY PLAN

### ATTACHMENT B

### PARTICIPANTS





## ATTACHMENT B

### YANKTON SIOUX TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN

#### February 3, 2016 Meeting Participants

Name	Representing	Phone Number	Email Address
Craig Genzlinger	KLJ	406-461-2222	craig.genzlinger@kljeng.com
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Rob Gray	YST	605-384-3423	
Aaron Tronvold	YST	605-384-3423	
Jason Cooke	YST B&CC	605-469-5143	jwcooke69@gmail.com
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Mark Hoines	FHWA	605-776-1010	mark.hoines@dot.gov
June Hansen	SDDOT	605-773-3540	june.hansen@state.sd.us
Andy Vandel	SDDOT	605-773-4421	andy.vandel@state.sd.us
Sharon Johnson	FHWA	605-776-1011	sharon.johnson@dot.gov
RoseAnne Wade	YST B&CC	605-384-3641	rfischer1980@hotmail.com
Louis Golus, Jr.	YST Roads/Maint.	605-384-5003	
Leander Saunsoci	YST LE	605-384-5691	leander.s@ystlaw.com
Bonnie Neiss	YST DOT Planner	605-384-5003	bonnieneiss@ymail.com
Eve Benson	DOT-BIA	605-226-7645	eve.benson@bia.gov
Greg Cournoyer, Jr.	YST B&CC	605-469-5645	gcournoyer14@gmail.com

# YANKTON SIOUX TRIBE

## 2016 TRIBAL TRANSPORTATION SAFETY PLAN

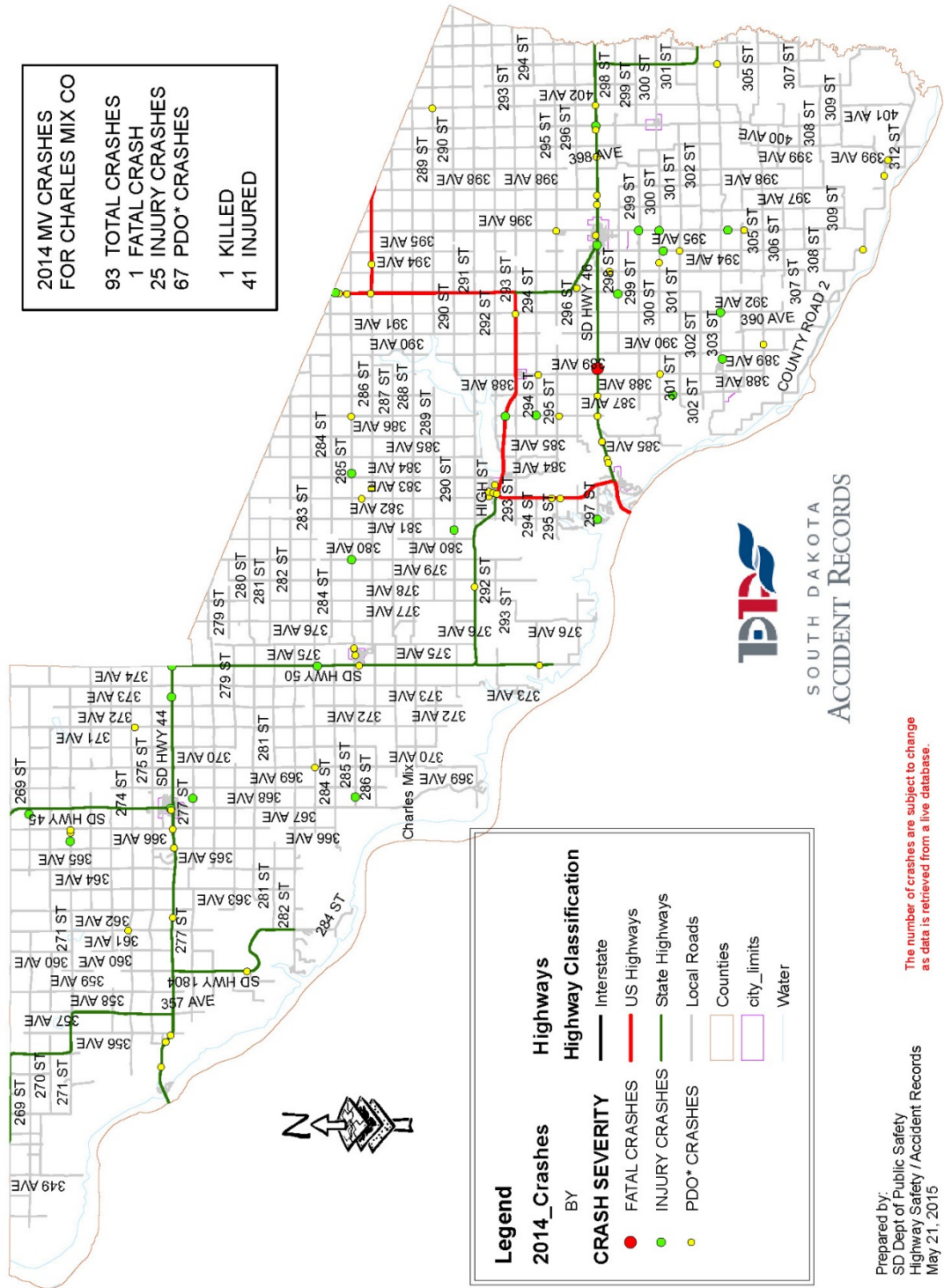
### ATTACHMENT C

#### CRASH MAPS





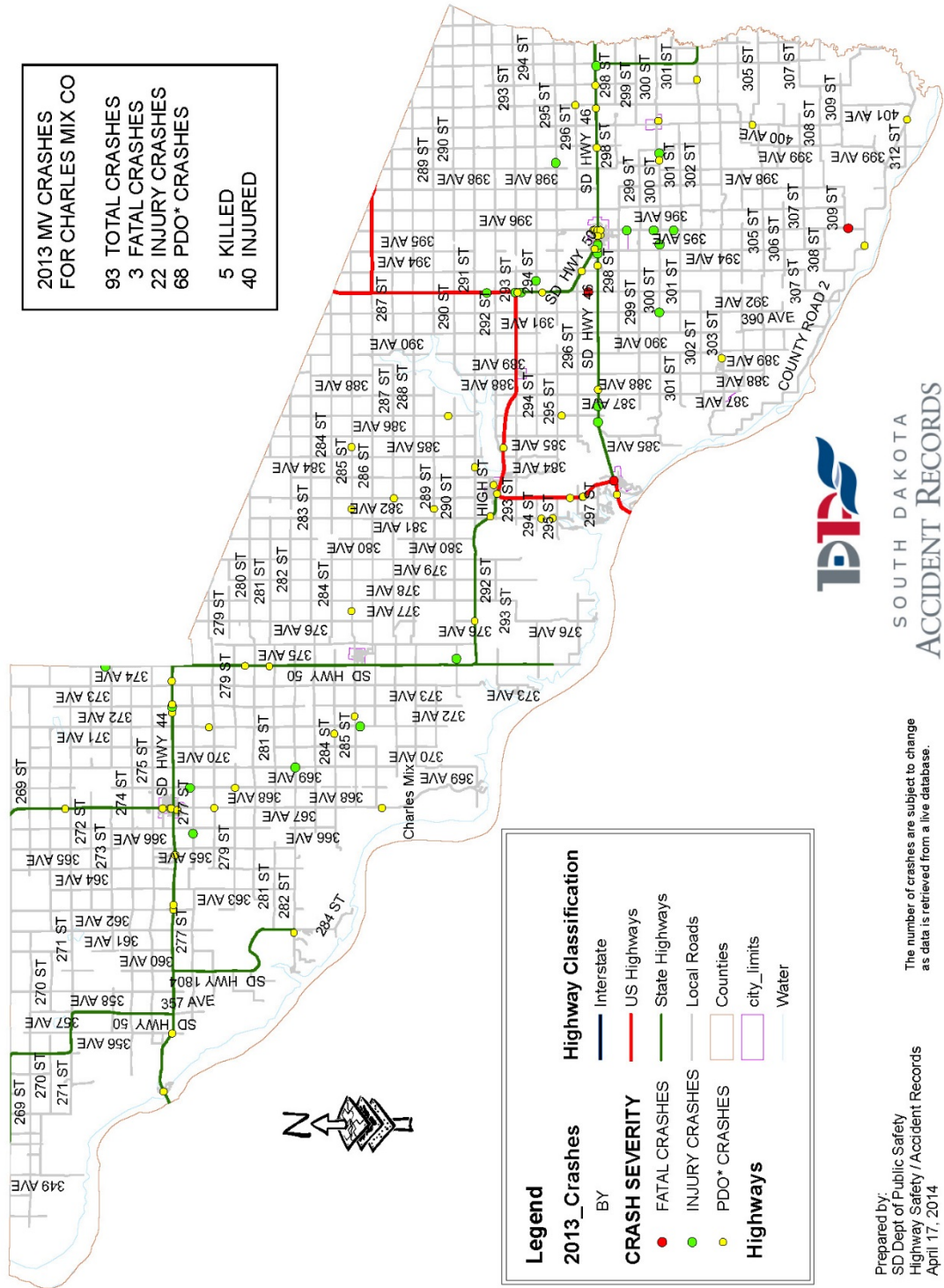
# CHARLES MIX CO - 2014 STATE REPORTABLE MOTOR VEHICLE CRASHES







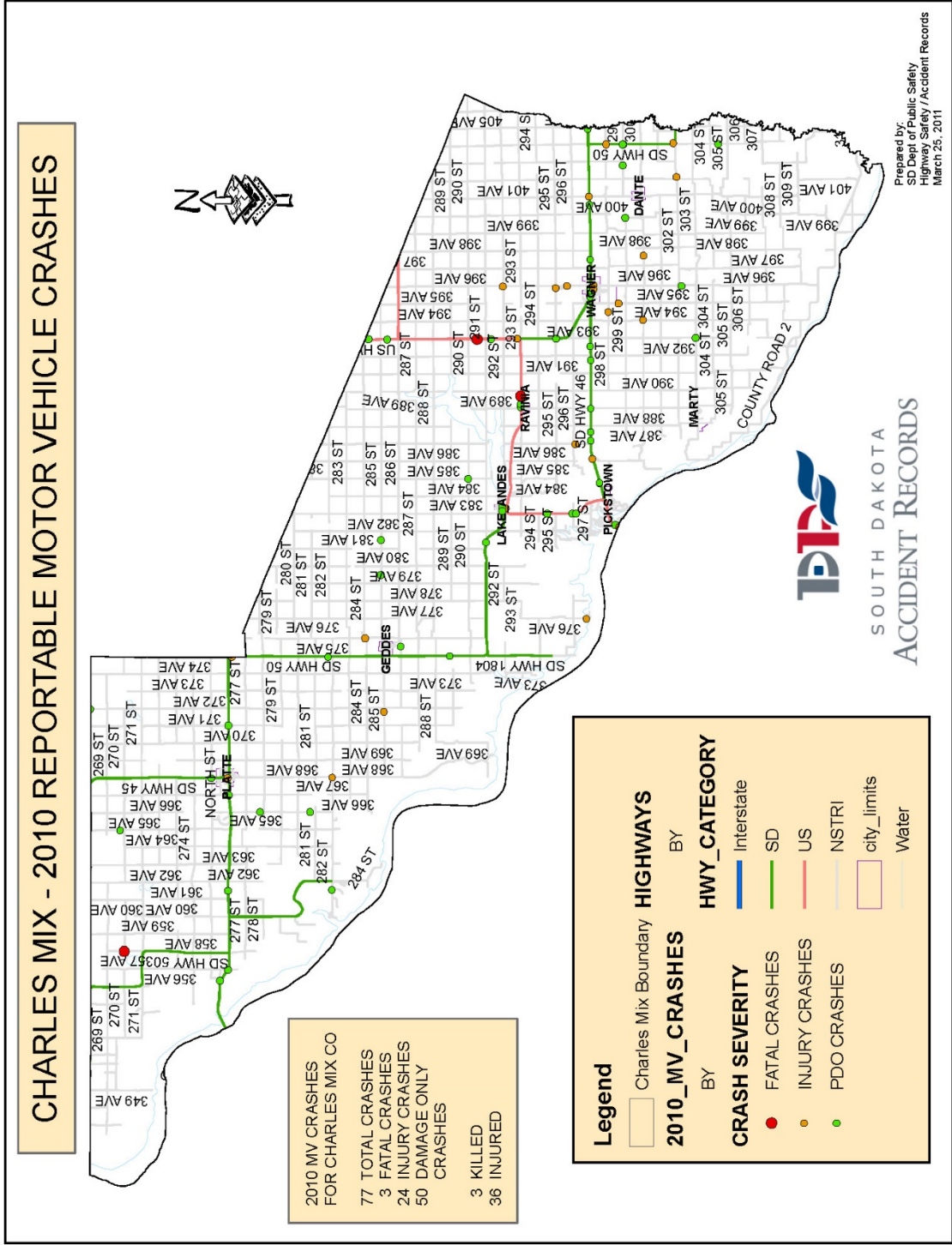
# CHARLES MIX CO - 2013 STATE REPORTABLE MOTOR VEHICLE CRASHES

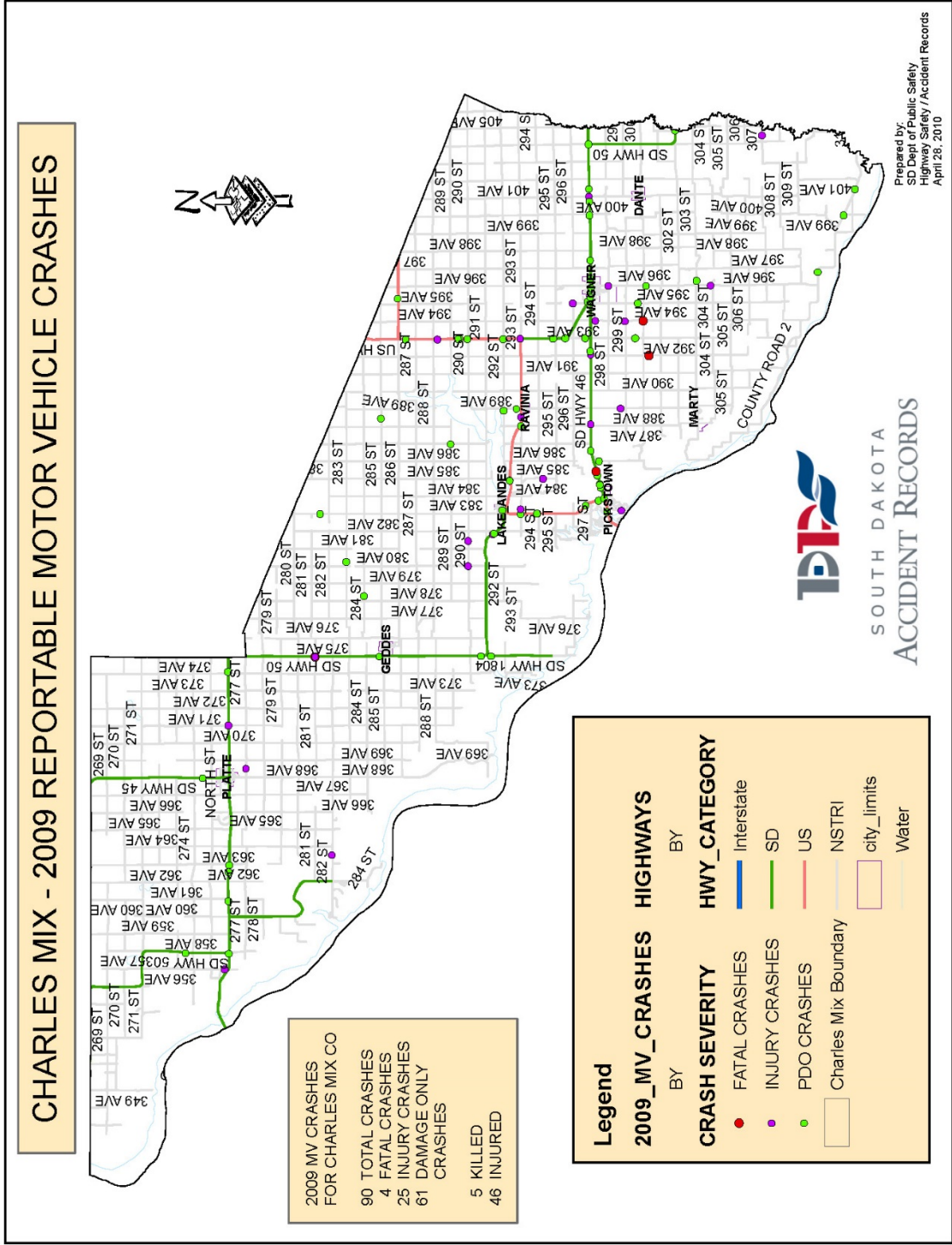








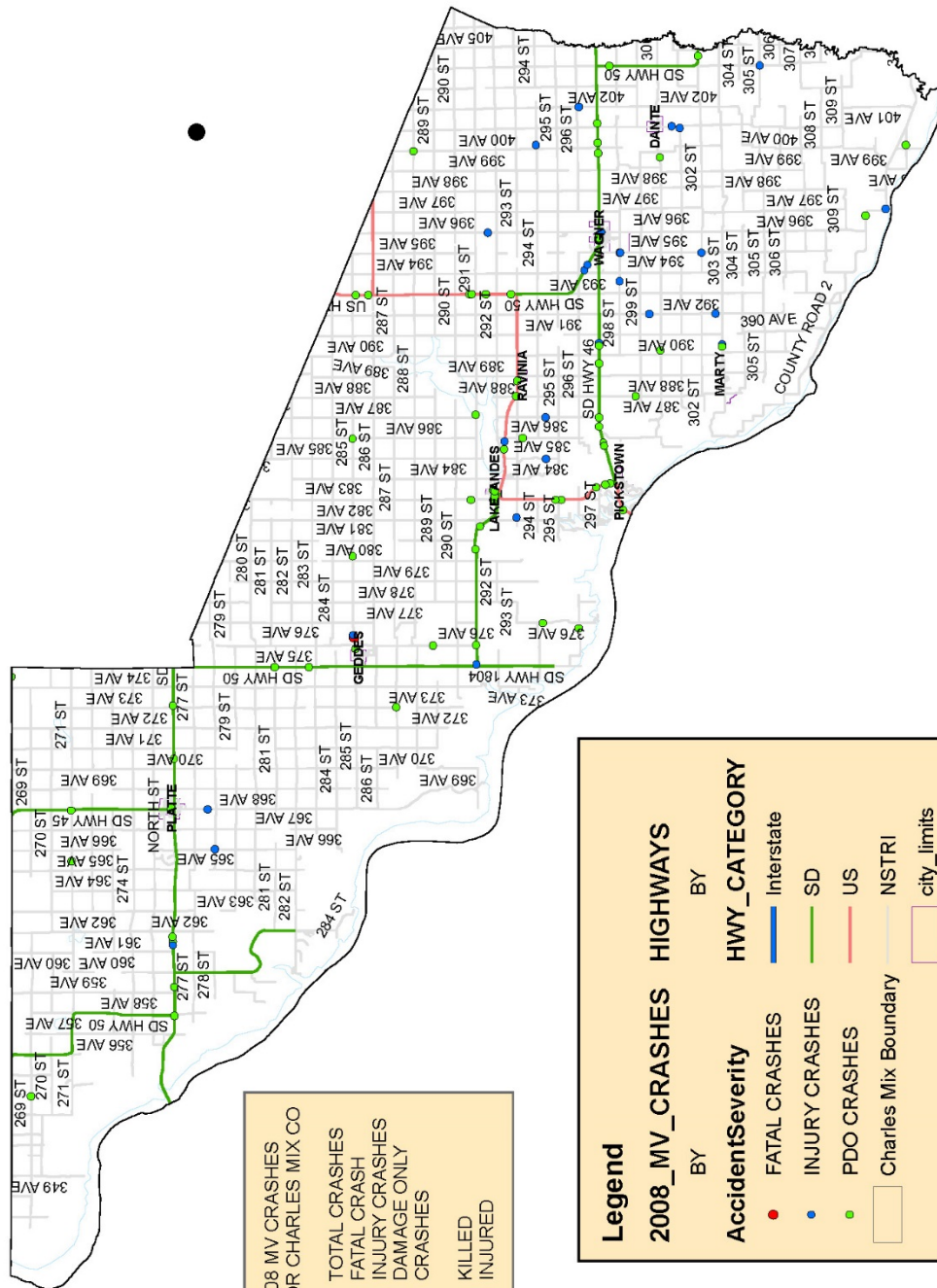




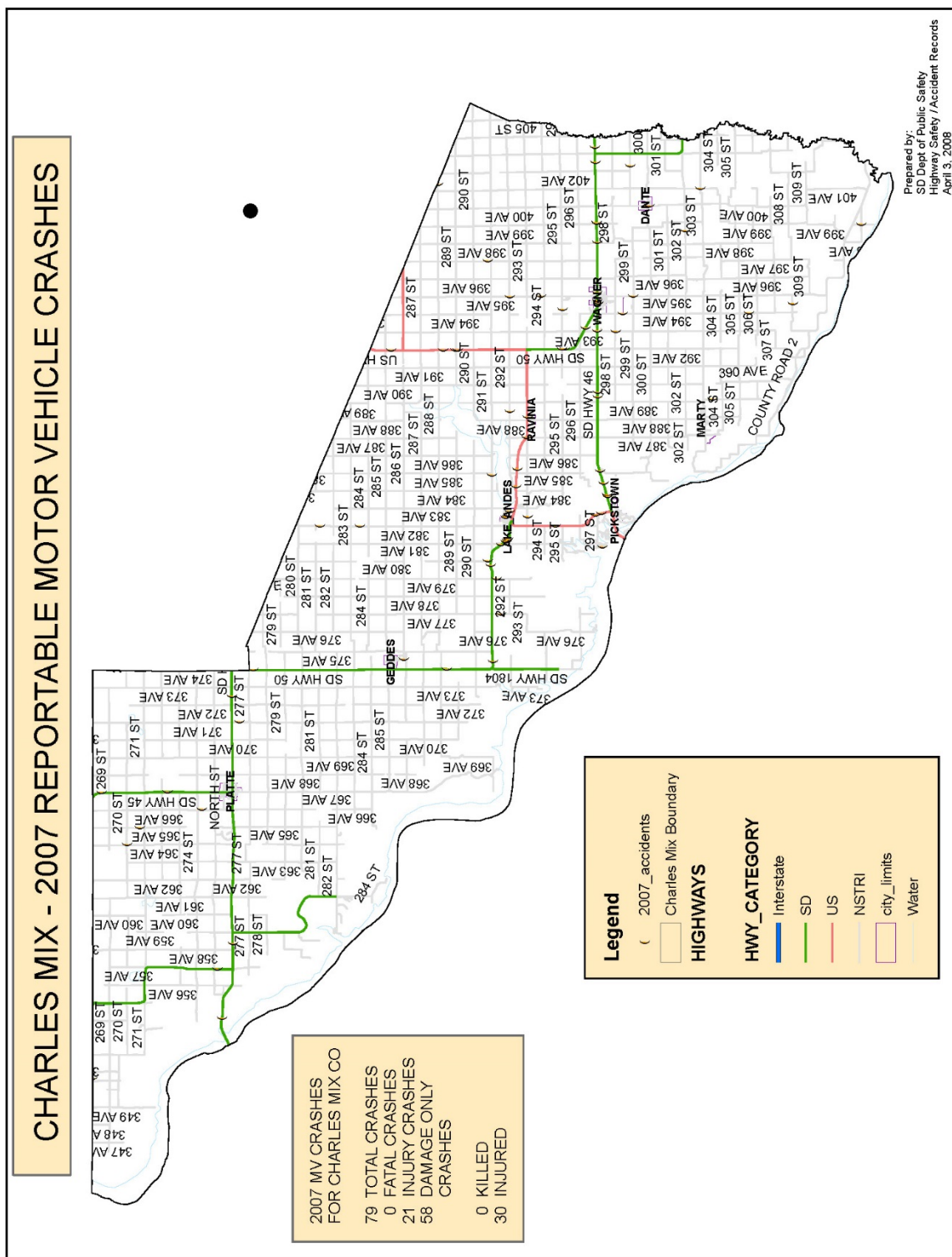




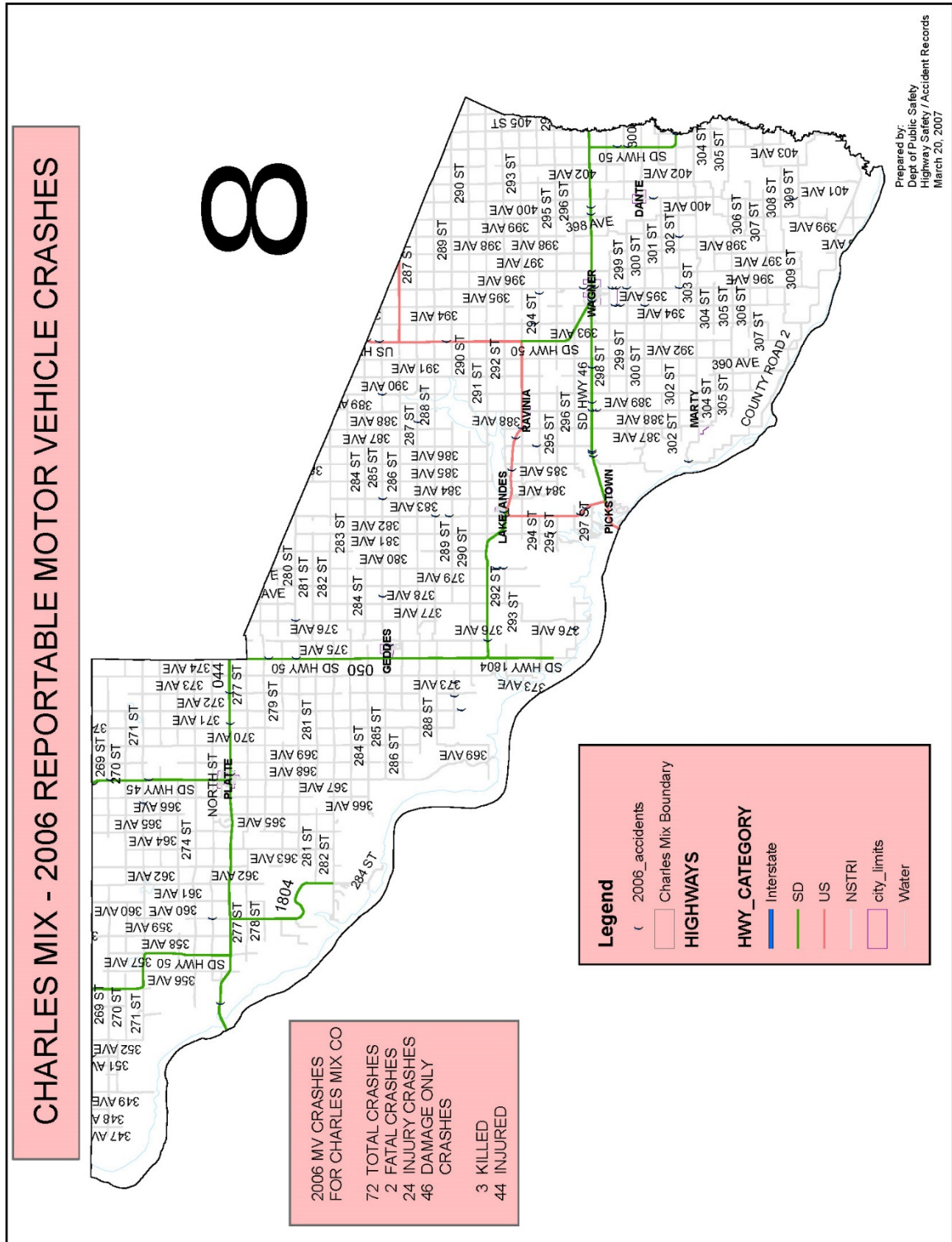
## CHARLES MIX - 2008 REPORTABLE MOTOR VEHICLE CRASHES



Prepared by:  
SD Dept of Public Safety  
Highway Safety / Accident Records  
March 23, 2009

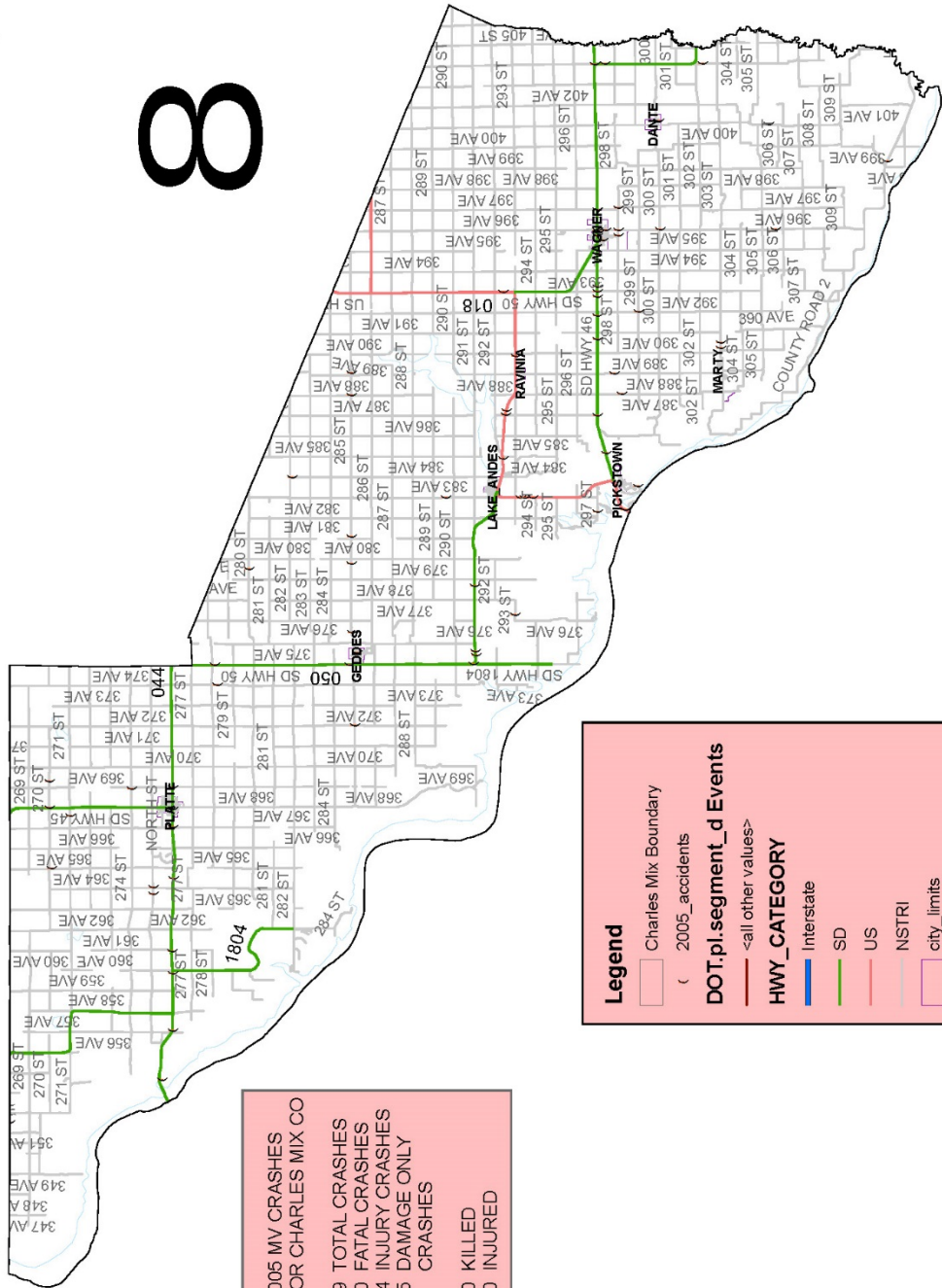








## CHARLES MIX - 2005 REPORTABLE MOTOR VEHICLE CRASHES



2005 MV CRASHES  
FOR CHARLES MIX CO

79 TOTAL CRASHES  
0 FATAL CRASHES  
24 INJURY CRASHES  
55 DAMAGE ONLY  
CRASHES

0 KILLED  
40 INJURED

**Legend**

- Charles Mix Boundary
- 2005\_accidents
- DOT.pl.segment\_d Events
- <all other values>
- HWY\_CATEGORY**
- Interstate
- SD
- US
- NSTRI
- city\_limits
- Water

Prepared by:  
Dept of Public Safety  
Highway Safety / Accident Records  
July 25, 2006

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