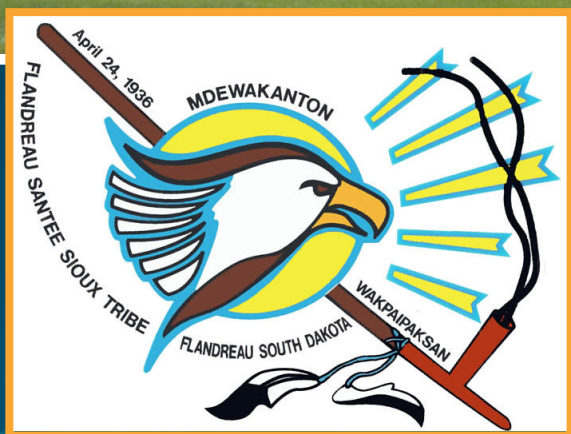


# FLANDREAU SANTEE SIOUX TRIBE

## 2015 TRIBAL TRANSPORTATION SAFETY PLAN



Developed through the  
Flandreau Santee Sioux  
Transportation Department

Prepared by KLJ

July 2015





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## ATTACHMENT A MEETING AGENDAS

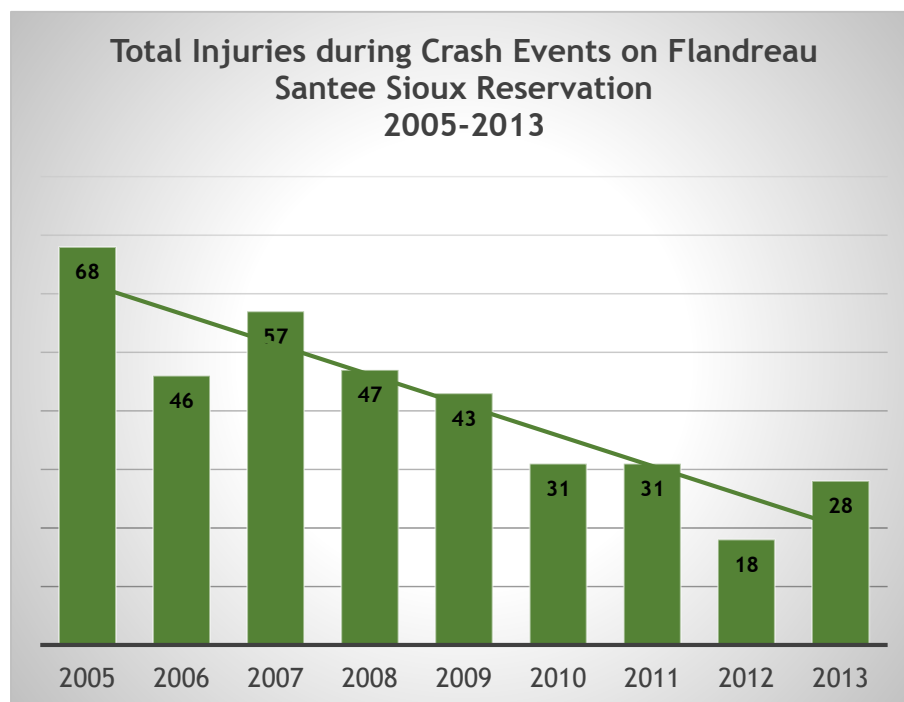
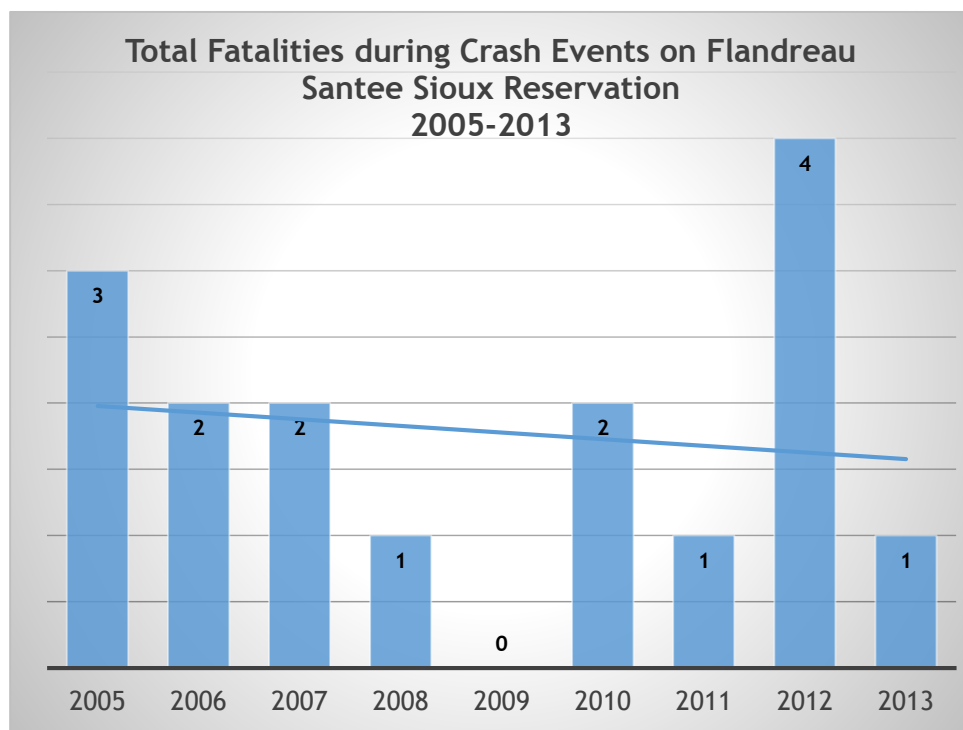
## ATTACHMENT B PARTICIPANTS

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## EXECUTIVE SUMMARY

From 2005 to 2013, there were more than 2,060 crashes on the Flandreau Santee Sioux Reservation that resulted in 16 fatalities and 369 injuries. Crash event location maps indicate a large number of these crashes occurred on Interstate 29 (I-29).



In an effort to reduce the number of fatalities and injuries and improve overall safety of the transportation system on the Reservation, the Flandreau Santee Sioux Transportation (FSST) Department developed a Transportation Safety Management Plan in 2009. The original plan identified a number of strategies to reduce these terrible events,

including establishing emergency response scenarios, developing and implementing Tribal ordinances aimed at highway safety, completing engineering studies to identify



issues and offering educational and training opportunities. Progress has been shown, but as the injury data showed, there is still much work to be done.

In 2014 the FSST undertook efforts to update the initial plan. The update culminated with a meeting where 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 Flandreau 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**

- Establish a Youth Drivers Education Scholarship
- Reservation-wide Transportation Safety Education Program

### **Enforcement/EMS**

- Participate in efforts to pass a primary seat belt law or ordinance
- Child seat ordinance
- Tribal Highway Safety Officer

### **Engineering**

- Develop multi-use pathways and lighting
- Designate a portion of roadway for bike and pedestrians
- Improve sidewalks for pedestrians

### **Safety Planning/Other**

- Need for improved maintenance equipment



## BACKGROUND

The Reservation encompasses 5,000 acres (7.8 square miles) of combined trust and fee Tribal land located near the Big Sioux River in Moody County, SD. The Reservation is home to an estimated 423 of the 700 enrolled Tribal members.



The main points of economic development for FSST include tourism and entertainment (Royal River Entertainment Complex), ranching and farming (buffalo herd and farming operations) and land development and leasing.

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 available Tribal Transportation Program funds (\$450 million) are awarded for safety improvements through a competitive application program. Funds are awarded in four categories to complete improvements that prevent and reduce injuries and fatalities resulting from traffic-related crashes. The four categories and their respective funding goals are as follows:

Strategy	Funding percent
Safety Planning	40 percent
Engineering	30 percent
Enforcement/EMS	20 percent
Education	10 percent



FHWA has emphasized 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 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. 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, consider all road users and have reduced deaths and injuries in Tribal and other communities.

In 2009, the Flandreau Santee Sioux Reservation developed a TSMP committed to “reducing the number of deaths and serious injuries and improving the overall safety of the transportation on the Flandreau Santee Sioux Reservation (2009 TSMP).” The effort focused on outlining the existing transportation safety programs and policies on the Reservation and to identify strategies, issues, procedures and projects that, if implemented, could reduce fatal and injury crashes. The plan was developed by a group of Tribal, state and federal safety professionals and other interested parties from the Flandreau Santee Sioux Reservation community. The 2009 plan identified a number of existing programs, but highlighted the following:

- The FSST currently has a cross jurisdictional agreement
- Have accessed the South Dakota State Highway Grant



- Using DUI sobriety checks
- The Tribe has a MADD chapter
- The Tribe uses Crash Car during Pow-wow Parade
- The Tribe has sobriety check points
- The Tribe enforces the Click It or Ticket Law
- The Tribe has a primary seat belt law
- The Tribe has bike safety program
- The Tribe has DUI code
- The Tribe utilizes the 402 Program
- Emergency Management Exercise

In an effort to further enhance safety efforts and save lives, the following items were identified as a priority for expansion or initiation within the Flandreau Tribe:

- Emergency Response Programs
  - Shorten emergency response time
  - Emergency response coordination with the state and county
  - Tribal clinic involvement in emergency situations
- Develop and Implement Tribal Ordinances to Enhance Highway Safety
  - Develop an ordinance on car insurance
  - Develop an ordinance on DUI revocation
  - Develop an ordinance on safety
  - Develop an ordinance on injury prevention
- Initiate Education and Training Programs
  - Road safety audit with NPTTAP
  - After-graduation party
  - Education-School Cop-School Resource Officer
  - Early education
  - Drug enforcement-currently have limited drug enforcement
  - Improve court system
  - More officer presence
  - Build awareness of new officers/media campaign
- Complete Engineering Studies
  - Road safety audit
  - Road construction/conditions
  - Weight of vehicles
  - Shoulders of the roads

While the 2009 TSMP plan was a good start for the FSST and current data shows that injuries and fatalities have been dropping since implementation, the plan was not heavily data-driven and is in need of an update to reflect present-day conditions. To assist with this update, the Flandreau Santee Sioux Reservation Tribal Transportation Program applied to and received funding from the FHWA TTP Safety Funding.

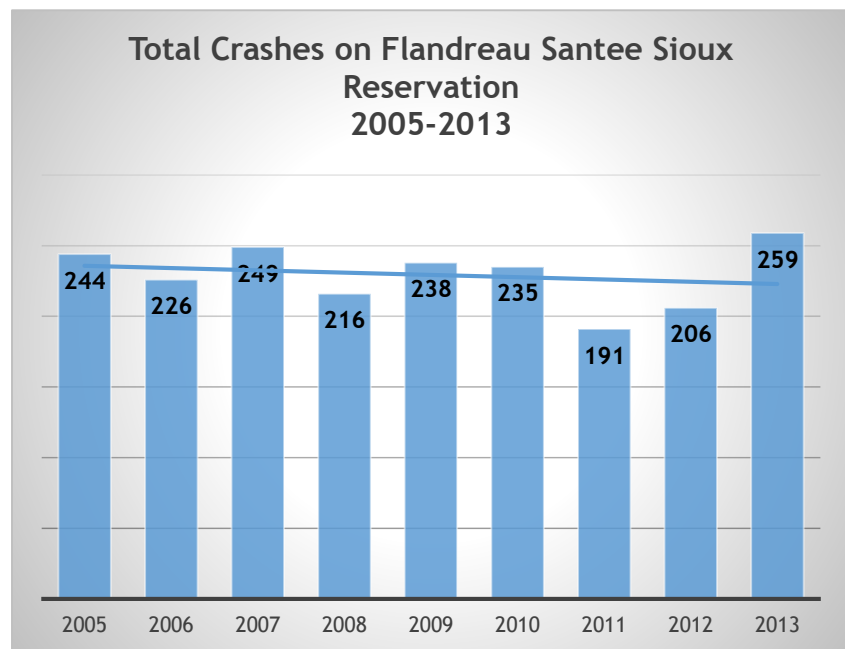


## DATA ANALYSIS

One important factor in development of a TSMP is that the available crash data be 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 if not all of these request data to support the grant application. Available crash data shown in this plan was provided by the South Dakota Department of Public Safety (SDDPS) and was analyzed to reflect contributing factors to fatalities and injuries on the Reservation. The data acquired from the SDDPS does not allow for any differentiation of race, so the data analysis includes all reported crashes.

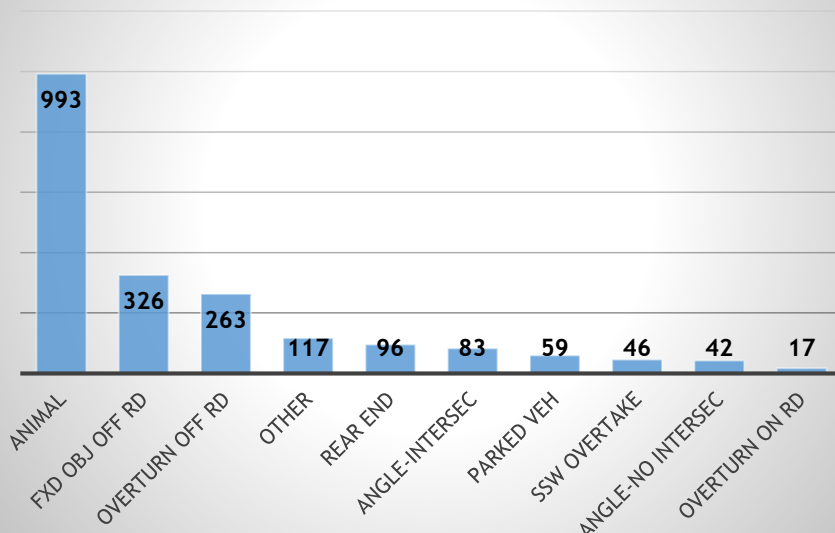
### Total Crashes

From 2005 until 2013, there were more than 2,060 crashes on the Flandreau Santee Sioux Reservation according to the SDDPS data. The chart shows that the overall trend is in a downward direction, with a fairly significant drop in total crashes from 2010 to 2011. However, there has been an increase in crashes since 2011. Many crashes are occurring on I-29, where traffic volumes are higher than other Reservation roadways.





**Total Crashes on the Flandreau Santee Sioux Reservation, by Top Ten Most Harmful Events 2005-2013**

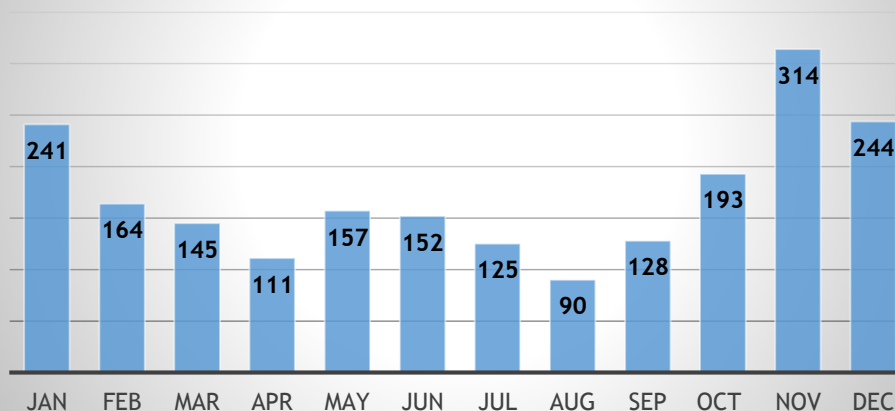


The total crashes for the time period from 2005 to 2013 were also analyzed and separated into the 10 most common harmful causation events. Of these reoccurring events shown in the table, more than 75 percent occur in three categories, collisions with animals, fixed objects and single vehicle overturning off roadway crashes. The remaining crashes were caused by fixed

off-roadway objects, moving and parked vehicles, overturns on roadway and other.

Available data indicates spikes in crashes occurring October through January (late fall and winter), with November having the largest number of crashes. Further breakdown of crash data indicates that crashes are most often occurring

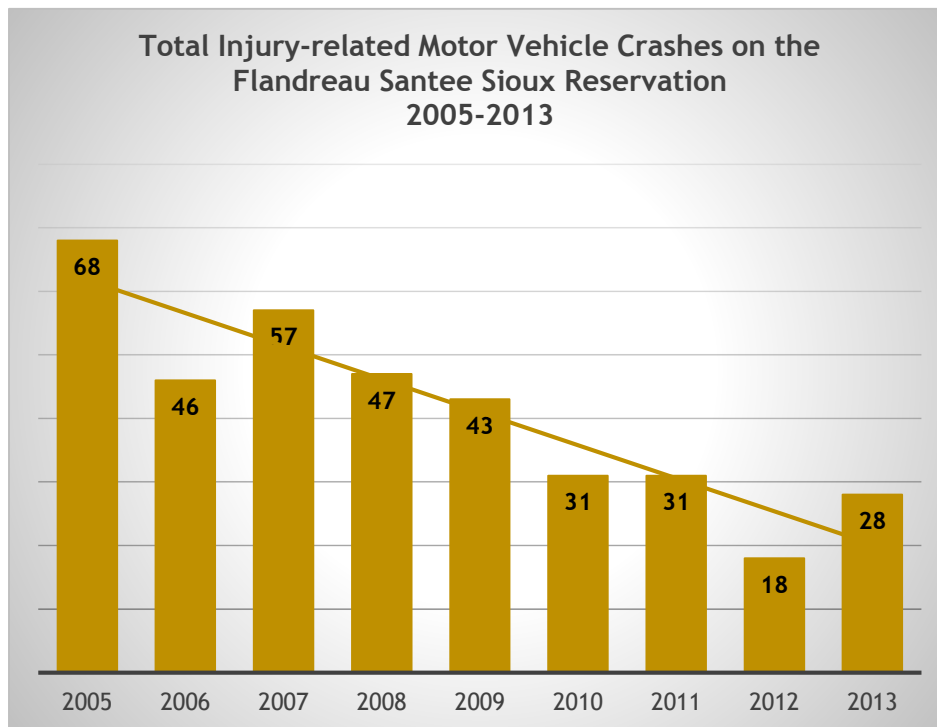
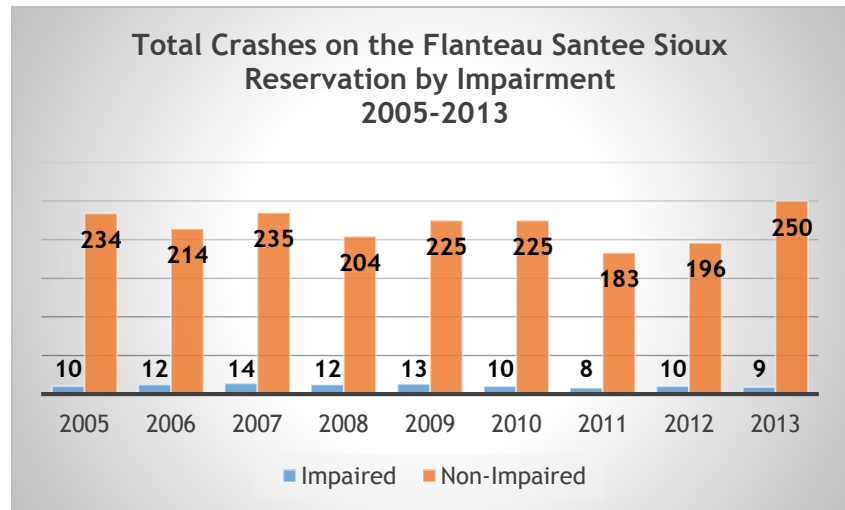
**Total Crashes on the Flandreau Santee Sioux Reservation, by Month 2005-2013**



during clear, non-lighted and dry road conditions. Typically summer months show spikes in crash data due to local area tourism attractions. The number of injury-related crashes during winter and fall months infer that local area travelers are involved in these crashes when tourism is usually relatively low. Regardless of the month that the injury-related crashes are occurring, the numbers are substantially high.



Available data indicates that for the period from 2005 to 2013, less than five percent of crashes on the Flandreau Santee Sioux Reservation involved an impaired driver. A comparison of crashes involving impaired vs. non-impaired drivers by year is shown. Available data does not indicate levels of impairment, but it does show that driver-impaired crashes have shown an overall gradual decrease. Data provided by SDDPS indicated that alcohol is the primary impairment substance, followed by drugs and then a combination of both alcohol and drugs.



### Injury Crashes

Similar to the downward trend of total crashes, overall injury crashes on the Flandreau Santee Sioux Reservation have decreased since 2005. Unlike the gradual decrease in total crashes, injury crashes have experienced a steeper decrease and were essentially reduced by half in 2010. As

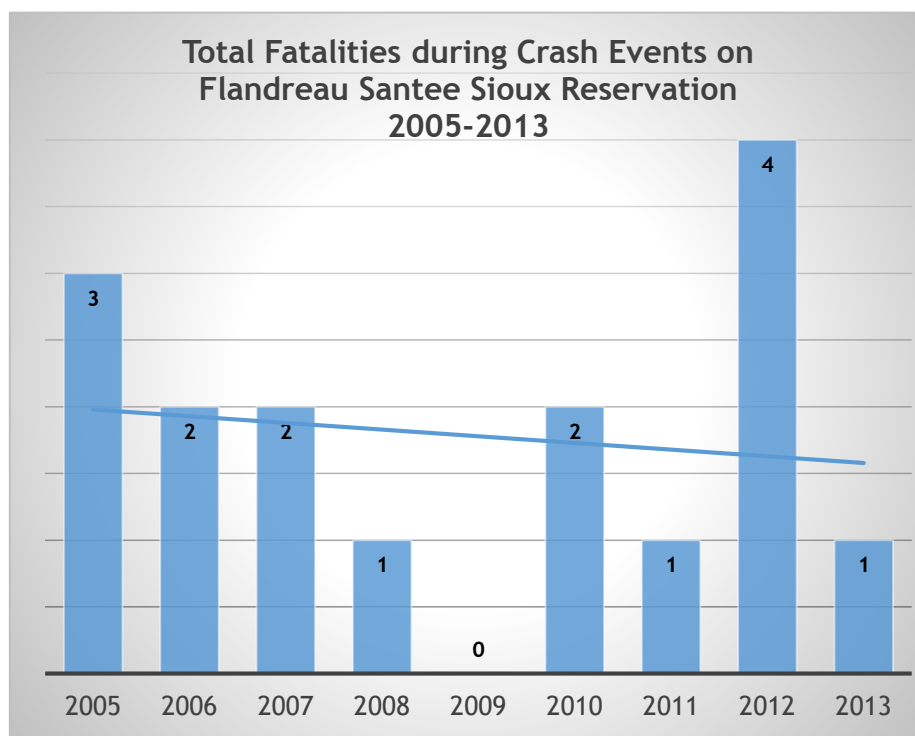
seen in the chart, injury crashes have overall been steadily decreasing from 2005 to 2013, with a total of 369 injury crashes.



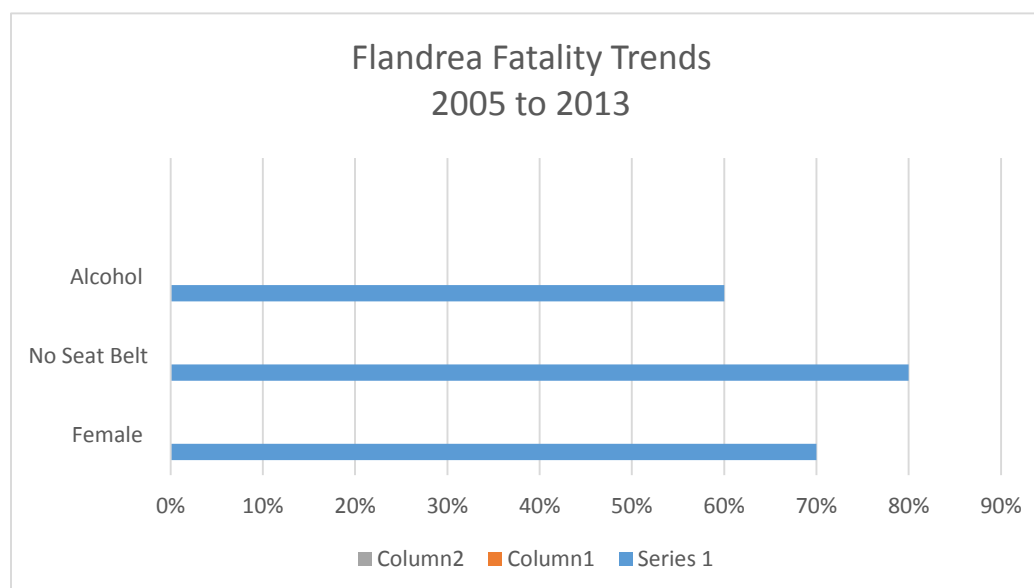
## FATAL CRASHES

From 2005 to 2013, there were 16 traffic fatalities resulting from automobile crashes on the Flandreau Santee Sioux Reservation. The graph shows that the number of fatalities by year exhibits a variable trend, averaging two deaths per year for the time period.

Data was obtained from the National Highway Traffic Safety



Administration's (NHTSA) Fatal Analysis Reporting System (FARS) to obtain further information on the crashes. The data was mostly consistent with rural South Dakota fatal crashes in that they occurred during clear weather conditions, on dry roads and



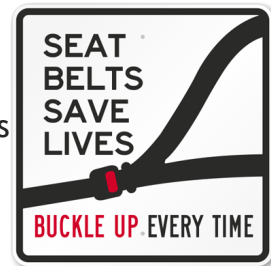
were single-vehicle rural crashes. The data did show trends for a high involvement of alcohol, no seat belt use and a high involvement of female drivers. This last trend is one that

contradicts fatal crash data for nearly every other reservation in the region. This may be due to the relatively low number of fatalities, but could identify an area where educational materials could be targeted.



## Seat Belt Data

The only seat belt data that was available was through FARS. FARS reported that of the 19 individuals involved in an accident resulting in a death, nine people (47 percent) were wearing a seat belt. Of the 10 fatalities reported only two individuals (20 percent) were wearing seat belts. Seat belt use data in South Dakota in 2013 showed that 68.7 percent of drivers used seat belts, while in moving vehicles. South Dakota is below the national average for seat belt use, where 87 percent of drivers used seat belts while in moving vehicles. Many states currently have a primary seat belt law where drivers can be stopped just for not wearing a seat belt. In South Dakota, it is a secondary offense that requires the traffic stop for an unrelated infraction before any citation can be given for lack of use. Seat belt use is the most effective way to save lives and reduce injuries in vehicular crashes.



## 2014 TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN

This 2014 plan was developed using available data and the personal knowledge and expertise of the participants that attended the planning meeting. The group included city, county, state, federal and Tribal safety representatives from engineering, enforcement, education, emergency disaster services and the school systems. A list of participants at the meeting is included in Attachment B.

The planning group reviewed the 2009 plan and crash data that was available and utilized it as a basis to develop a list of issues that currently are affecting transportation safety on the Reservation. The group then identified existing programs on the Reservation and identified additional strategies that need to be implemented to address these safety issues. The next three sections document these discussions and the outcomes.



## ISSUES CAUSING CRASHES ON THE FLANDREAU SANTEE SIOUX RESERVATION

The crash data that was analyzed clearly shows a number of transportation safety issues that are causing crashes, increasing crash severity or restricting complete data analysis – many of which were identified in 2009 as well. The issues identified include:

- Animal crashes
- Fixed objects
- Overturning/rollover crashes
- Rear ends
- Sideswipes
- Angle crashes
- Nighttime crashes
- Impaired driving involvement

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:

- No seat belts
- No child seats
- Highway 32 West of Bridge
- Speed on Highway 34
- Trucks and their weights
- Run off road
- Fixed objects
- Overturns
- Gun safety issues
- Need more pedestrian facilities
- Hunting in section 10 to close
- Funding needed for driver's education
- Citations for driver's license
- Education
- Distracted drivers
- Impaired driving
- Multi-cultural groups residing in the area
- Large number of non-residents accessing the area



## EXISTING SAFETY PROGRAMS ON THE FLANDREAU SANTEE 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 the programs that the group participating in the development of the safety plan were aware of.

- Saturation patrol at schools
- Doing seat belt surveys
- Bulletins with new officers
- Drivers education programs through public schools
- Road safety audit programs
- Signing programs with housing
- Playgrounds for communities
- Cross jurisdiction agreement (terminated at end of 2014)
- Coordination with the South Dakota Department of Transportation (SDDOT) on construction and temporary signing projects
- Highway safety DUI concerns
- Seat belt contest using posters and commercials
- Tribe is contracting the enforcement program



## IMPLEMENTATION STRATEGIES

The main goal of the plan is to use a multi-disciplinary approach to identify safety strategies for implementation that can address the safety issues that were identified. The strategies are intended to be implemented over the next several years and, when appropriate, possible safety funding sources have been identified. The strategies were developed as a comprehensive approach to safety, including engineering, enforcement, education and emergency management opportunities.

### Education Strategies

- **Establish a Youth Drivers Education Scholarship**

During the development of the FSST Tribal Safety Plan, there was discussion about driver's education programs for younger drivers. The programs have changed over the years from one that was provided through the school systems to one where participants are required to pay for the classes and behind-the-wheel training. This has resulted in many youth in the community not taking classes due to the inability to pay for this service. In an effort to improve this program, a number of strategies were identified:

- A driver's education program could be established through the Dakota Culture Club for Adolescents. This program could follow the state-sponsored program, but would need to reduce or eliminate the cost for Tribal students. Coordination will need to occur with the South Dakota Department of Public Safety and the Flandreau Schools to ensure any program is coordinated with current efforts, and funding will need to be secured to offset the cost of the program or to provide scholarships for participation in the program.

**Strategy Champion:** Tribal Transportation Coordinator, SDDPS

**Funding Opportunity:** SDDPS and/or thru a grant application to TTP Safety Funding and Bureau of Indian Affairs (BIA) Indian Highway Safety Program (IHSP) Funding



- **Reservation-wide Transportation Safety Education Program**



The Flandreau Santee Sioux Tribe has worked with law enforcement, schools and other interested parties on the Reservation to provide education on transportation safety, particularly to younger drivers on behavioral issues such as seat belt use, texting and driving, impaired driving and child restraint.

This project 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 easily recognizable individuals from the Tribal community to promote these 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 Tribe has received funding for items in the past, but funding is not sufficient for larger items, such as billboards, using local artistry, banners, videos, Tribal safety posters and other safety education materials. These materials would be used in education programs or at community events, with a strong emphasis to provide outreach at Riverside Park Days.

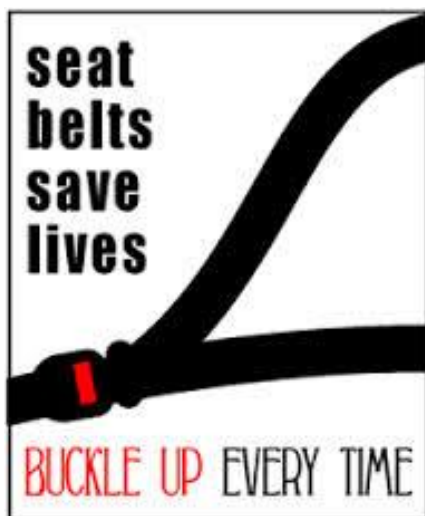
**Strategy Champion:** FSST Roads Program.

**Funding Opportunity:** TTP Safety Funding, BIA IHSP Funding.



## Enforcement/EMS Strategies

- **Participate in Efforts to Pass a Primary Seat Belt Law or Ordinance**



Seat belt use rates in South Dakota continue to lag behind national rates, with this being especially true for fatal crashes in South Dakota. Many states currently have a primary seat belt law where drivers can be stopped for not being buckled alone. In South Dakota, it is a secondary offence that requires the traffic stop for an unrelated infraction before any citation for the lack of seat belt use can be issued. In an effort to improve transportation safety, the FSST should work with state representatives and the South Dakota Legislature to implement a Primary Seat Belt Law, where drivers could be pulled over for this infraction alone. The FSST have adopted

much of the South Dakota Traffic Code for use on the Flandreau Santee Sioux Reservation. If a primary seat belt law is not passed through the State Legislature, the Tribal Council should adopt a reservation-wide primary seat belt ordinance. If implemented, the transportation and enforcement programs could provide education and outreach within the tribal community on the change in law.

**Strategy Champion:** Flandreau Tribal Council and Law Enforcement

**Funding Opportunity:** None required

- **Child Seat Ordinance**

In addition to seat belt use, proper restraint of children and infants was identified as an issue. While the crash data did not show a large number of injuries with unrestrained children, local participants have seen a large number of vehicles with no car seats being used. As part of a thorough reservation-wide primary seat belt ordinance, strong language on enforcement of car seats should be included. This effort should be combined with education and outreach within the tribal community on providing of car seats, the need for them and proper installation.

**Strategy Champion:** Flandreau Tribal Council, Law Enforcement and FSST Transportation Program

**Funding Opportunity:** TTP Safety Funding and BIA Indian Highway Safety Program



- **Tribal Highway Safety Officer**

The Flandreau Santee Sioux Tribe has contracted the enforcement program starting in 2015. This will require them to develop a police department. Currently this new program does not have any Traffic Safety Officers dedicated to highway safety enforcement. With



limited staffing and the demands on time in developing a program and other enforcement activities require, highway safety enforcement, by necessity, becomes a lower priority. To elevate the level of highway safety enforcement, Tribal Law Enforcement should pursue obtaining at least one and possibly two highway safety enforcement officers. These officers could also assist in enhancing the safety needs, such as education and neighborhood watch programs.

**Strategy Champion:** FSST Police Department.

**Funding Opportunity:** BIA IHSP



## Engineering Strategies

- Develop Multi-Use Separated Paths and Lighting



There are locations within the Flandreau Santee Sioux Reservation where there is pedestrian/bike traffic and the Tribe has identified a need for a separated pathway or the installation of lighting. These included the Three Mile Road area north of Flandreau, from the community center going south to access Tribal housing and lighting of Center Street in Flandreau.

Currently, the SDDPS crash data does not identify pedestrian or bike as a major crash cause, but multi-use pathways need to be considered to separate pedestrians from vehicle traffic. The need for these pathways has been present for some time and has increased as new Tribal housing has been developed and the need for access to Tribal communities and schools.

Lighting should be considered along urban or other pathways as appropriate to increase pedestrian visibility, provide for traffic calming and 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.

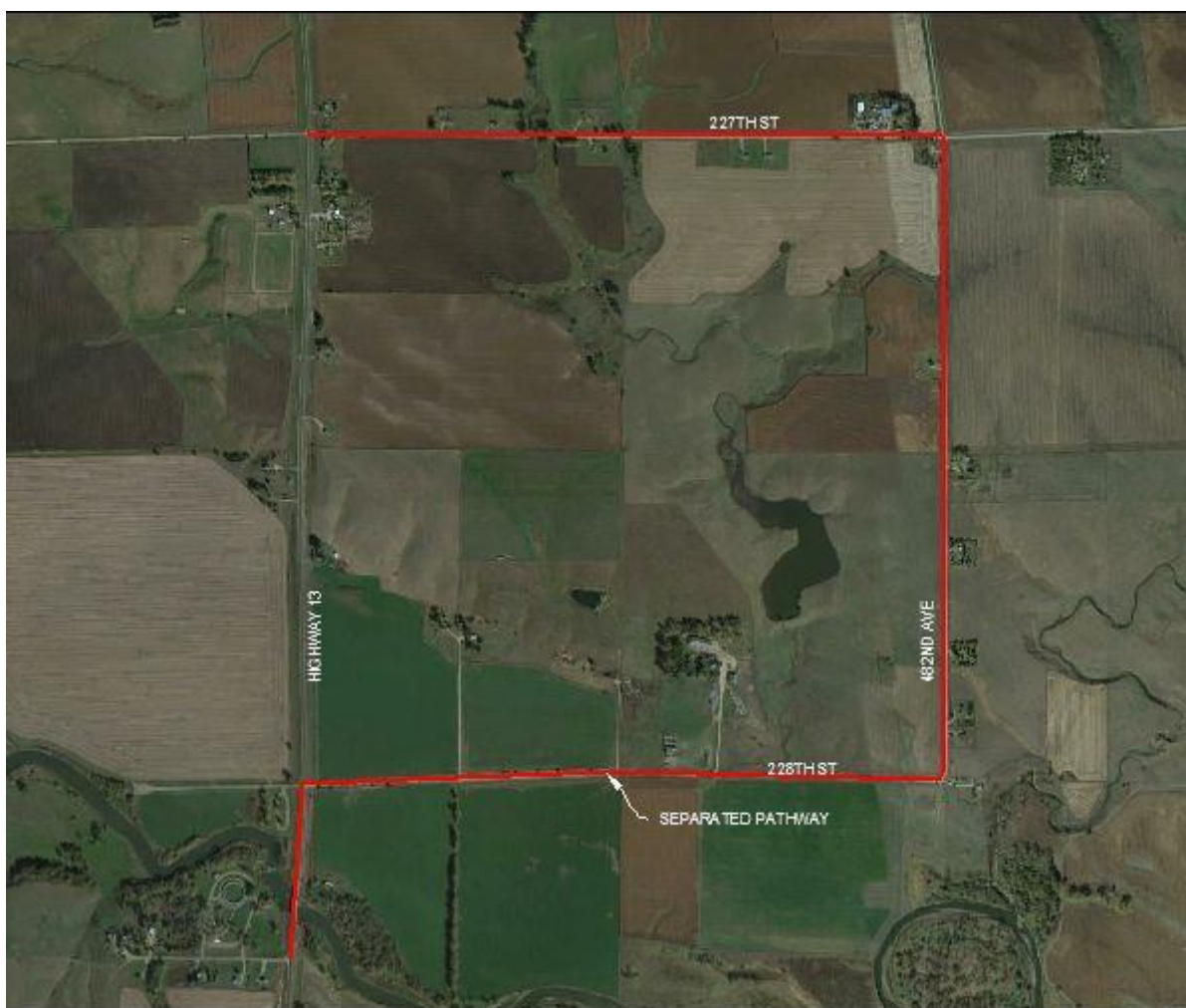


These locations that have been identified where separated pathways or lighting would be beneficial to creating safer pedestrian and bicycling opportunities are include:



- **Three Mile Road Pathway**

The Three Mile Road Pathway, North of Flandreau, SD would start on Highway 13 and 228<sup>th</sup> Street and run north along Highway 13 to 228<sup>th</sup> Street. The pathway would then run east along 228<sup>th</sup> Street turning north on 482<sup>nd</sup> Avenue, continuing to 227<sup>th</sup> Street, where the path would then head west along 227<sup>th</sup> Street and end on Highway 13, shown below. This pathway would allow for pedestrian and bike access for resident housing north of Flandreau to access the existing pathway along Highway SD 13 that connects to Flandreau. Additional work would include signs, designated bus stop locations and development of a park. This pathway would be approximately 3.3 miles long and cost an estimated \$990,000 including design and construction.



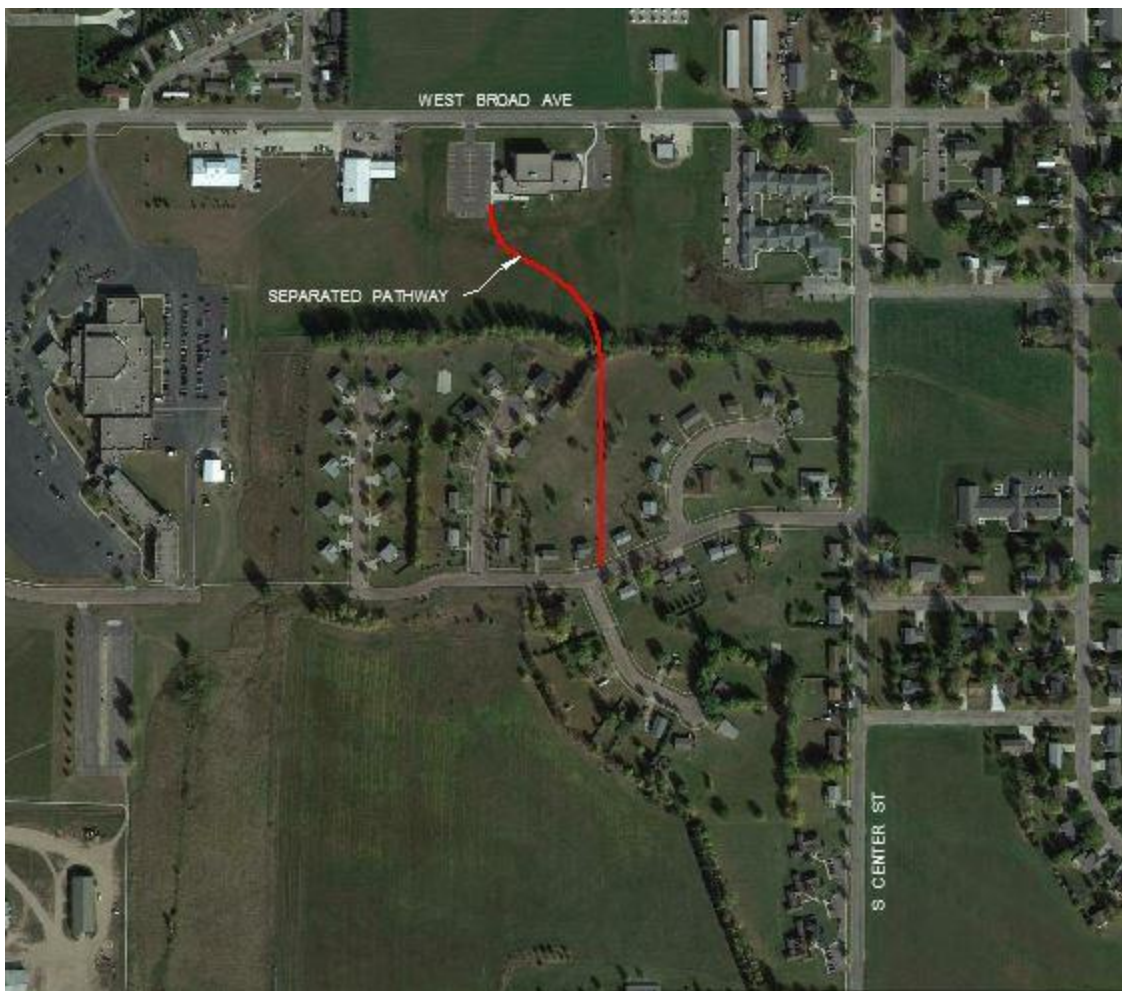
**Strategy Champion:** FSST Transportation Program

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



- **Community Center Pathway**

The Community Center Pathway, would start at the community center in Flandreau and head south connecting the Tribal housing as shown below. This pathway would allow for pedestrian and bike access from the community center to the subdivision. This pathway would be 0.3 miles long and cost an estimated \$150,000 including lighting, design and construction.



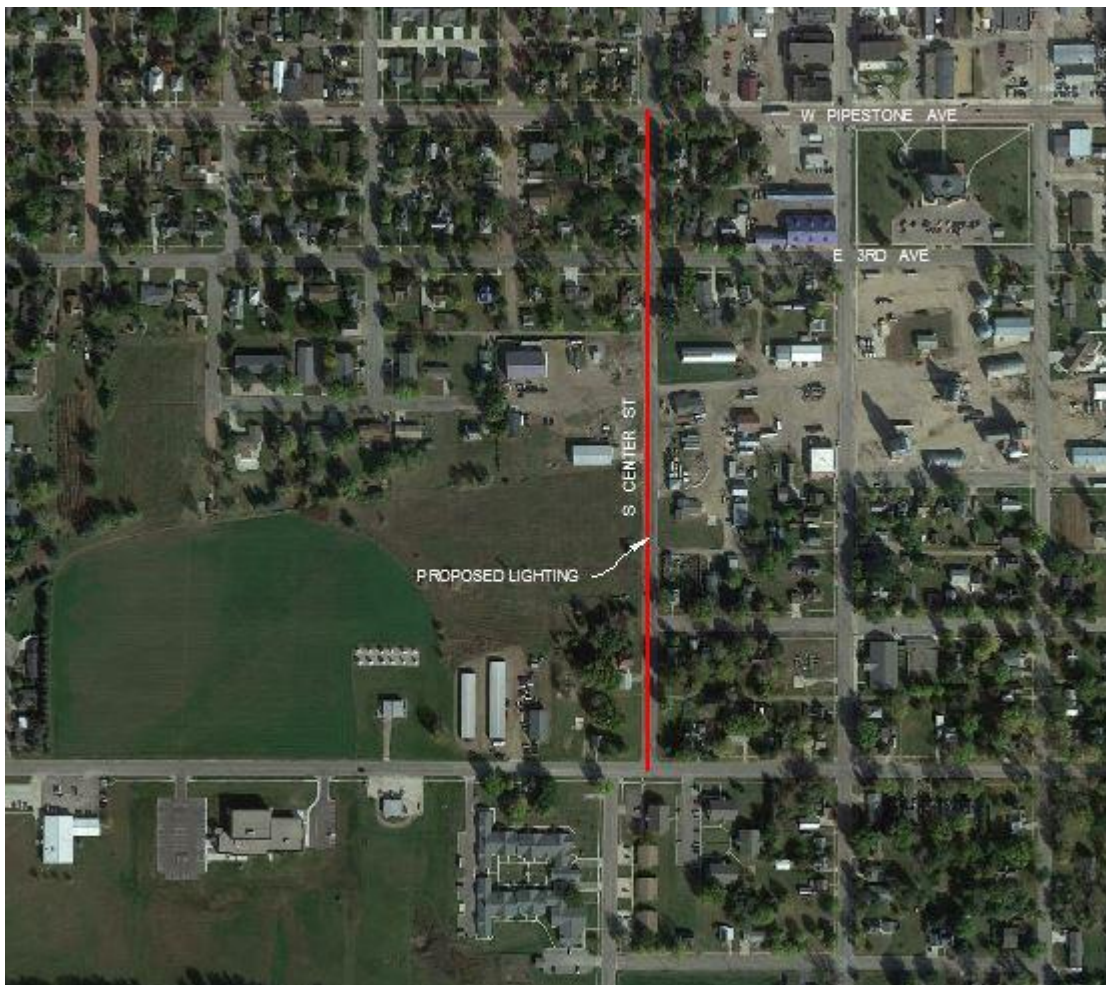
**Strategy Champion:** FSST Transportation Program

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



- **Center Street Lighting**

The Center Street lighting would run south to north from West Broad Avenue to East Pipestone Avenue in Flandreau, shown below. This street lighting would improve safety for both drivers and pedestrian and bike users. This lighting would be 0.3 miles long and cost an estimated \$50,000 including lighting, design and construction.



**Strategy Champion:** FSST Transportation Program

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



## Safety Planning and Other Strategies

- **Need for Improved Maintenance Equipment**

While the Flandreau Santee Sioux Tribe has a small roadway, pathway and sidewalk network, there still is a need to perform basic routine maintenance services.

Currently, the Tribe has very limited equipment to plow, blade, patch or otherwise perform routine maintenance.

This has been identified as a safety concern, particularly in the winter months when these facilities are not cleared and



have to be used in snow covered or icy conditions. For improved maintenance, a motor patrol is needed for larger facilities and roadway maintenance and a smaller Tool Cat or similar equipment for pedestrian facility maintenance. State DOT agencies are obtaining Tool Cat's for approximately \$40,000, while motor patrols can vary depending on whether purchasing used or new equipment, but would be approximately \$225,000.

**Strategy Champion:** FSST Transportation Program

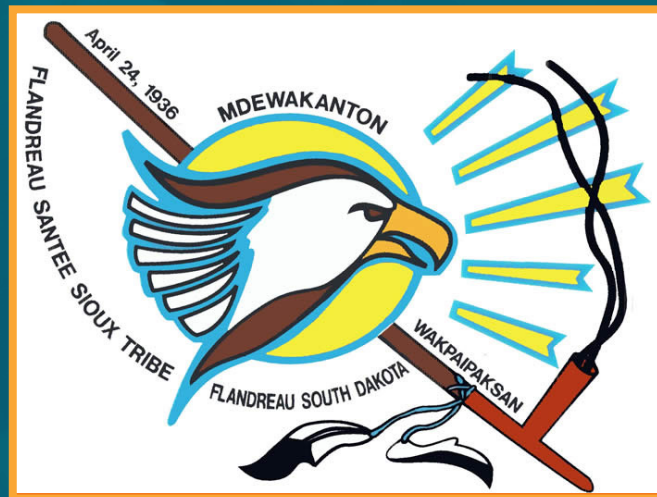
**Funding Opportunity:** TTP Funds. Other grant programs may exist, but have not currently been identified

# FLANDREAU SANTEE SIOUX TRIBE

## 2015 TRIBAL TRANSPORTATION SAFETY PLAN

### ATTACHMENT A

### MEETING AGENDAS





## ATTACHMENT A

### FLANDREAU SANTEE SIOUX TRIBAL SAFETY PLAN 2015

#### AGENDA

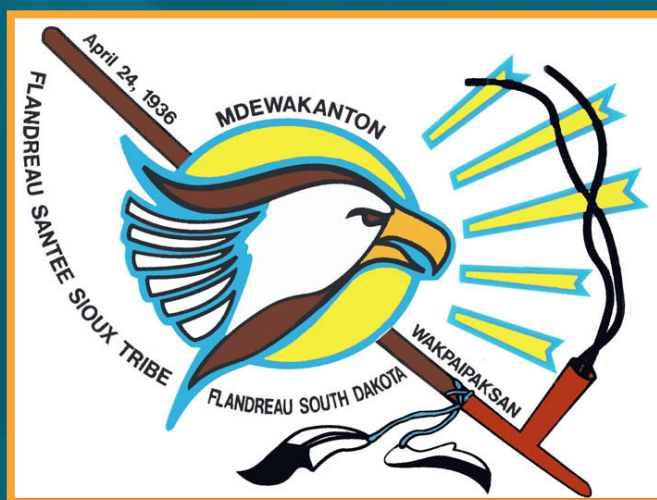
- 10:00 a.m. Welcome and Introductions
- 10:15 a.m. Background and Overview  
Discussion of Tribal Safety Plans, including the need for  
Review of 2009 Safety Plan  
Presentation of Crash and Safety Data  
Questions and Discussion of Data
- 11:00 a.m. Existing safety approaches (this is any practice 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 Inclusion in the 2014 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
- 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

# FLANDREAU SANTEE SIOUX TRIBE

## 2015 TRIBAL TRANSPORTATION SAFETY PLAN

### ATTACHMENT B

#### PARTICIPANTS





## ATTACHMENT B

### FLANDREAU SANTEE SIOUX SAFETY MANAGEMENT PLAN

#### November 19, 2014 Meeting Participants

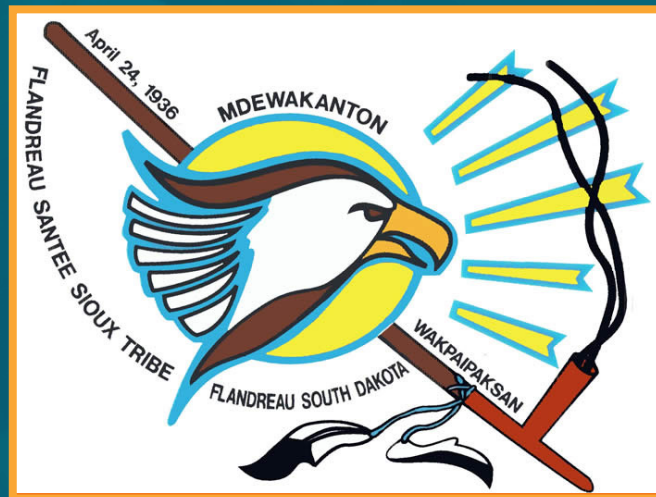
Name	Representing	Phone Number	Email Address
Craig Genzlinger	KLJ	406-457-3357	<a href="mailto:craig.genzlinger@kljeng.com">craig.genzlinger@kljeng.com</a>
Sharon Johnson	FHWA	605-776-1011	<a href="mailto:Sharon.johnson@dot.gov">Sharon.johnson@dot.gov</a>
Elizabeth Wakeman	EPA Brownfield - BIA Water	605-864-8510	<a href="mailto:fsstbfc@mchsi.com">fsstbfc@mchsi.com</a>
Elise Mentoya	FSST (Grant's Admin Asst.)	605-997-3891	<a href="mailto:Elisa.mentoya@fsst.org">Elisa.mentoya@fsst.org</a>
Amber Allen	FEET Econ Den Asst	605-997-3891	<a href="mailto:Amber.allen@fsst.org">Amber.allen@fsst.org</a>
Mark Allen	FSST GAP	605-997-5123	<a href="mailto:mallen@fsst.org">mallen@fsst.org</a>
Lauren Herrick	FSST Inventory/Property	605-977-3891	<a href="mailto:Lauren.herrick@fsst.org">Lauren.herrick@fsst.org</a>
Steve Stadsdahl	FSST Maint.	605-864-0513	<a href="mailto:Steve.stadsdahl@fsst.org">Steve.stadsdahl@fsst.org</a>
Angie Julson	FSST Staff Accountant	605-864-0357	<a href="mailto:Angie.julson@fsst.org">Angie.julson@fsst.org</a>
Brad Remmich	SDDOT	605-773-3093	<a href="mailto:Bradly.remmich@state.sd.us">Bradly.remmich@state.sd.us</a>
Wyatt Koens	Flandreau Police Department	605-997-3830	<a href="mailto:officerkoens@flandreaupolicedepartment.org">officerkoens@flandreaupolicedepartment.org</a>
Kristi Bietz	FSST Court	605-977-3593	<a href="mailto:fsstcourt@fsst.org">fsstcourt@fsst.org</a>
Cynthia Johanson	FSST Court Services	605-537-5044	<a href="mailto:Cynthia.johanson@fsst.org">Cynthia.johanson@fsst.org</a>
Andy Vandel	SDDOT	605-773-4421	<a href="mailto:Andy.vandel@state.sd.us">Andy.vandel@state.sd.us</a>
Kellyn James	FSST Education Department	605-997-2859	<a href="mailto:Kellyn.james@fsst.org">Kellyn.james@fsst.org</a>
June Hansen	SDDOT	605-773-3540	<a href="mailto:June.hansen@state.sd.us">June.hansen@state.sd.us</a>
Charlie Wasson	FSST Housing	605-997-2194	
Carol Robertson	FSST Roads Director	605-997-3891	<a href="mailto:Carol.robertson@fsst.org">Carol.robertson@fsst.org</a>

# FLANDREAU SANTEE SIOUX TRIBE

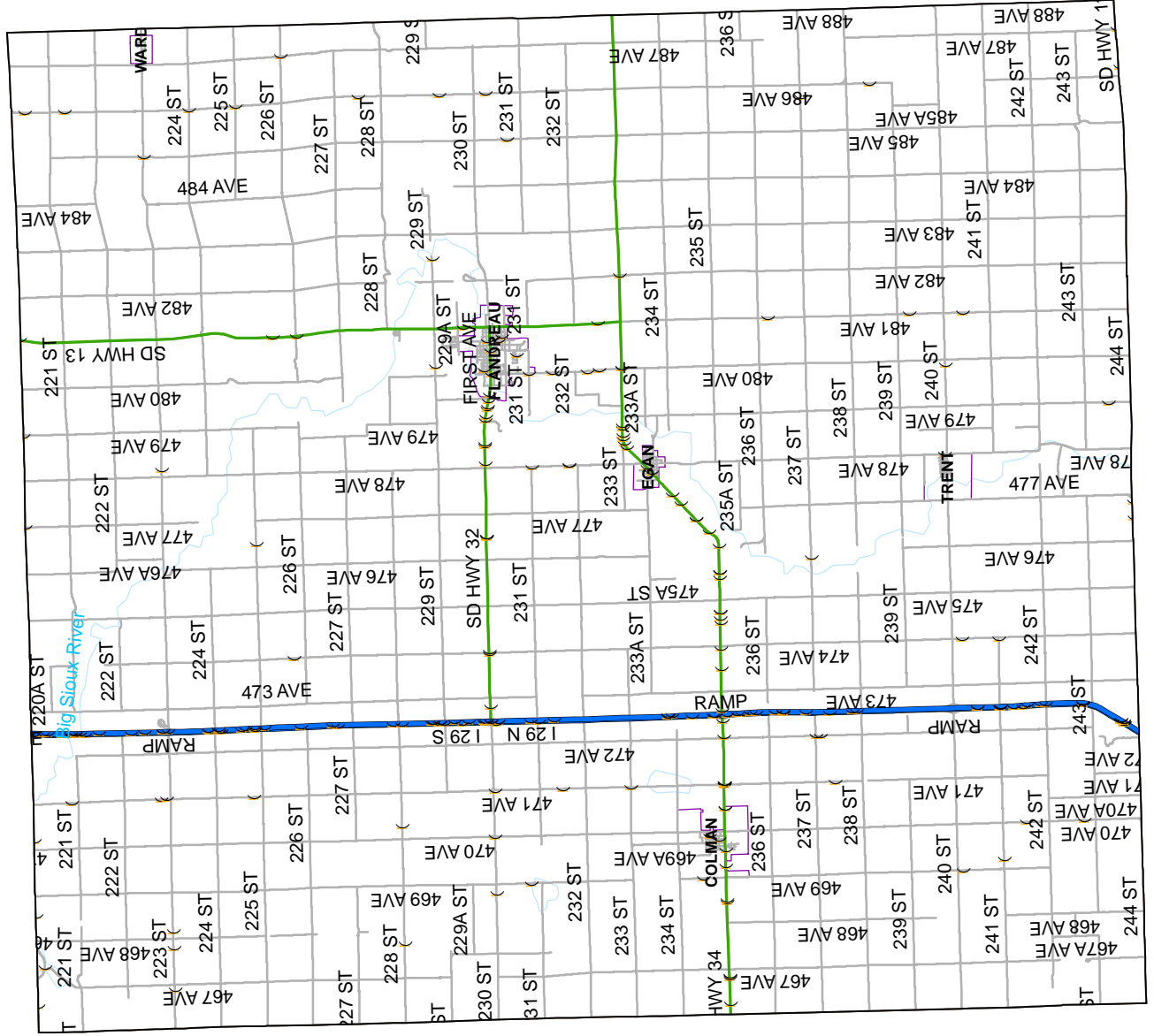
## 2015 TRIBAL TRANSPORTATION SAFETY PLAN

### ATTACHMENT C

#### MAPS



# MOODY CO - 2006 REPORTABLE MOTOR VEHICLE CRASHES



## Legend

- ( ) 2006\_accidents
- Moody Boundary

## HIGHWAYS

## HWY\_CATEGORY

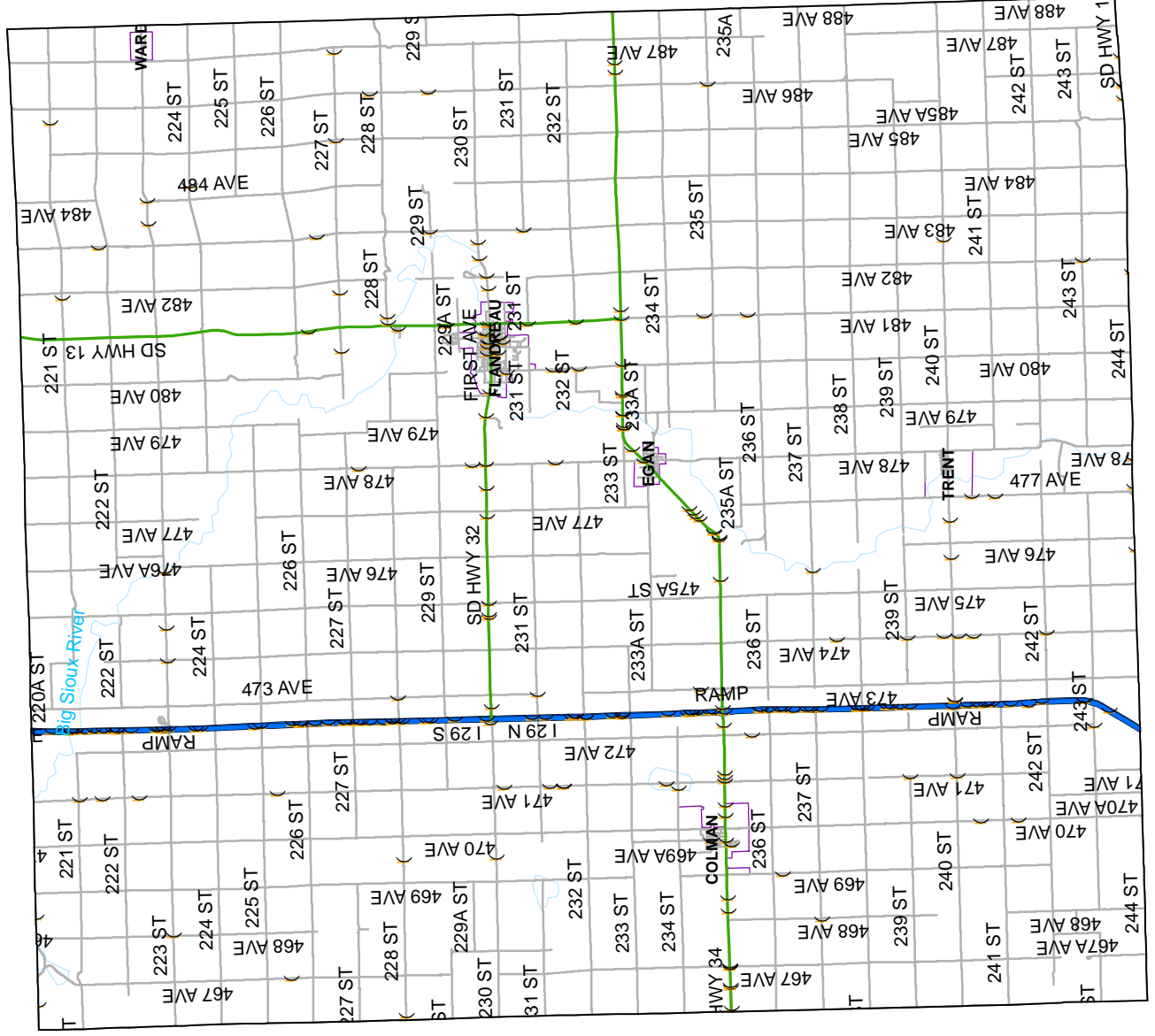
- Interstate
- SD
- US
- NSTRI
- city\_limits
- Water

2006 MV CRASHES  
FOR MOODY CO

226 TOTAL CRASHES  
2 FATAL CRASHES  
28 INJURY CRASHES  
196 DAMAGE ONLY  
CRASHES

2 KILLED  
46 INJURED

# MOODY CO - 2007 REPORTABLE MOTOR VEHICLE CRASHES



## Legend

- ( 2007\_accidents
- Moody Boundary

## HIGHWAYS

## HWY\_CATEGORY

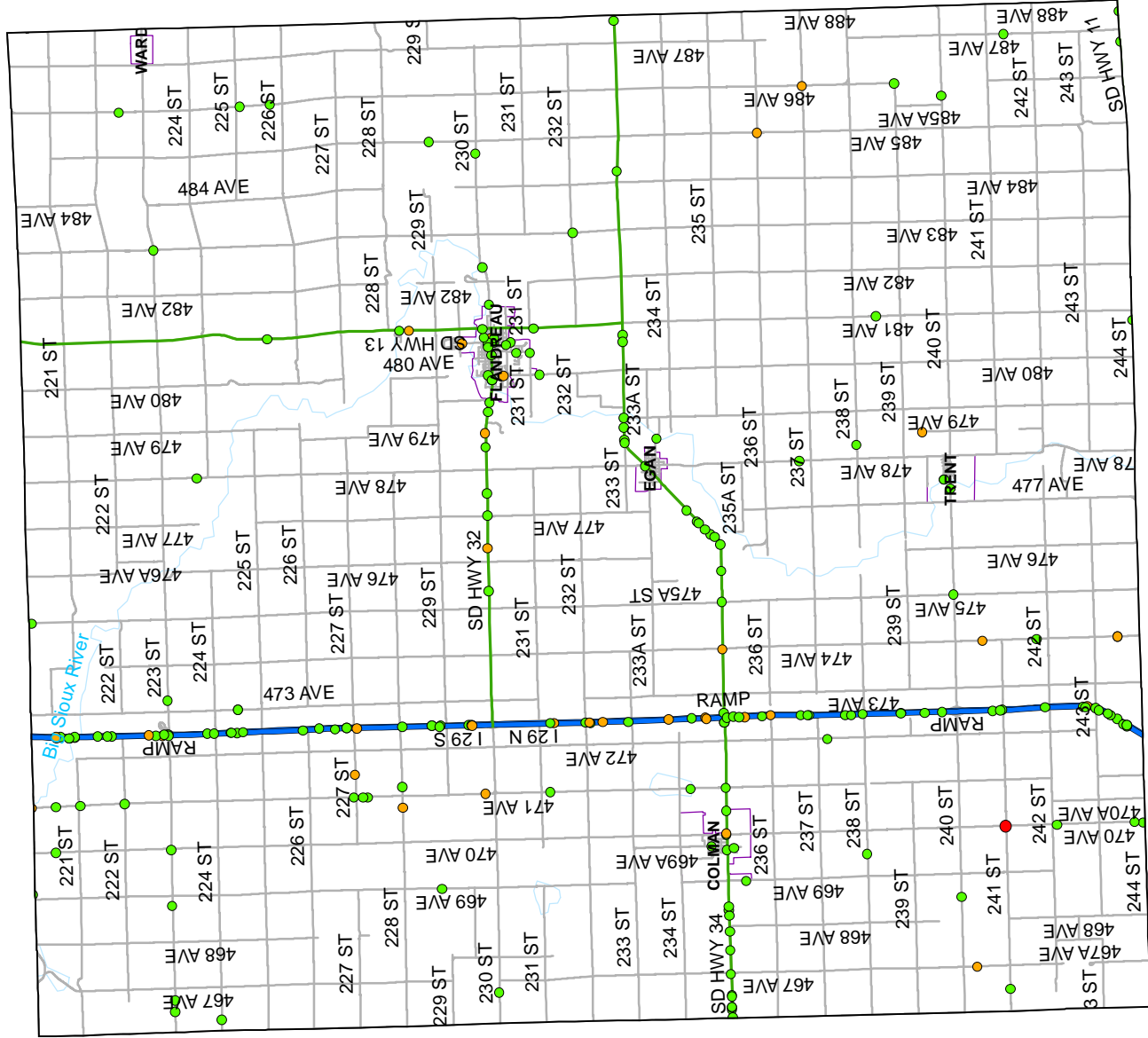
- Interstate
- SD
- US
- NSTRI
- city\_limits
- Water

2007 MV CRASHES  
FOR MOODY CO

249 TOTAL CRASHES  
2 FATAL CRASHES  
37 INJURY CRASHES  
210 DAMAGE ONLY  
CRASHES

2 KILLED  
57 INJURED

# MOODY CO - 2008 REPORTABLE MOTOR VEHICLE CRASHES



## Legend

Moody Boundary  
2008\_MV\_CRASHES

By  
AccidentSeverity

- FATAL CRASHES
- INJURY CRASHES
- PDO CRASHES

## HIGHWAYS

By

## HWY\_CATEGORY

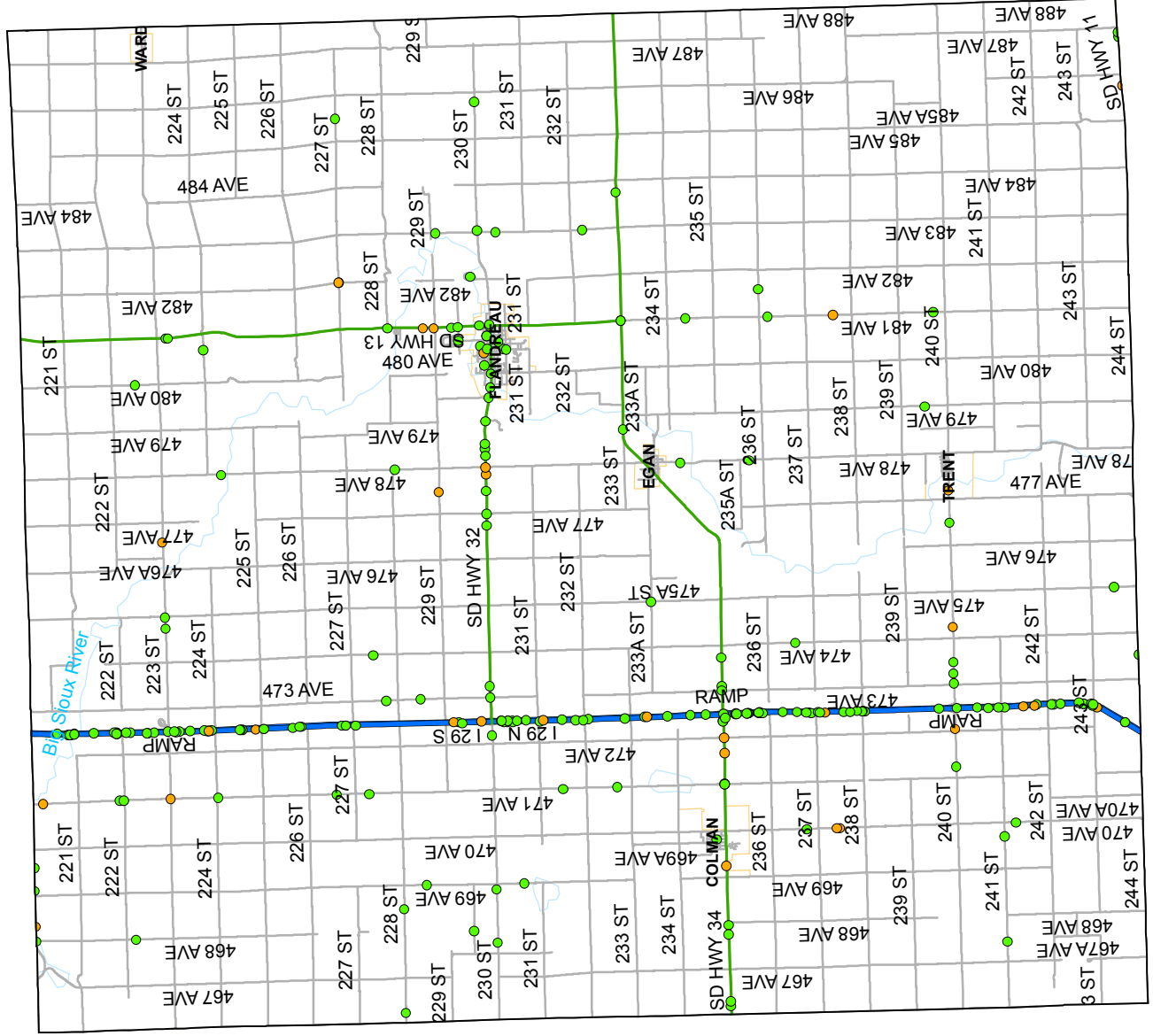
- Interstate
- SD
- US
- NSTRI
- city\_limits
- Water

2008 MV CRASHES  
FOR MOODY CO

216 TOTAL CRASHES  
1 FATAL CRASH  
32 INJURY CRASHES  
183 DAMAGE ONLY  
CRASHES

1 KILLED  
47 INJURED

# MOODY CO - 2009 REPORTABLE MOTOR VEHICLE CRASHES



## Legend

### 2009\_MV\_CRASHES HIGHWAYS

CRASH SEVERITY	BY	HWY_CATEGORY
FATAL CRASHES	Interstate	
INJURY CRASHES	SD	
PDO CRASHES	US	
	NSTRI	
	city_limits	
	Water	



## SOUTH DAKOTA ACCIDENT RECORDS

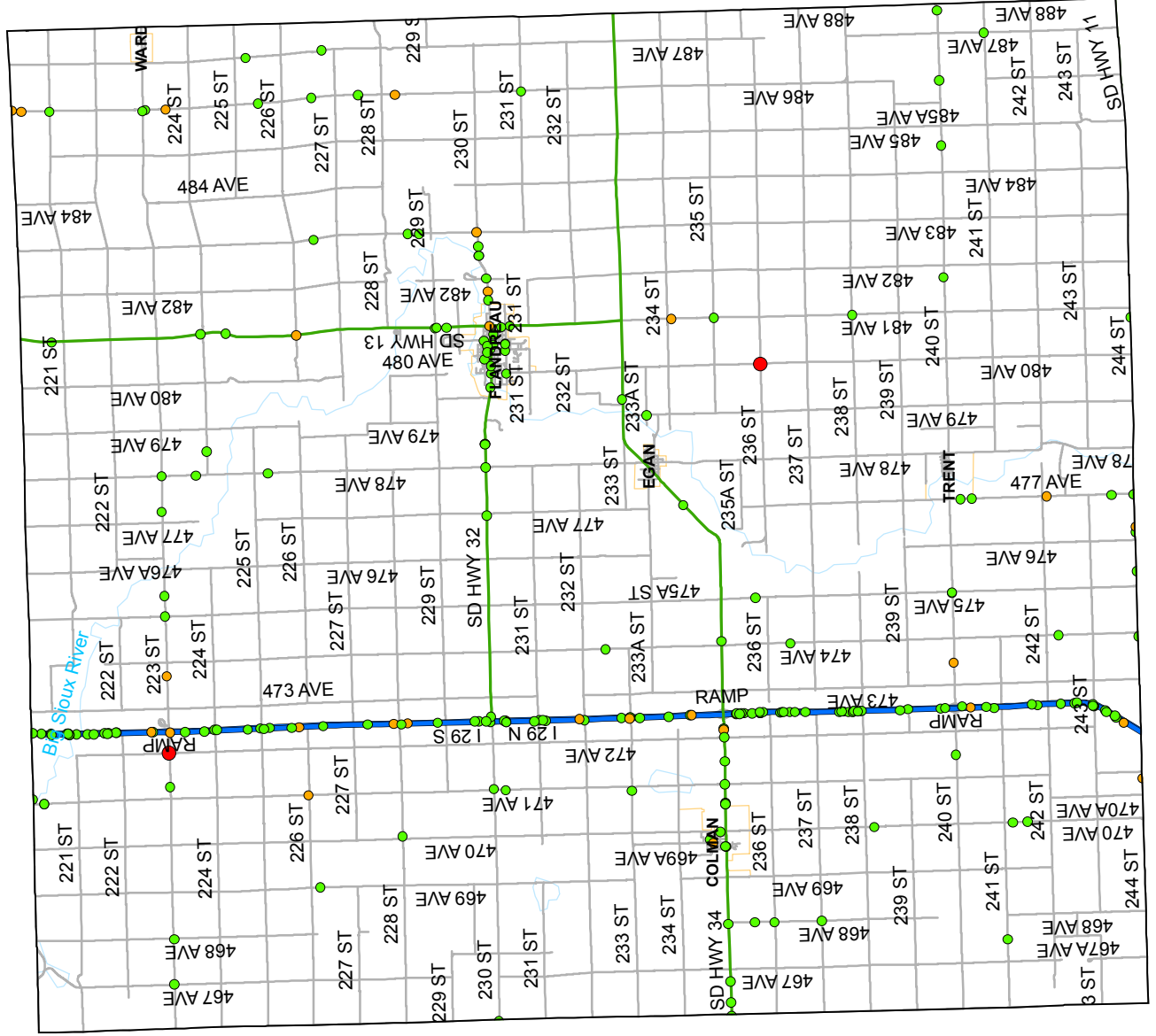
2009 MV CRASHES  
FOR MOODY CO

238 TOTAL CRASHES  
0 FATAL CRASHES  
36 INJURY CRASHES  
202 DAMAGE ONLY  
CRASHES

0 KILLED  
43 INJURED



# MOODY CO - 2010 REPORTABLE MOTOR VEHICLE CRASHES



## SOUTH DAKOTA ACCIDENT RECORDS

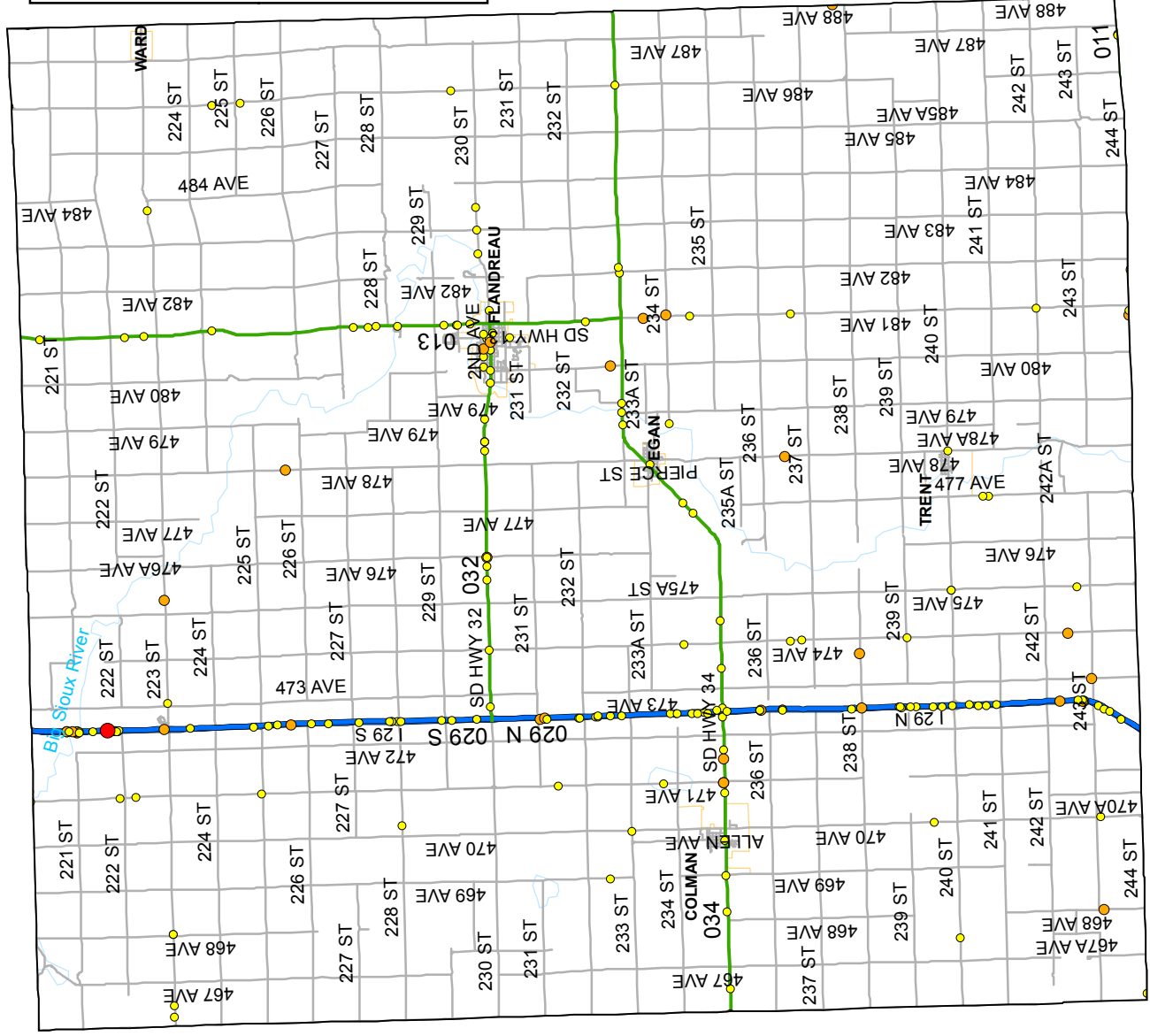


2010 MV CRASHES  
FOR MOODY CO

235 TOTAL CRASHES  
2 FATAL CRASHES  
31 INJURY CRASHES  
202 DAMAGE ONLY  
CRASHES

4 KILLED  
36 INJURED

# MOODY CO - 2011 REPORTABLE MOTOR VEHICLE CRASHES



## Legend

Moody Boundary

HIGHWAYS

2011\_MV\_CRASHES BY

HWY\_CATEGORY

CRASH SEVERITY

FATAL CRASHES

INJURY CRASHES

PDO\* CRASHES

city\_limits

Water



SOUTH DAKOTA  
ACCIDENT RECORDS

2011 MV CRASHES  
FOR MOODY CO

191 TOTAL CRASHES  
1 FATAL CRASH  
31 INJURY CRASHES  
159 DAMAGE ONLY  
CRASHES

1 KILLED  
41 INJURED

PDO\* = PROPERTY  
DAMAGE ONLY



Prepared by:  
SD Dept of Public Safety  
Highway Safety / Accident Records  
April 26, 2012



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