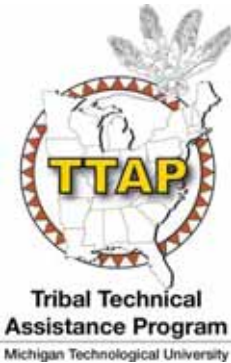


# 2015 Wisconsin Tribal Transportation Safety Summit Final Report and Tribal Transportation Safety Toolkit

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Prepared by the Eastern Tribal Technical Assistance Program (TTAP) at Michigan Tech

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## Agenda

2015 Wisconsin Tribal Transportation Safety Summit (WiTTSS)

- 7:30 am**      **Registration at North Star Mohican Casino**
- 8:30am**      **Welcome**  
*Greg Miller, Stockbridge Munsee Tribal Council*
- Invocation, Prayer, Presentation of Colors**  
*Jeremy Mohawk, Stockbridge Munsee Tribal Council*
- 9:00 am**      **Opening Remarks**  
*Jim Allen, FHWA*
- Tribal Transportation Program Safety Funds (Federal Side)**  
What's Available, Who Should Apply, How/When to Apply  
*Jim Allen, FHWA*  
*Tom Fronk, BIA MRO*
- Tribal Transportation Program Safety Funds (State Side)**  
What's Available, Who Should Apply, How/When to Apply  
*Darren Schoer, Wisconsin DOT HSIP*
- 9:45am**      **Stockbridge Munsee Tribal Safety Plan**  
*Stacey Schreiber, Stockbridge Munsee Tribe*
- 10:30 am**      **Break**
- 11:00 am**      **Community Connections; County Transportation Safety Commissions**  
*Michael Panosh, WisDOT BOTS*  
*Amber Marlow, LCO (presented by Danielle Yancey, WisDOT)*  
*Bob Bott, WisDOT BOTS*  
*Mike Stoddard, Sauk County Sheriff's Department*
- 11:30 am**      **Crash Data Mapping with Community Maps**  
*Steven Parker, UW TOPS*  
*Bob Bott, WisDOT BOTS*  
*Amber Marlow, LCO*
- 12:30 pm**      **Lunch**  
Teen Safe Driving – Crossroads Teen Traffic Safety  
*Deena Liska, Children's Hospital of Wisconsin*  
Tribal Youth PSA Videos  
*Amber Marlow, LCO (presented by Danielle Yancey, WisDOT)*
- 1:30 pm**      **Round Table Discussions**  
Tribal Transportation Program Safety Funds/Plans  
Community Maps  
Transportation Safety Commissions  
BIA  
Teen Safe Driving

Other Topics Based on Participant Interest

<b>3:00 pm</b>	<b>Break</b>
<b>3:30 pm</b>	<b>Round Table Summaries/Outcomes to the Group</b>
<b>4:45 pm</b>	<b>Closing Ceremony</b>
<b>5:00pm</b>	<b>Adjourn</b>

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## 2015 WITTSS Summary

In an effort to enhance transportation safety throughout the state, and in particular with the 11 federally recognized tribal governments of Wisconsin, the Wisconsin Department of Transportation (WisDOT) hosted the third Wisconsin Tribal Transportation Safety Summit (WisTTSS) on Tuesday, March 24, 2015. The Summit was hosted by the Stockbridge-Munsee Band of Mohican Indians at the North Star Mohican Casino Resort in Bowler, Wisconsin.

The 2015 WisTTSS brought together 45 tribal, state, local, and federal representatives representing 22 agencies to discuss important safety issues and strengthen future interagency cooperation. Federal and state agencies provided everyone with background and detailed information on the programs available to help improve safety, and tribal representatives discussed their own successes and challenges.

The 2015 WisTTSS addressed a range of topics, as can be seen in the included agenda below. In addition, an agenda that contains links to the presentations can be found at:

<http://ttap.mtu.edu/2015-wittss>.

This report is a brief summary of the content presented during the summit, as well as a list of conference attendees. In addition, there is an online photo gallery located at:

<http://michigantechttap.smugmug.com/2015-WisTTSS>.

Funding for the WisTTSS was provided by the Wisconsin Department of Transportation Tribal Task Force, and through registration fees collected from conference attendees.

## Summit Organization

WisDOT and tribal representatives initiated the summit planning process and worked with the Eastern Tribal Technical Assistance Program at Michigan Tech (Eastern TTAP) to recruit and organize speakers and attendees. The planning committee met at regular intervals by teleconference and drew in transportation safety champions and experts to develop the summit agenda.

## Tribal Transportation Program Safety Funds

### Jim Allen, Federal Highway Administration

Jim started his presentation with the statement that “community is formed by shared struggle.” Fifty-seven percent of fatal crashes are on rural roads, and Native Americans are 4x likely to have a motor-vehicle related death, which makes it the leading cause of death for Native Americans up to age 44. Jim stressed the importance of sharing data. He talked about the Systemic Safety Project Selection Tool Guidebook and highlights of the process: identify the target crash types and risk factors, screen and prioritize candidate locations, select countermeasures and prioritize projects. The Wind River Indian Reservation and Wyoming LTAP were mentioned as a case study using this method.



Greg Miller with Stockbridge Munsee Tribal Council gives the opening remarks as the Veteran's Color Guard posts the colors.

## **Tribal Transportation Program Safety Funds**

### **Tom Fronk Bureau of Indian Affairs**

The second round of Tribal Transportation Program Safety Fund (TTPSF) awards were just completed and the projects from those awards should be coming soon. Tribal transportation safety is strong in Wisconsin and that shows in funding; however, there is greater need than funded. The next application period will last 60 days with June as the review period. He highlighted good points to include in applications, as well as things to leave out to increase chances for funding. For applications to be complete, the applications need appropriate supporting data; traffic counts alone are considered poor data unless they are backed up with other data to help justify the proposed improvements. Tom reviewed for the audience a few actual applications that he was authorized by the tribe to discuss and highlighted good and bad points of each. Jim Allen then discussed differences between safety projects versus maintenance. Some questions that tribes can use to help determine if a project is considered a safety project or a maintenance project include; can you remove it, is it traversable, breakaway, a shield, or delineation? Tom finished with examples of applications that won't be funded due to incomplete data.



Darren Shoer, WisDOT Safety Manager discussed the state's Highway Safety Improvement Program.

## **State side of TTPSF**

### **Darren Schoer, WisDOT Safety Program Manager**

Highway Safety Improvement Program (HSIP) overview: HSIP is a core program in MAP-21 and the purpose is "...to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." It is a reimbursement program where a 10% match is needed, not a grant program. The deadline for the next cycle is August 14, 2015. Some typical eligible spot projects include: intersection safety improvements, straightening isolated curves or hills, improving sight distance, access modifications, eliminating roadside obstacles, installing guardrails, barriers and crash attenuators along with signs, delineators, and flashing warning lights. HSIP funds can also be used for corridor-wide projects like signal upgrades, stand-alone beam guard installations, larger or additional signing, chevrons, pavement marking, and rumble strips. Application requirements were reviewed and a sample application form was displayed along with tips for successful applications.

## **Stockbridge Munsee Tribal Safety Plan**

### **Stacey Schreiber, Stockbridge-Munsee Tribe**

Stacey is the Public Works Director for the Stockbridge-Munsee Tribe(Stockbridge). They worked with Jill Tiegs, the grants writer to fill out the application for the federal funding. She showed the actual application and highlighted areas like the amount requested. Stockbridge worked with a consultant who completed their road safety audit(RSA) and filled out the grant applications for the tribe through money from the state. Danielle Yancy, tribal liaison with WisDOT, noted that the state had funding available and had the consultant review crash data and determine which tribes had the highest crash rates. The



two tribes with the highest crash rates were Stockbridge and Oneida. Stockbridge had the top six crash sites, and so their RSA was paid for through the HSIP funding. Stockbridge then submitted six applications for six projects. The Camp 14 Road project was then highlighted. This section of road included winding, unmarked curves as a hazard. Additional paved shoulder and rumble strips were the proposed corrections. Based on the RSA, the improvements would reduce crashes in that site by 56.5%. John Velat, Eastern TTAP summarized that Stockbridge used a consultant to do the RSA and put the application together. He then asked where the data came from – they worked with the TOPS lab and Amber Marlow from LCO. It was asked if the dots on the map were a true representation of the crashes and the answer was no. Not all crashes are reported. An example of a crash not reported was winter driving and sliding into the ditch and getting out and leaving before the police came. Other sources of data when data is poor can include getting anecdotal data, such as going to the tribal council and asking about any potential trouble areas, and asking those that drive the roads often, such as: bus drivers, postal workers, those in transit, tribal roads departments, enforcement, EMS, etc.

## **Community Connections; County Transportation Safety Commissions**

### **Michael Panosh, WSP-Bureau of Transportation Safety**

Transportation Safety Commissions (TSCs) are a quarterly meeting of those interested in transportation safety. They were created by the legislature in 1971, and Wisconsin is the only state that mandates having them. They are required to have nine members who represent the interests of their constituents, offer solutions to traffic safety related problems, and report conclusions back to their constituents. Their main job is to recommend solutions. Some issues brought up in TSC meetings include: citizen concerns for traffic safety at specific locations, ATV routes, reports on projects, review of spot maps, crashes that occurred in the previous quarter, crash statistics, etc. It was highly encouraged to become a member, community maps were touched on.

## **Crash Data Mapping with Community Maps**

### **Bob Botts, WisDOT BOTS, Steven Parker, TOPS Lab**

The Traffic Operations and Safety Laboratory (TOPS) at UW-Madison developed, maintains, and advances the community maps program for the state. The community maps program was created for TSCs and the goal was to involve the tribes by having them update data for their areas to have a more complete state map. The presentation included a live demonstration on how to map a crash, talk about their uses in TSCs, and then talk about the project Amber Marlow is working on at Lac Courte Oreilles Ojibwa Community College (LCOCC).

Community Maps is a web-based, password protected system on the WisTransportal System hosted at TOPS in Madison, Wisconsin. The main system is navigable without a password, but to update or map a crash, you must request a password. The system uses google maps



**Steven Parker with the TOPS lab demonstrated the web-based WisTransportal System for locating crash data.**

and allows users to zoom in and switch to satellite view to help locate specific sites. The data is downloadable (excel) and can generate spot maps or larger plotter style posters from the system. Crashes that are mapped range from property damage to fatalities.

Most TSC meetings have good attendance. Some attendees (not mandated) include the Amish, ATV groups, bar/restaurant owners, coroners, local governments, etc. The goal of using community maps in the meetings is to show a crash mapped and ask participants for feedback and input on what can be done to reduce or prevent future crashes at the site. Based on the information provided, planners need to decide if it's something countermeasures can help prevent, or are the crashes at the site behavioral? Using the community maps, in many locations planners can zoom to a street view of the site and look around and get a better sense of how to characterize the crashes. They may find that the focus may not be where the crash occurred but where the vehicle was coming from.

### **Lac Courte Oreilles Ojibwa Community College Community Maps**

Amber Marlow with LCOOCC created Geographical Information System (GIS) community maps for all Wisconsin tribes from 2007 – 2011. The goal of the current project at LCOOCC is to update the community maps with crash data from the last three years by teaching tribal governments to input their community's crash data into the system. There will be three training opportunities by September for tribes. Some questions brought up in the presentation include: How well does google maps cover tribal roads compared to GIS? What is gained, lost, or improved upon by using community maps? The outcomes of the project include: demonstrating the value of community maps for tribal road crash safety analysis and project development, encourage and train tribal governments to maintain community maps (which will help to get a complete state map), identify improvements to community maps related to tribal crash mapping, evaluate community maps along tribal roads, and provide an initial set of mapped historical crashes.

Ed Fairbanks, state tribal liaison with the Minnesota Department of Transportation, asked several questions including:

- In Minnesota, state and local law enforcement are inputting data, but it is not well coordinated with tribal or BIA enforcement. Are these community maps a key to fixing this for good data sharing? It is the goal for it to work well for all agencies. Many tribal roads are not in GIS. With all tribes using the same system, the available information is more accurate and complete.
- Minnesota has a state database where the tribes have to request permission to use, but all other agencies are given access. In Wisconsin, were tribes included in the development of community maps? All agencies must request a password from the TOPS lab to enter crashes into community maps. The main factor is cooperation and cooperative agreements.
- In the TSC's, are tribes a part of the mandated group or treated like guests? There are some members of TSC's that are mandated by the state, but all others are guests. The members get votes whereas the guests are able to give verbal support.



## Teen Safe Driving

### Deena Liska, Children's Hospital of Wisconsin

The Children's Hospital of Wisconsin is located in Milwaukee, but provides services for the entire state. They have provided services for child passenger safety for several years. They wanted to focus on another topic to help reduce deaths and injuries to young people, and after looking at statistics, they found that injuries or death related to teen driving has been in the top two causes continually. The goals of the program are to prioritize the issues they focus on, recognize models and best practices to get the most out of their



Deena Liska with the Children's Hospital of Wisconsin discussed the Teen Safe Driving program they developed for the state.

money, create local teen traffic safety teams, and utilize a state level of guidance to stay on the right track. The priority areas they focus on are distracted driving, seat belt use, speeding, impaired driving, and passengers (in no particular order based on importance). Statistics show that the graduated license law has reduced teen crashes. Parental involvement is one of the greatest factors in reducing teen crashes (by almost half!). Other strategies that also help include community engagement (getting the teens involved with others), evaluation (what changed?) and collaboration (we can do more by working together). The local teams evaluate the data (using TOPS data), determine interventions, implement programming, and provide feedback. Working with counties, they currently have 5 teams in place. The initial goal was to find if anyone was already doing this work in the community. Each team is led by a different group, and each group tells the program what their community looks like, where the boundaries are, and how they overlap other areas. When the teams evaluate the data, they drill down to the most specific data. An example of this is looking at data involving teens with probationary licenses. The data showed the crashes involving teens during their restricted driving time were almost all with deer or other animals, and most involved property damage only. Key points of the state level guidance include having a strong DOT BOTS partnership, having links to established state and national standards, creating benchmarks to make sure they are aligning with national statistics, and forming a state level council to monitor the data and trends. Some of the current initiatives they have are "Celebrate My Drive," "Operation Click," "CTE Partnership," "Hitting the Road," "Parents are the Key," and "Countdown 2 Drive."

## National Summer Transportation Institute at Lac Courte Oreilles Ojibwa Community College

The National Summer Transportation Institute (NSTI) program started at LCOOCC in 1998. It is a four week, non-residential program for 15-22 middle school aged students that focuses on land and rail, water, air, safety, and environment. The program is a partnership between WisDOT, FHWA and TCUs. The goals of the program are to expose the students to transportation careers, provide STEM (science, technology, engineering and math) education, and supplement the curriculum with hands-on learning and field trip experiences. Part of the program involves the students writing, directing, acting and filming PSA videos. Some of the videos shown included: "2011 PSA Joint Video with LCOOCC and CMN

Students,” “2012 PSA Don’t Text and Drive,” “2013 PSA “Where’s the Love” – Don’t Drink and Drive,” and “2014 PSA “Distracted.”

## Round Table Discussions

The agenda included several suggestions for roundtable discussions; however, they were only suggestions to initiate and facilitate discussion within the group. Suggestions were collected from the audience, with Joe Miller, Stockbridge-Munsee council member, being volunteered to give the first topic. “What is the hardest part of tribal transportation safety in this community?” He said they “have it pretty good, our roads are in good shape.” They are proactive in their response to conditions, “If we get even one snowflake, the plows are out” he stated. The most difficult part in their area is working with the other communities around them, and this inter-governmental cooperation is key but can be frustrating at times. Joe gave an example of an area with several lakes and timeshare resorts where, in the summertime, the traffic increases significantly by non-tribal members. The tribe owns all the land around this area, but the community with the lakes sub-contracts with the county and it had not asked the tribe for right-of-way extensions to soften the curves in corners. This was frustrating to the tribe as previously, the county and tribe had worked together to place a salt shed on tribal land so that it worked well for the county. The other topics focused on funding and technical assistance.



The roundtable discussions gave participants an opportunity to interact in one of three specific topic groups.

## Survey Responses Summary

Out of 12 responses received, most felt they were knowledgeable or fairly informed about transportation safety prior to the Safety Summit. All felt they had learned something new as a result of attending the Summit. The topic most interested in was using the Community Maps for crash mapping and using the statistics for possible funding for safety programs. As a result of attending the Summit, several said they plan to attend the Traffic Safety Commission meetings, while many plan to start using the community maps in order to apply for funding. Other comments on the Summit include wanting to see the actual application process for HSIP, wanting copies of the presentations, and positive reports on the location, networking, tribal songs and drums, and feedback on the entire event.

## Tribal Technical Assistance Program (TTAP)

The Eastern TTAP is part of a nationwide effort sponsored by the Federal Highway Administration and the Bureau of Indian Affairs. The seven TTAPs serving tribes throughout the USA relate the latest technology and information on tribal roads and bridges, tourism and recreation, and related economic development to tribal transportation and planning personnel. In addition to the TTAP program, 51 Local Technical Assistance Programs serve all the states and Puerto Rico, each focusing on local and state agencies within their respective states. LTAPs can also provide assistance to tribal agencies. LTAPs and TTAPs help improve transportation safety through training, education, and coordination of tribal and

non-tribal partners. The Eastern TTAP at Michigan Tech serves tribes in the BIA Midwestern and Eastern regions, including all the Wisconsin tribes.

**Michigan Tech TTAP Website:** <http://www.ttap.mtu.edu/>

**National TTAP/LTAP Website:** <http://www.ltap.org>

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