

White Earth Nation Tribal Transportation Safety Plan

MN TZD Conference - October 22, 2024



Introductions

- Michael Bowman, White Earth Nation
- Tracy Olson, MnDOT
- Matt Knight, SRF



Background

Collaboration

White Earth Nation
MnDOT
Mahnomen County

Plan Development

Engagement
Locations
Strategies
Priorities

Opportunities

Safe Streets and Roads for All (SS4A)
Tribal Transportation Program Safety Fund (TTPSF)
Active Transportation Investment Program (ATIIP)



Project Goal

The goal of this project is to produce an updated subset of traffic safety plans, incorporating new practices, crash data and lessons learned while building on the documents that were previously completed. The updated traffic safety plan will still have a focus on **reducing fatal and serious injury crashes** on the tribal, state, and local roadway systems while aligning with the statewide Strategic Highway Safety Plan.



Safe Streets and Roads for All (SS4A) Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.



Safe Streets and Roads for All (SS4A) Grant Program

*In the Safe Streets and Roads for All (SS4A) grant program, comprehensive safety action plans (referred to as “**Action Plans**”) are the basic building block to significantly improve roadway safety.*

*Action Plans are comprehensive safety plans aimed at reducing and eliminating **serious-injury and fatal crashes** affecting all roadway users.*

*Action Plans use **data analysis** to characterize roadway safety problems and strengthen a community’s approach through **projects and strategies** that address the most significant safety risks.*

*The SS4A grant program is guided by the **Safe System Approach**, which involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.*



SS4A Action Plan Components

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selection
8. Progress and Transparency



SS4A Self-Certification Eligibility Worksheet

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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NCFPO to correctly apply for a grant. See the [SS4A website](#) for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan (or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds creation of a new Action Plan, only if the following two conditions are met:

• Answer "yes" to Questions 1-4

• Answer "yes" to at least four of the six remaining Questions 5-10

If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Agency:

YES

1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

YES NO
If yes, provide documentation.

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES NO
If yes, provide documentation.

3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, county, tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users, and);
- A geospatial identification (geographic or locational data using map(s) of higher risk locations.

YES NO
If yes, provide documentation.



Still have questions? Visit the [SS4A website](#)
SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES NO
If yes, provide documentation.

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES NO
If yes, provide documentation.

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES NO
If yes, provide documentation.

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be applied, and explain project prioritization criteria?

YES NO
If yes, provide documentation.

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data;
- The plan is posted publicly online.

YES NO
If yes, provide documentation.

9 Was the plan finalized and/or last updated between 2018 and June 2023?

YES NO
If yes, provide documentation.



Still have questions? Visit the [SS4A website](#)
SS4A Self-Certification Eligibility Worksheet | Page 2 of 2



Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both of the following:



Leadership Commitment and Goal Setting

(1) the target date for achieving zero roadway fatalities and serious injuries, OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries

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 WHEREAS: Resolution
 Public Safety, Tribal Transportation Safety Plan

WHITE EARTH RESERVATION BUSINESS COMMITTEE
WHITE EARTH BAND OF CHIPPEWA INDIANS
 Resolution No. 277-45-013

WHEREAS, the White Earth Reservation Business Committee is the duly elected governing body of the White Earth Reservation pursuant to Article VI, Section 1, of the revised constitution of the Minnesota Chippewa Tribe, as amended, and organized under Section 16, of the Act of June 18, 1984 (68 Stat. 984), and

WHEREAS, the White Earth Reservation Business Committee is the duly authorized governing body of the White Earth Band, and

WHEREAS, the White Earth Department of Transportation is collectively working with the Minnesota Department of Transportation (District 8) to prepare a transportation safety plan (White Earth Tribal Transportation Safety Plan) to address safety concerns throughout the White Earth Reservation, and

WHEREAS, the desired goal of the safety plan will be to reduce fatal and serious injury crashes within the boundaries of the White Earth Reservation by completing a comprehensive analysis of the existing roadway system, crash data analysis, develop target setting measures, develop safety strategies unique to White Earth Nation, identify funding sources, perform policy and procedure review, host stakeholder and public outreach events, develop a pedestrian safety action component, and completion of the White Earth Tribal Transportation Safety Plan, and

WHEREAS, the White Earth Nation's goal by the year 2043, is to achieve zero roadway fatalities and serious injuries, and to apply for funding for three safety projects within the White Earth Reservation to reduce fatal and serious injury crashes, and

WHEREAS, the White Earth Tribal Transportation Safety Plan will use a risk-based approach, prior crash data, and stakeholder public outreach efforts to identify low, moderate, and high risk safety projects for specific at risk segments, curves and intersections, and

WHEREAS, the White Earth Tribal Transportation Safety Plan will implement three safety strategies specific to lane departure crashes, reduce fatal and serious injury non-motorist crashes within the White Earth Reservation with a goal to reduce these crashes by 50% by the year 2043, and

WHEREAS, the White Earth Reservation Business Committee supports the development of the White Earth Tribal Transportation Safety Plan to identify specific safety strategies for at risk transportation system locations with the goal of eliminating fatal and serious crashes within the boundaries of the White Earth Reservation by the year 2043, now



Leadership Commitment and Goal Setting

- By the year 2043, White Earth Nation's goal is to achieve **zero** roadway fatal and serious injury crashes.
- Apply for funding for **three safety projects** annually within the White Earth Nation Reservation to reduce fatal and serious injury crashes.
- Implement three safety strategies specific to **lane departure crashes** within the White Earth Nation Reservation with a goal to reduce these crashes by 50% by the year 2033.
- Implement one safety strategy within the White Earth Nation Reservation to reduce fatal and serious injury **non-motorist crashes** with a goal to reduce these crashes by 50% by the year 2033.
- White Earth Nation will allocate funds in their **TIP** for safety specific projects with a goal to reduce fatal and serious injury crashes by 50% by the year 2033.



Planning Structure



*A committee, task force, implementation group, or similar body charged with oversight of the Action Plan **development, implementation, and monitoring.***



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Agency/Organization	Representative
WEN TTP Director	Michael Bowman
WEN TTP Assistant Director	Matt Smith
WEN Public Safety Coordinator	Sierra Weaver
MnDOT – District 4	Nathan Bausman
Mahnomen County Engineer	Jon Large
Federal Highway Administration – Office of Tribal Transportation (FHWA – OTT)	Chris Kwilinski
Headwaters Regional Development Commission (HRDC)	Tony Klaes



Planning Structure

*A committee, task force, implementation group, or similar body charged with oversight of the Action Plan **development, implementation, and monitoring.***

Agency/Organization
WEN TTP Director
WEN TTP Assistant Director
WEN Public Safety Director
WEN Public Safety Coordinator
WEN Emergency Management Coordinator
MnDOT – District 4
MnDOT – District 4 Planning Director
MnDOT – District 4 Principal Planner
MnDOT – TZD Coordinator
Mahnomen County Engineer
Mahnomen Volunteer Fire Department
City of Mahnomen Administrator
FHWA – OTT
HRDC
CHS Inc.



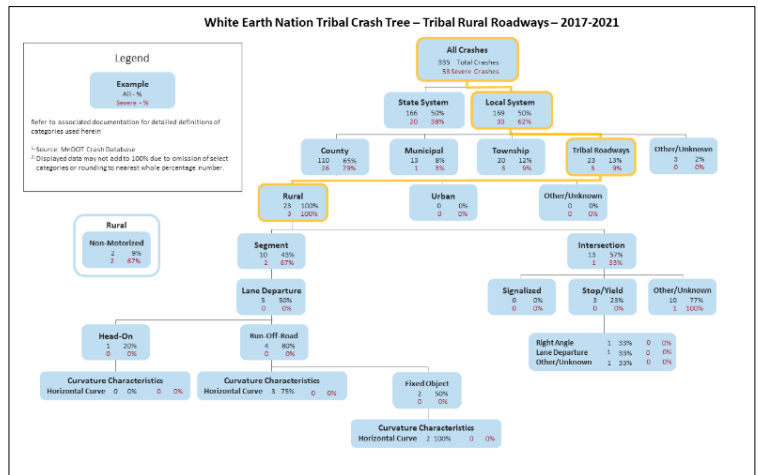
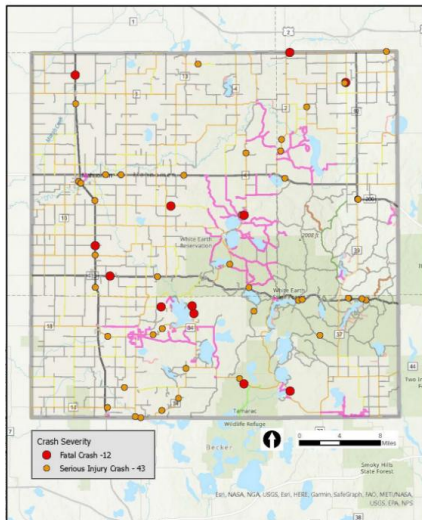
Safety Analysis



Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent)



Safety Analysis



Safety Analysis

2017-2021 Fatal and Serious Injury Crashes

		White Earth Nation											
		All Systems		State System		County System		Tribal System		Municipal		Township/Other	
Core Areas	Total Severe Crashes	53	100%	20	100%	26	100%	3	100%	1	100%	3	100%
	Intersection	16	30%	7	35%	8	31%	1	33%	0	0%	0	0%
	Lane Departure	42	79%	15	75%	23	88%	1	33%	0	0%	3	100%
	Run-Off-Road	37	70%	13	65%	20	77%	1	33%	0	0%	3	100%
	Head-On	5	9%	2	10%	3	12%	0	0%	0	0%	0	0%
	Impaired	16	30%	4	20%	10	38%	1	33%	0	0%	1	33%
	Speed	20	38%	5	25%	11	42%	1	33%	0	0%	3	100%
	Unbelted	17	32%	5	25%	10	38%	0	0%	0	0%	2	67%
	Inattentive	11	21%	4	20%	6	23%	1	33%	0	0%	0	0%
	Strategic	Older Driver	9	17%	6	30%	3	12%	0	0%	0	0%	0
Motorcycle		9	17%	7	35%	2	8%	0	0%	0	0%	0	0%
Younger Driver		14	26%	4	20%	6	23%	1	33%	1	33%	2	67%
Non-motorist		4	8%	0	0%	1	4%	2	67%	1	33%	0	0%
Pedestrian		3	6%	0	0%	1	4%	1	33%	1	33%	0	0%
Bicyclist		1	2%	0	0%	0	0%	1	33%	0	0%	0	0%
Commercial Vehicles		2	4%	2	10%	0	0%	0	0%	0	0%	0	0%
Work Zone		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Unlicensed		22	42%	5	25%	11	42%	3	100%	0	0%	3	100%
Connected		Trains	0	0%	0	0%	0	0%	0	0%	0	0%	0
	Deer/Animal	2	4%	1	5%	1	4%	0	0%	0	0%	0	0%
	Winter Weather	3	6%	1	5%	2	8%	0	0%	0	0%	0	0%
		1471 Miles		106 Miles		485 Miles		148 Miles		22 Miles		710 Miles	
	Miles per fatal or severe crash	27.8		5.3		18.7		49.3		22.0		236.7	

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.



Safety Analysis

- Lane departure crashes are the predominant type of crashes on the state and county systems within the reservation boundaries
- Intersection crashes represent approximately 1/3 of all severe crashes within the reservation boundaries
- Severe non-motorist crashes are overrepresented on the tribal and municipal systems within the reservation boundaries



Engagement and Collaboration



Robust engagement with the **public** and **relevant stakeholders**, including the **private** sector and **community groups**, that allows for both **community** representation and **feedback**.

Information received from **engagement** and **collaboration** is analyzed and incorporated into the **Action Plan**. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Engagement and Collaboration

Engagement Events

- State of the Nation Event
- Public Survey
- White Earth Powwow
- Project Management Team
- Task Force
- Technical and Engagement Workshops



Engagement and Collaboration

Tribal Transportation Safety Plan



What is the White Earth Nation Tribal Transportation Safety Plan?

The goal of the Safety Plan is to produce an updated subset of traffic safety plans, incorporating new practices, crash data and lesson learned while building on the documents that were previously completed. The updated traffic safety plan will still have a focus on reducing fatal and serious injury crashes on the state and local roadway system while aligning with the statewide Strategic Highway Safety Plan.

Engagement Will Inform the Plan:

The plan is informed by safety needs and desires from the community. A key step in identifying needs and desires in engagement. An online survey was available and the project team attended a community event for engagement.

State of the Nation Event

The project team attended State of the Nation to conduct in-person community engagement and answer any questions that people had about the safety plan.



Online Survey

Open May 15 - July 10, the survey included a comment map, multiple choice and optional demographic questions. The survey received over 110 total responses. Paper copies of the survey were also available throughout the community for those unable to participate digitally.



Engagement and Collaboration

Key Themes

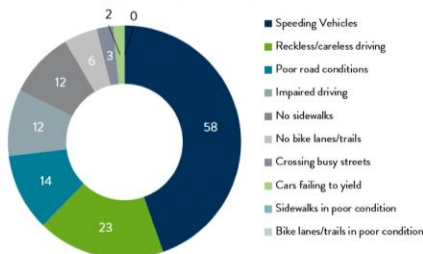
The most common safety concerns identified in the survey were:

Speeding vehicles

Reckless / careless driving

No sidewalks

Poor road conditions



More than 50% of respondents avoid walking, biking, taking transit, or driving because of transportation safety concerns.

More than 80% of respondents drive as their main form of transportation around White Earth Nation.

43% of respondents noted that they have been, or almost been, in a crash involving a vehicle, bicycle, or pedestrian.



Equity Considerations



Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analysis in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6j>; any Tribal land, or any territory or possession of the United States.



Equity Considerations

Equity tools used:

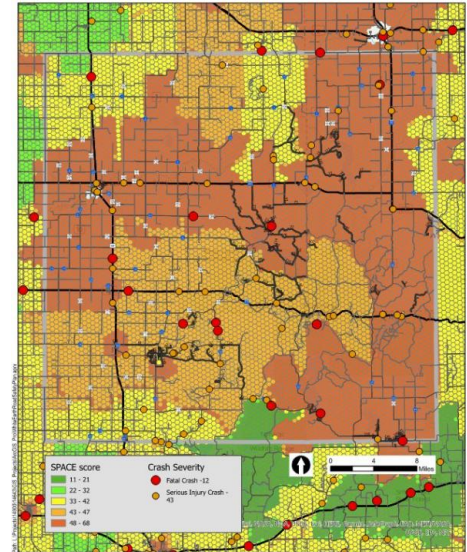
- ETC Explorer
- Climate and Economic Justice Screening Tool
- Suitability of Pedestrian and Cyclist Environment (SPACE) Analysis



Equity Considerations

The White Earth Nation Safety Plan emphasizes equity by:

- Ensuring an inclusive and representative public engagement process
- Further understanding of underserved and disadvantaged communities within White Earth Nation
- Incorporating equity considerations into project priority recommendations



Policy and Process Changes



Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selection

POTENTIAL SAFETY STRATEGIES

Segments and Curves

- Shoulder Rumble Strips
- Edgeline Rumble Strips
- Clear Zone Enhancements
- Enhanced Edgeline
- Maintenance/Blading
- Chevrons/Arrow Board
- Vehicle Speed Feedback Sign
- Road Diet
- Curve Warning Signs

Intersections

- Roundabout
- LED Stop Signs
- Turn Lanes/Bypass Lanes
- All-Way Stop
- Upgrade Signs and Pavement Markings
- Rural Intersection Conflict Warning System
- Streetlights
- Mainline Dynamic Warning System

Pedestrians and Bicycles

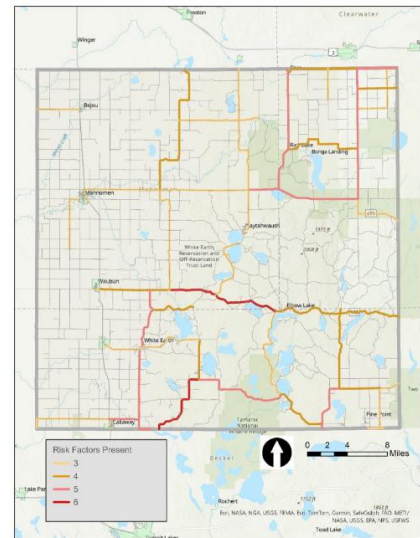
- Sidewalk
- Bike Paths/Trails
- Median Refuge Island
- Curb Extension
- Rectangular Rapid Flash Beacon (RRFB)



Strategy and Project Selection

Systemic Safety Analysis

Risk Factor	Value/Range
ADT Range	ADT between 500 and 2,000 vpd
Access Density	Seven access points per mile or greater
Lane Departure Crash Density	Greater than 0.05 crashes per year
Critical Radius Curve Density	Greater than 0.6 curves per mile
Edge Risk Assessment	Edge Risk assessment of 2C, 2S, or 3
Shoulder Width	Shoulder width less than four feet



Strategy and Project Selection

Targeted Strategies

- Location
- Safety Concern
- Treatment
- Funding Opportunities

CSAH 4 Indian Health Center Clinic (Mahnomen County)

CSAH 4 Lighted Pedestrian Pathway is a one-mile pathway in Mahnomen County running adjacent to CSAH 4 north of the community of Naytahwaush. The pathway provides a separated pedestrian facility connection between two (2) essential community facilities, the Government Work Force Center (sports complex) and the recently constructed Indian Health Center Clinic.

Treatment:

- **Segment and Curve Strategies:** N/A
- **Possible Pedestrian and Bicycle Strategies:** Lighted pedestrian pathway from Work Force Center (Sports Complex) to new Indian Health Service Clinic
- **Intersection Strategies:** N/A
- **Other –** N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: \$1,302,045 (2027 Construction)

Figure 15 - CSAH 4 Indian Health Service Clinic to Sports Complex



Progress and Transparency



Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.



Progress and Transparency



White Earth Nation has taken the following steps to ensure that progress is measured and that their safety goals are available to the public:

- The White Earth Nation Tribal Transportation Plan is available to the public at:
 - https://whiteearth.com/assets/files/public%20works/WEN%20Transportation%20Safety%20Plan_240227.pdf



White Earth Nation Tribal Transportation Safety Plan

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