

# Nevada Tribal Transportation Safety Summit

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## *2015 Safety Summit Report*



**May 4-5, 2015**

**Atlantis Hotel - Reno, Nevada**

*Prepared by Western TTAP*



U.S. Department of Transportation  
**Federal Highway Administration**

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16. Abstract  <p>This report documents the Nevada Tribal Transportation Safety Summit held May 4-5, 2015, in Reno, Nevada. The Summit brought together a range of interested parties to discuss transportation safety issues and to begin developing coordinated strategies toward the ultimate goal of reducing crash-related injuries and deaths within Native American communities. Specifically, the objectives of the Summit were:</p> <ol style="list-style-type: none"> <li>1. Review Nevada's tribal road safety issues and challenges;</li> <li>2. Increase awareness of NV DOT, FHWA and Tribal transportation safety projects;</li> <li>3. Share experiences and begin developing new tribal safety initiatives; and</li> <li>4. Develop a process for continuing the dialogue and for addressing identified safety concerns among the Federal, State and Tribal transportation communities.</li> </ol> <p>The following report includes background information, themes discussed by Summit speakers and participants, Summit results, and next steps for moving forward.</p>			
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# Background

**The 2013 American Indian Population and Labor Force Report from the BIA, reports that:**

- **Less than a thousand people live on Nevada tribal lands, 45,952 total Native Americans reside in Nevada with a majority living near the vicinity of the Tribe.**

**An April 2013 Report entitled Nevada Transportation by the Numbers: Meeting the State's Need for Safe and Efficient Mobility, reported that:**

- **From 2007 to 2011, on average 289 people were killed annually in Nevada traffic crashes, a total of 1,443 fatalities over the five year period**
- **From 2007 to 2011, on average 289 people were killed annually in Nevada traffic crashes, a total of 1,443 fatalities over the five year period.**
- **The fatality rate on Nevada's non-interstate rural roads is nearly two times higher than on all other roads in the state (1.91 fatalities per 100 million vehicle miles of travel vs. 0.98)**

Every year, more than 30,000 motorists die and almost 3,000,000 are injured on our Nation's roadways. For ages 4 to 34, motor vehicle-related injuries are the leading cause of death in the United States, and Native Americans are at particularly high risk.<sup>1</sup> Among the Native American population, motor vehicle-related injuries are the leading cause of death up to age 44.<sup>2</sup> Considering all roadways, Native Americans are between two and three times more likely to be killed in motor vehicle crashes than other citizens. The full impact of severe crashes on Native Americans is not known as researchers and traffic safety experts agree Tribal roadway crash data is under reported.

The Nevada Tribal Transportation Safety Summit conducted May 4-5, 2015 was an important step toward reducing traffic fatalities and injuries among members of Native Nations. This document describes the Summit, focusing on the insights gained, lessons learned, and ideas for moving forward.

The Summit was carried out through the collaborative efforts of representatives from the Western Tribal Technical Assistance Program (TTAP), Federal Highway Administration (FHWA)-Federal Lands Highway, FHWA-California Division, California, Bureau of Indian Affairs (BIA) – Pacific Region, Indian Health Services, Department of Transportation (NVDOT), Nevada Tribes and the Intertribal Council of Arizona.

## ■ Purpose of the Summit

The Nevada Tribal Transportation Safety Summit brought together a range of interested parties to discuss transportation safety issues and to begin developing coordinated strategies toward the ultimate goal of reducing crash-related injuries and deaths within Native American communities. The Summit pursued that goal by identifying key tribal safety challenges and the resources (human, technical, material, and financial) available

<sup>1</sup>Subramanian R., Motor Vehicle Traffic Crashes as a Leading Cause of Death in the United States, 2005, DOT HS 810 936. April 2008. U.S. DOT, National Center for Statistics and Analysis.

<sup>2</sup>Hilton J., Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes 1999-2004, DOT HS 809 956. May 2006. U.S. DOT, NHTSA.

to address them, and by stimulating multidisciplinary collaboration among safety stakeholders.

Specifically, the objectives of the Summit were to:

1. Highlight developing Tribal Transportation programs in Nevada and their activities;
2. Increase awareness about tribal crash data sources, collection, analysis, and sharing;
3. Increase collaborations particularly on transportation safety planning and safety improvements;
4. Identify a list of action items to improve Tribal transportation safety and collaborations in Nevada; and
5. Develop a process for continuing the dialogue and for addressing identified safety concerns among the Federal, State and Tribal transportation communities.

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**Joseph Myers, WTTAP, NIJC, stated:**

- ***Tribal work on highway safety is conducted within the context of partnerships. These partnerships are intertribal and intergovernmental networks which are essential for improving transportation safety.***

The Summit began with opening words from Joseph Myers, Western TTAP, Gerry Emm, Deputy Superintendent, BIA – Western Nevada Agency and Adam Larsen, TTP Safety Engineer, FHWA-FLH. The opening session provided an opportunity for these leaders to speak about the importance of improving transportation safety.

Joseph Myers, Western TTAP, National Indian Justice Center, stated that tribal communities need to engage safety efforts at the local level. From tribal leadership to tribal youth, we all need to be on the same page with respect to transportation safety.

Gerry Emm, Deputy Superintendent, BIA – Western Nevada Agency shared that information about growing up in a tribal community that had very few paved roads. The development of the paved roads within tribal communities coincided with Gerry's first car. The development of paved roads within tribal communities was a time of transition. It marked an era of more fatalities in small communities. The impacts were multifaceted and devastating sometimes. Planning and road safety features keep the tribal community safe. Although building roads is expensive, tribal communities have effectively shared resources and equipment with other tribal roads departments. Gerry stated that roads departments play a huge part in making life in each community really as good

as it can be.

**Adam Larsen, Safety Engineer, FHWA**, stated that the Federal Highway Administration has been involved with tribal transportation safety since 2008. FHWA developed strategic highway safety plan (SHSP) for Indian lands. And as part of that plan, recommendations encouraged more events like this tribal transportation safety summit which is a great opportunity for the tribal transportation personnel to meet tribal, state and federal transportation personnel that can serve as resources to you.

The Safety Summit proceeded with a series of sessions that offered participants with information from tribal, state and federal transportation partners, and resources to assist in that implementation of safety programs in tribal communities in Nevada. A detailed Summit agenda is included in Appendix A.



# Themes

Building on the foundation set forth by the keynote speakers, the themes that emerged from Safety Summit presentations were to improve transportation safety in Nevada's Indian Country through (1) developing tribal transportation safety programs and reducing injuries and fatalities, (2) strategies for gathering tribal specific crash data, (3) transportation safety planning, and (4) accessing resources to build effective safety measures into transportation facilities.

## ■ **Developing Tribal Transportation Safety Programs and Reducing Injuries and Fatalities**

The first panel session discussed the development of Tribal Transportation Safety Programs. The first panelist was July Thompson, Injury Prevention Specialist for the Duckwater Shoshone Tribe presenting on the Duckwater Shoshone Tribe - Motor Vehicle Crash Injury Prevention Project.



"PEACEFULLY PROTECTING  
INDIAN COMMUNITIES AND  
SERVING JUSTICE"

The presentation provided background information on the tribal community at Duckwater Shoshone Reservation; an overview of the project's coalition departments, surveillance, strategies, traffic codes, internships, strengths and challenges. The Duckwater Shoshone Motor Vehicle Injury Prevention Coalition (the Coalition) consists of ten (10) members representing: Law Enforcement, Emergency Management, Division of Natural Resources, Tribal Management, Division of Planning, Duckwater Contract Health Service and Indian Health Service representatives from Reno and Elko, NV. The coalition meets once, or if possible, twice in each quarter.

The Coalition has collected crash data from Duckwater Law Enforcement which covers the past fourteen (14) years. The total number of crashes is 24. The total number of fatal injuries is 5. The number of serious injuries is 1. The number of property damage crashes is 18.

This presentation included an overview of the Coalition's project goal, objectives and activities. The project goal is to reduce unintentional motor vehicle injury within the Duckwater Community and surrounding areas by focusing on the following seven (7) objectives:



- Objective (1) - Maintain a Motor Vehicle Injury Prevention Coalition
- Objective (2) - Maintain a record of all motor vehicle crashes
- Objective (3) - Educate the community about motor vehicle injury prevention
- Objective (4) - Road Safety Audit
- Objective (5) - Training for TMVCIPP staff and coalition
- Objective (6) - Policy review and development
- Objective (7) - Establish an injury prevention internship

The project activities included Coalition meetings, quarterly update of the crash data spreadsheet, conducting a Bicycle Rodeo, Halloween Safety Tip presentation at the elementary school, quarterly child passenger safety seat installation presentations, quarterly seatbelt surveys, seatbelt safety and education flyer distribution, revising the Duckwater Traffic Code and conducting a Road Safety Audit (RSA). The major challenges facing the Coalition include limitations on patrol officer time within the community and a decrease in seatbelt usage observed in the quarterly seatbelt survey.



The second panelist was Aaron Sam, Traffic Specialist for the Te-Moak Tribe who presented on the Te-Moak Tribe of Western Shoshone Motor Vehicle Crash Injury Prevention Project (TMVCIPP).

The Te-Moak Tribe of Western Shoshone consists of four (4) bands: Battle Mountain Band, Elko Band, Wells Band and the South Fork Band. The bands are located on three colonies and one reservation in northeastern Nevada. About 2,096 Tribal members reside on the three Colonies and South Fork Reservation.

The TMVCIPP coalition started in June 2012 and includes Elko Band, South Fork Band, Wells Band, Battle Mountain Band, Nevada DOT, Indian Health Service and Crime Prevention. The TMVCIPP surveillance strategy includes collecting and analyzing crash data, observational seatbelt surveys and distracted driving surveys. The communities have had a total of 30 crashes from 2006 to 2015. Six were serious injuries and 24 were property damage crashes. There have been

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## ***TMVCIPP Distracted Driving Survey***

### ***Results:***

***In years 2 and 3, on average 19% of 48 participants drove distracted.***

***The top 3 distractions were reading, personal grooming and emails.***

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no fatalities reported during this period although the coalition is aware of three deaths.

TMVCIPP used the 11-question National Employees Traffic Safety survey to measure distracted driving. In years 2 and 3, on average 19% of 48 participants drove distracted. The top 3 distractions were reading, personal grooming and emails.

The TMVCIPP project goal is to increase traffic safety awareness in all 4 communities through the following objectives:

Objective (1) Conduct 24 Observational Seatbelt Surveys in Battle Mountain, Wells, South Fork, and Elko

Objective (2) Conduct 4 Distracted Driving Surveys at community events

Objective (3) Collect crash data for 12 months with the tribal Police Department

Objective (4) Conduct 4 outreach activities, following the National Traffic Highway Traffic Safety Administration campaigns

Objective (5) Reach out to each community through print-media

Objective (6) Have 4 quarterly coalition meetings

Objective (7) Complete internship by August 31, 2015

Objective (8) Address Primary Seat Belt Code by August 31, 2015

Objective (9) Address Road Safety Audit recommendations through a Tribal Safety Plan

Objective (10) Build capacity of coalition to address motor vehicle crash injury prevention by August, 31 2015 (Administration)

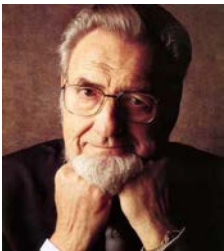
The project activities consisted of educational and engineering activities such as the distracted driving survey, educational bulletins and newsletters promoting seat belt use, a Bike Traffic Skills Training and Bike Maintenance workshop, a Road Safety Audit, sign inventory and development of a tribal safety plan. Challenges for the project include time constraints for coalition members,

consensus building and maintaining the project achievements.



The third panelist was Jason Hymer, Reno District Injury Prevention Coordinator, IHS Phoenix Area who presented on the Indian Health Service Injury Prevention Program.

*“If a disease were killing our children in the proportions that injuries are, people would be outraged and demand that this killer be stopped.”*



**C. Everett Koop, MD**  
**Former U.S. Surgeon General**

*In Nevada, injuries are the leading cause of death for AI/AN ages 1-54, and the 2nd leading cause of death overall. Injuries (both unintentional and intentional combined) are the 2nd leading cause of death for AI/AN in Nevada. Injuries are responsible for approximately 16% of all deaths. Unintentional Injuries account for 11% of all AI/AN Deaths in NV.*

The goal of the IHS Injury Prevention Program is to raise the health status of American Indians and Alaska Natives to the highest possible level by decreasing the incidence of severe injuries and death to the lowest possible level, and increasing the ability of tribes to address their injury problems. Jason provided additional information on the public health approach to prevent injuries, the focus area of the Phoenix Area IHS Injury Prevention Program, seat belt usage studies and funding opportunities.

### ■ **Strategies for Gathering Tribal Specific Crash Data**

The second panel was titled Gathering and Analyzing Data which consisted of two presentations. The first presentation was Crash Analysis using Law Enforcement Data presented by Adam Larsen, TTP Safety Engineer, FHWA-FLH.

The term Safety means different things to different stakeholders. For the road user, it is a question of personal safety. For the Engineer, safety is whether the road meets design standards or the crash frequency falls below the threshold number of crashes. Data sources may be difficult to access but try to focus on the best available data source. Incident or collision data may come from various sources including BIA / Tribal Police Data, State/County Crash Database, EMS / Search & Rescue Logs, Police/EMS Staff Interviews, and Community Surveys. Non-incident data may come from IHS Injury Prevention Specialist Seatbelt Surveys, Community Surveys, Public Meetings, Citation

records, surrounding jurisdictions, safety plans or risk based analysis.

Adam provided information about the Strategic Transportation Safety Plan Toolkit for Tribal Governments. The Toolkit is available online at <http://flh.fhwa.dot.gov/programs/ttp/safety/>. The Toolkit consists of several downloadable or viewable files including the Plan Template, State Safety Contacts, Draft RFP, a webinar and other resources.



The presentation focused on the Data Review step of the Safety Planning process including the identification of contributing factors to crashes. The presentation continued with information that should be included in a strategic transportation safety plan as well as how to select counter measures to address the safety concerns. In this section Adam identified specific safety areas of concerns and their relevant 4E strategies. The presentation included strategies for distinguishing and addressing hot spots

locations from systemic safety issues. Participants were taught about network screening methods for specific performance measures including average crash frequency, crash rates, equivalent property damage only (EPDO) average crash frequency, and relative severity index. Participants also learned about nominal safety (meeting standards) vs. substantive safety (site specific safety measures).

The second presentation was Motor Vehicle Crash Injury in American Indian Nevada Residents - Indian Health Service (IHS) Resource and Patient Management System (RPMS) Data presented by Erica Weis, MPH, Epidemiologist.

Erica provided background information on the National Data Warehouse and the General Data Mart which served as the data source for her Medical Record Coding Project. The objectives of her projects were to (1) Identify all injuries in EDM to American Indian (AI) due to motor vehicle crashes (MVC) in Nevada, and (2)



Identify frequencies (including demographics, injury type, injury cause and person injured in the motor vehicle crash). Utilized 2005-2014 reported injury data in the IHS EDM data set where American Indian status was "Yes", the project identified n=824 total motor vehicle crash injuries to American Indian residents of Nevada during the period of 2005-2014. The charted data showed a trend of decreasing annual number of crashes generally. Other findings included that females experienced 55% of the injuries in motor vehicle crashes; the age group of 15-24 experienced the greatest percentage (34%) of crashes compared to all other age groups; a total of 1014 injuries occurred and the greatest percent (30%) were sprains. Of the 827 injury crashes, 38% were collisions with objects and 39% (greatest percent) were unknown crash type. Noted limitations on this study included (1) Contract Health Service records do not contain as much information as IHS service records; (2) Residency information may not be up to date, (3) Diagnoses that IHS did not deliver or pay for are not included, and (4) E-codes are not always used consistently at all facilities so some MVC injuries may be missed.

## ■ Transportation Safety Planning

The third panel presentation of the day was entitled Transportation Safety Planning and consisted of three presentations.

The first presentation was Tribal Transportation Program Safety Fund (TTPSF) Update: The Need for Data in Tribal Safety Plans and TTPSF Grant Applications by Adam Larsen, TTP Safety Engineer, FHWA-FLH. Tribal transportation safety efforts are supported by several funding sources: Tribal Transportation Program Safety Fund provides \$8.5 million annually for eligible activities through a competitive grants program. IN addition, other funding sources include CDC Injury Prevention Program, BIA Indian Highway Safety Program, DOJ Community Oriented Policing Grants, State Administered Federal Programs (i.e., HSIP, HRRR, SR2S) and State SHSP programs.

The all transportation modes are eligible under TTPSF. Project categories include Engineering, Education, Enforcement and Safety Planning. Proposals may be submitted for multiple categories. For FY 13 and FY 14, the bulk of awards went to

What is in a  
Transportation Safety Plan?

### TTPSF Minimum Requirements

- Data-Driven using best available data
- Coordination with Stakeholders
- Assessment of Safety Issues
- Prioritized list of Strategies
- Multi-disciplinary Strategies
- Coordinated with State SHSP

engineering projects with the next largest percentage of awards going to Safety Planning and Enforcement/EMC categories. The ranking criterion for TTPSF applications require that projects are data driven, included in a safety plan, have a comprehensive approach, information about matching funds though not required, road ownership for engineering projects only and information from any safety studies though not required. Applications that did not meet the eligibility requirements usually failed to provide enough data related to the project. For 2015, the NOFA will have a new format. Adam shared the TTPSF Application Preview.

For the remainder of this presentation, Adam focused on Safety Planning. Adam provided more detailed information concerning the Strategic Transportation Safety Plan Toolkit for Tribal Governments and described the elements of an effective strategic tribal transportation safety plan. He described the roles of the Safety Partners in developing the transportation safety plan. He emphasized that the data must support the targeted emphasis areas within the safety plan.



The second presentation was an Update on the Nevada Strategic Highway Safety Plan (SHSP), by Mike Colety, Kimley-Horn. The Nevada Strategic Highway Safety Plan focuses on the critical emphasis areas of occupant protection, impaired driving, lane departures, intersections, pedestrian safety, and motorcycles. They have a goal of zero fatalities and currently have a 3% reduction in fatalities as well as a 3% reduction in serious injuries from 2008 to 2013.

Strategies related to the reduction in injuries and fatalities related to impaired driving include increasing the number of high-visibility DUI programs; enhancing

programs on impaired driving for young drivers; and reducing the number of repeat DUI offenders. Strategies related to reduction in injuries and fatalities due to lane departures include creating education/awareness programs for how to maintain vehicles on the roadway lanes; keeping vehicles in their lanes through engineering modifications; and lessening crash severity in the event of a roadway departure. Strategies related to reduction in injuries and fatalities due to lack of occupant protection include enhancing data collection and analysis to identify gaps and improve seat belt usage in Nevada; improving seat belt enforcement and media campaign(s); enhancing public education to groups with lower than average restraint use; and providing

traffic safety education to visiting motorists. Strategies related to reduction in injuries and fatalities involving pedestrians include enforcing pedestrian laws at high-crash locations; providing pedestrian safety education for pedestrians and motorists; developing criteria to identify high-crash locations and placement, designing and implementation of guidelines for pedestrian amenities; and supporting the creation and implementation of a Washoe County pedestrian safety action plan.

The SHSP crash data review focused on data from 2009 to 2013 Nevada Citation and Accident Tracking System. The greatest number of crashes by county, 40,570, occur in Clark county (79.8%) followed by 6,112 crashes in Washoe County at (12.0%) from 2009 to 2013. The Angle and non-collision crash types comprised the greatest percentage of fatal and serious injury crashes at 44.3% and 33.2%, respectively. With respect to the emphasis areas, 48.4% of the fatalities were in the run off the road emphasis area.

The third presentation was Te-Moak Safety Plan by Molly Obrien, Kimley-Horn. A Tribal Highway Safety Plan is a data-driven approach to identify and address areas of greatest safety concerns on Tribal roadways that tie into the Nevada SHSP Critical Emphasis Areas. Te-Moak was one of five Tribes in Nevada to receive a \$12,500 grant from the FHWA Tribal Transportation Program Safety Fund in 2013. Nevada DOT is matching that \$12,500. Te-Moak THSP process involves project management, a kick-off meeting, THSP development workshop, draft THSP, comment meeting and the final THSP. The draft THSP outline was as follows:

- Introduction
- Vision
- Safety Partners
- Process
- Existing Efforts
- Data Summary
- Emphasis Areas (defined in the Workshop)
- Evaluation and Implementation

Te-Moak reviewed crash data from NDOT, Tribal crash data, seat belt surveys, Indian Health Service's Resource and Patient Management System data as well as community needs assessments. An analysis of the data showed specific tribal data that was then aligned with the state emphasis areas. See the following chart from Molly's presentation that shows a comparison of tribal and state data and highlights the emphasis areas.

NEVADA Strategic Highway Safety Plan		NEVADA DOT		zero Fatalities Drive Safe Nevada Kimley Horn	
Emphasis Area	Te-Moak Total (2006-2014)	%	NV (2009-2013)	%	NV CEA
Young Drivers	4	9.5%	107	8.3%	
Older Persons	8	19.0%	155	12.1%	
Aggressive/Speeding (Speeding for conditions)	0	0.0%	196	15.2%	
Aggressive/Speeding (Reckless Driving)	2	4.8%	88	6.8%	
<b>Impaired</b>	<b>4</b>	<b>9.5%</b>	<b>382</b>	<b>29.7%</b>	<b>X</b>
Distracted/Fatigued (Inattentive Driver)	1	2.4%	34	2.6%	
Distracted/Fatigued (Driver Fell Asleep)	4	9.5%	36	2.8%	
<b>Seat Belt Use</b>	<b>6</b>	<b>14.3%</b>	<b>340</b>	<b>26.4%</b>	<b>X</b>
<b>Pedestrians</b>	<b>0</b>	<b>0.0%</b>	<b>256</b>	<b>19.9%</b>	<b>X</b>
Bicyclists	0	0.0%	26	2.0%	
<b>Motorcycles</b>	<b>1</b>	<b>2.4%</b>	<b>219</b>	<b>17.0%</b>	<b>X</b>
Heavy Trucks	0	0.0%	88	6.8%	
Vehicle and Train Crash	0	0.0%	6	0.5%	
<b>Run Off the Road</b>	<b>31</b>	<b>73.8%</b>	<b>616</b>	<b>47.9%</b>	<b>X</b>
<b>Intersections</b>	<b>1</b>	<b>2.4%</b>	<b>350</b>	<b>27.2%</b>	<b>X</b>
Head-On Collisions	0	0.0%	112	8.7%	
Work Zones	0	0.0%	33	2.6%	

■ **Building Safety Measures into Transportation Facilities**

The fourth presentation of the day was entitled Building Safety Measures into Transportation Facilities and provided information on potential funding and other resources that tribes may access to implement safety measures. Raquelle Myers, Staff Attorney, WTTAP, NIJC and Adam Larsen, FHWA filled in for this presentation and provided information on the Transportation Alternatives Program, Safe Routes to School Programs and Every Day Counts initiative which does not provide grant programs but does provide pilot projects on new technologies.

More detailed information can be found at the following sites:

- Transportation Alternatives Program: <https://www.nevadadot.com/TAP/>
- Nevada Safe Routes to School Program Information



- <http://www.saferoutesinfo.org/program-tools/find-state-contacts/nevada>
- [http://www.nevadadot.com/About\\_NDOT/NDOT\\_Divisions/Planning/bikeped/bicycle.aspx](http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/bikeped/bicycle.aspx)
- 2013 List of Nevada Transportation Funding Programs: [https://nevadadot.com/uploadedFiles/NDOT/Public\\_Involvement/Transportation\\_Planning/2013\\_04\\_16\\_Transportation\\_Funding\\_Programs.pdf](https://nevadadot.com/uploadedFiles/NDOT/Public_Involvement/Transportation_Planning/2013_04_16_Transportation_Funding_Programs.pdf)
- FHWA Every Day Counts Initiative <https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/>

## ■ Conducting Road Safety Assessments and Road Safety Audits

On the second day of the Nevada Tribal Transportation Safety Summit, the presentations were focused on Conducting Road Safety Assessments and the Roundtable Discussion.

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*A Road Safety Assessment (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multi-disciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.*

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The first presentation was entitled General Principles of Road Safety Audits (RSA) and Pedestrian Safety Audits presented by Ken Mammen, Chief Traffic Safety Engineer, NDOT. Ken began his presentation by clarifying that Nevada DOT conducts road safety assessments which are planning level documents that suggest how we can improve the safety on our roadways. The Needs Assessments provide recommendations to the engineers on how to improve safety aspects of projects. In 2000, NDOT Safety Engineering started using RSAs on safety projects on an ad hoc basis only. (9 RSAs from October 2000 to January 2006.) In 2006, NDOT started developing RSA Guidelines and Procedures applicable on Nevada roadways, and they are now used regularly on any given project. The Guidelines were approved by the NDOT Assist. Director of Engineering in July of 2009. (200 RSAs from September 2006 to December 2014.)

FHWA in coordination with NHI and the LTAP center have conducted Road Safety Assessment Training Sessions statewide and offer these courses every other year or upon demand. Information learned from the RSAs is shared in regular meetings throughout the state (i.e., Traffic Records Coordinating Committee, APWA, and Tribal Partners). Ken recommends visiting the following website to learn more about RSAs: <http://safety.fhwa.dot.gov/rsa/>. In addition, you can contact NDOT which has 3 consultants that perform RSAs or you can seek

potential RSA Team Members from the more than 100 persons that have been trained on conducting RSAs.

## DEMOGRAPHICS

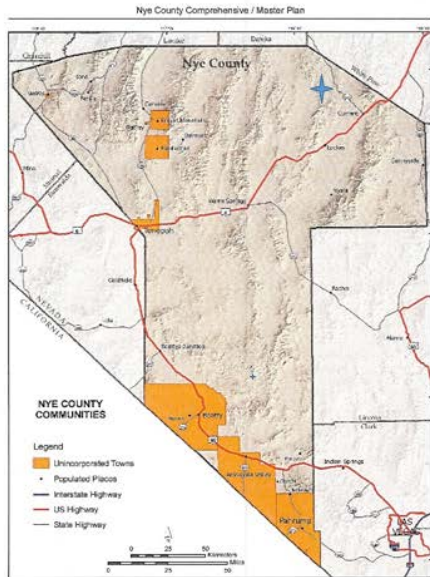


Figure 2. Nye County Communities.

June 7, 2011

**Duckwater Shoshone Reservation is less than 5 square miles located in the northern part of Nye County.**

**2014 Late summer flash flood filled the flood ditch for 13 miles**

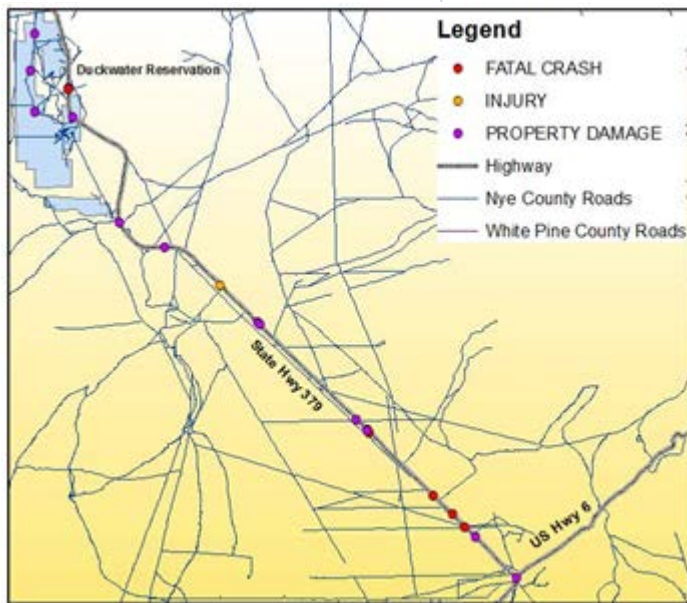


The second presentation was on the Duckwater Shoshone Tribe RSA as presented by Kim Townsend, Assistant Planner, Duckwater Shoshone Tribe. Kim provided some background on the Duckwater Shoshone tribal community population (150 persons), environment and economic demographics. High school students travel 100 - 120 miles round trip per day. The community sits 5 to 6 hours from any metropolitan areas such as Reno, Las Vegas or Salt Lake City. Extreme road conditions impact all facets of transportation.

Duckwater used the 8-step Road Safety Audit process. Their specific detailed steps were as follows:



- STEP 1) State Route 379 link between Hwy 6 and Hwy 50
- STEP 2) Law Enforcement, Planning, Administration, I.H.S., ITCA, NDOT, 3 counties maintenance road crew
- STEP 3) Conference call, person meeting, coalition meetings
- STEP 4) Perform Field Reviews under Various Conditions
- STEP 5) Conduct RSA Analysis and Prepare Report Findings
- STEP 6) Present RSA Findings to Owner/Design Team
- STEP 7) Prepare Formal Response
- STEP 8) Incorporate Findings into the Project when Appropriate



The Tribe requested crash data from NDOT for SR379 for a prior 10 year period. Local crash data was compiled and consolidated with the NDOT crash data. That data was provided to Kimley Horn and Associates for crash data mapping and analysis.

Kim then provided information about the tribal safety plan. Duckwater Tribe's 20 year transportation plan was done in 2008 and their RSA was completed in 2013. The nine proven safety counter measures were evaluated for use within the tribal community. Their current focus is to improve pedestrian crossing from the Duckwater Shoshone Elementary School to the Division of Health (Clinic).

Through these efforts, the tribal community finds that they must employ collaborative efforts to build and maintain safe

transportation infrastructure. They have found that some road users have been harmed by inaccurate GPS data, lack of proper signage and the lack of funds for engineering improvements. Roads within the community are owned by the tribe, BIA, three counties and the State of Nevada. These efforts support and reinforce the need for collaborative partnerships.



The third presentation was on the Te-Moak Tribe of Western Shoshone Road Safety Audit as presented by Aaron Sam, Traffic Specialist, Te-Moak Tribe. The Te-Moak RSA Team focused on specific concerns within the several Te-Moak communities, as follows:

- Elko Smoke Shop, Day Care, and Head Start area, and traffic using undesignated roads
- Closeness of I-80 to Tribal Administration buildings in Elko (large trucks could crash into buildings, spill hazardous materials)
- South Fork signing and pavement markings on new project for BIA 1/Lee Rd, pedestrian/bike activity in housing area
- Wells business incubator across street from residential
- Battle Mountain Smoke Shop area, street lighting, and
- Other general concerns:
  - Speeding concerns
  - Repeat DUI offenders - no license repercussions for DUI violations
  - No seat belt law
  - Inter-jurisdictional law enforcement cooperation hampered by insurance issues

During the kick off meeting the RSA Team reviewed the areas of concern, reviewed policy issues (i.e., seat belt laws, legality of DUI checkpoints, photo enforcement), and identified good safety practices. The presentation provided information on specific serious safety concerns for the several communities ranging from sight obstruction to extreme drop offs. The RSA resulted in specific recommendations to address the safety concerns ranging from speed study evaluations to speed reduction counter measures.

# Summit Findings

To conclude the Nevada Tribal Transportation Safety Summit, the WTTAP provided a brief overview of the Safety Circuit Rider Program then engaged the participants in a Roundtable to identify priorities, next steps and necessary resources.

## Priorities Identified

- Data Collection –
  - Inclusion of tribal data in BRASO (NDOT database)
  - Tribes need to have access to cumulative data as well as the capacity to insert local tribal data. This is essential to the identification and planning to address engineering safety concerns.
  - Coding of state data using tribal jurisdiction codes
  - More road mile markers in tribal communities to assist in identifying crash locations.
- Transportation Safety Plan Development
- Speed Reduction and Speed Limit Enforcement, Law Enforcement Collaboration
  - Washoe has identified a specific area and timeframe where speeding occurs by non-tribal residents to avoid traffic on other roads. The area has a head start program. The tribe has 8 officers but it is not enough.
    - Similar problem in Susanville was addressed by tribal-state police enforcement.
    - Speed humps were introduced as well but some cars still cross over them at high speeds.

- Traffic Code Development and Implementation
  - Primary seatbelt laws
  - Regulatory law enforcement for large trucks
- Specific Challenges
  - Wildlife and Livestock on the roads, particularly at night.
  - Equipment – potential use of TERO programs for obtaining equipment
  - T
- More Collaborative Efforts between Tribes and NDOT
  - Road Safety Assessments - More tribes should be conducting RSAs
  - More participation of tribes in the NV Highway Strategic Safety Plan Emphasis Areas
  - Tribes and NDOT need to collaborate on education campaigns, particularly the Bike – Pedestrian program
- Education –
  - Transportation safety education programs for tribal youth and tribal elders
  - Incorporating more tribal departments into the transportation safety education efforts
  - Crash data analysis education at all levels including law enforcement, community and leadership
  - Turnover at agencies that are collaborative partners requires tribal partner to reeducate the new agency personnel in order to maintain the productivity of the partnership. Education resources could help this effort.

More information about resources available from state, regional, and Federal partners involved in the Summit can be found at:

**Western TTAP:** [www.nijc.org/ttap.html](http://www.nijc.org/ttap.html);

**NDOT:** <http://www.nevadadot.com>;

**ITCA Epidemiology Center:**  
[http://itcaonline.com/?page\\_id=128](http://itcaonline.com/?page_id=128) ;

**FHWA Office of Federal Lands Highway:**  
<http://flh.fhwa.dot.gov/programs/irr/safety>;

**FHWA Office of Safety:** <http://safety.fhwa.dot.gov>; and

**BIA:** <http://www.bia.gov>.





# Appendix A: Agenda

## Nevada Tribal Transportation Safety Summit

### Engineering, Enforcement, Education & Emergency Services

May 4-5, 2015  
Reno, Nevada

#### AGENDA

#### DAY ONE - Monday, May 4, 2015:

8:30 a.m. - 9:00 a.m.

#### **Welcome and Introductions**

- *Joseph Myers, Executive Director, National Indian Justice Center*
- *Gerry Emm, Deputy Superintendent, BIA, Western Nevada Agency*
- *Adam Larsen, TTP Safety Engineer, FHWA-FLH*

#### **Overview and Purpose of the Safety Summit**

9:00 a.m. - 10:00 a.m.

#### **Developing Tribal Transportation Safety Programs**

- *Duckwater Shoshone Tribe – Motor Vehicle Crash Injury Prevention Project (July Thompson, Injury Prevention Specialist, Duckwater Shoshone Tribe)*
- *Te-Moak Tribe of Western Shoshone Motor Vehicle Crash Injury Prevention Project (Aaron Sam, Traffic Specialist, Te-Moak Tribe)*
- *Indian Health Service Injury Prevention Program (Jason Hymer, Reno District Injury Prevention Coordinator, IHS Phoenix Area)*

10:00 a.m. - 10:15 a.m.

#### **BREAK**

10:15 a.m. - 12:00 p.m.

#### **Gathering and Analyzing Data**

- *State and Federal Injury and Morbidity Databases*
- *Crash Analysis using Law Enforcement Data – (Adam Larsen, TTP Safety Engineer, FHWA-FLH)*
- *Motor Vehicle Crash Injury in American Indian Nevada Residents - Indian Health Service (IHS)*

Resource and Patient Management System (RPMS)  
Data (*Erica Weis, MPH, Epidemiologist*)

12:00 a.m. - 1:30 p.m.

**Lunch on own**

1:30 p.m. - 3:00 p.m.

**Transportation Safety Planning**

- Tribal Transportation Program Safety Fund (TTPSF) Update: The Need for Data in Tribal Safety Plans and TTPSF Grant Applications (*Adam Larsen, TTP Safety Engineer, FHWA-FLH*)
- Update on the Nevada Strategic Highway Safety Plan (SHSP), (*Mike Colety, Kimley-Horn*)
- Te-Moak Safety Plan (*Molly Obrien, Kimley-Horn*)

3:00 p.m. - 3:15 p.m.

**BREAK**

3:15 p.m. - 4:30 p.m.

**Building Safety Measures Into Transportation Facilities**

- Every Day Counts
- Funding for Safety Improvements
  - o MAP-21 Safety Set Aside
  - o Transportation Alternatives
  - o Safe Routes to School

**DAY TWO - Tuesday, May 5, 2015:**

8:30 a.m. - 10:15 a.m.

**Conducting Tribal Road Safety Audits**

- General Principles of Road Safety Audits and Pedestrian Safety Audits (*Ken Mammen, Chief Traffic Safety Engineer, NDOT; Juan Balbuena, Safety Engineer, FHWA NV Division*)

10:15 a.m. - 10:30 a.m.

**BREAK**

10:30 a.m. - 12:00 p.m.

**Conducting Tribal Road Safety Audits (*continued*)**

- Duckwater Shoshone Tribe RSA (*Kim Townsend, Assistant Planner, Duckwater Shoshone Tribe*)
- Te-Moak Tribe of Western Shoshone RSA (*Aaron Sam, Traffic Specialist, Te-Moak Tribe*)

12:00 p.m. - 1:30 p.m.

**Lunch On Own**

1:30 p.m. - 2:00 p.m.

**Safety Circuit Rider**

- *Kimberly Johnston-Dodds, Western TTAP Safety Circuit Rider*

2:00 p.m. - 2:15 p.m.

**BREAK**

2:15 p.m. - 4:00 p.m.

**Roundtable Discussion: Documentation of priorities and next steps**



## Appendix B: Participant Roster

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