



SISSETON-WAHPETON OYATE

TRIBAL TRANSPORTATION SAFETY PLAN

2019 UPDATE

Prepared by Sisseton-Wahpeton Oyate Transportation Safety Committee
and assembled by KLJ, December 2019

Table of Contents

List of Figures and Tables ii
INTRODUCTION 1
VISION 2
SAFETY COMMITTEE 2
SAFETY PARTNERS 2
PROCESS 2
EXISTING EFFORTS 3
DATA SUMMARY 4
DATA ANALYSIS 4
Injury Crashes 6
Fatal Accidents 7
EMPHASIS AREAS 9
ENGINEERING EMPHASIS AREAS 9
Description of Emphasis Area 1: Safe School Bus Routes 9
Description of Emphasis Area 2: Reduce Roadway Departures 10
Description of Emphasis Area 3: Roadway Safety Audits - Tribal and Bureau of Indian Affairs Routes 11
Description of Emphasis Area 4: Roadway Safety Audits - Township and County Routes 11
Description of Emphasis Area 5: Reservation Wide: Signing and Pavement Marking Projects 12
Description of Emphasis Area 6: Construction of Pedestrian/Bicycle Pathways 13
Description of Emphasis Area 7: Reconstruction of Tribal, BIA, Township or County Routes 14
EDUCATION EMPHASIS AREAS 15
Description of Education Emphasis Area 9: Safety Education 15
ENFORCEMENT EMPHASIS AREAS 16
Description of Emphasis Area 10: Data Collection 16
Description of Emphasis Area 11: Law Enforcement Staffing and Training 17
Description of Emphasis Area 12: Equipping Law Enforcement Staff 18
Description of Emphasis Area 13: Focused Public Safety Patrols 19
ENVIRONMENTAL IMPACT EMPHASIS AREAS 19

Description of Emphasis Area 14: Raise awareness about transportation safety efforts through the media 20
Goal for Emphasis Area 15: Advocate for tougher traffic safely laws 20
EMERGENCY SERVICES EMPHASIS AREAS 21
Description of Emphasis Area 16: Tribal Planning of Emergency Services 21
Description of Emphasis Area 17: Inclement weather transport of dialysis patients 22
EVALUATION & IMPLEMENTATION 22
REFERENCES 24
APPENDIX A – TRIBAL RESOLUTION 25

List of Figures and Tables

Figure 1 - Regional Seatbelt Usage 3
Figure 2 - Crashes by Year 5
Figure 3 - First Harmful Event 5
Figure 4 - Crashes by Month 6
Figure 5 - Injury Crashes per Year 6
Figure 6 - Cause of Injury Accidents 7
Figure 7 - Fatal Crashes by Year 7
Figure 8 - Causes of Fatal Accidents 8
Figure 9 - Barse Trail Culvert Drop-Off 9

INTRODUCTION

The Sisseton-Wahpeton Oyate (SWO) have committed to placing the safety of all the Tribal members, and non-tribal members alike, within the Lake Traverse Reservation. This includes all people which may travel on the Tribal, Bureau of Indian Affairs, State, County and Township transportation systems. The SWO has a history of successful safety efforts, using educational, environmental, engineering and enforcement efforts through a collaboration of Tribal Programs aimed at safer roadways.

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

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

> "Tribal Transportation Safety Plans are a tool used to identify and address transportation risk factors that have a potential of leading to serious injury or death. Safety Plans also organize the efforts of a variety of entities to more effectively reduce risk and can cover multiple transportation modes (roads, maritime, trails, air travel, and others). Safety plans may lead to implementation of a project or program, renewed efforts in an existing program, or further study of a roadway section (using an engineering study or Road Safety Audit).
>
> A Tribal Safety Plan should not be developed with a focus on any one funding source. Instead, a Tribal Safety Plan should demonstrate the safety concerns in a community and the strategies that will be explored to implement the plan. To the greatest extent possible, the concerns demonstrated by a safety plan should be selected based on incident history (data). Data allows funding entities to understand the needs and may even compel the funding of the community's needs. Safety Plans can provide a forum for utilizing data sets that are not otherwise considered by funding agencies such as public testimony when formal crash data does not exist."

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

The original SWO safety plan was developed by the Sisseton-Wahpeton Oyate Transportation Safety Committee (recognized and given authorization by Sisseton-Wahpeton Executive Resolution 14-10 on April 23, 2014). This updated safety plan is a summary of the SWO's accomplishments from recent efforts, evaluation of priorities that were previously stated but are not yet complete, as well as additional needs and tactics for addressing transportation safety for the future.

From 2016-2018, the Sisseton-Wahpeton Law Enforcement responded to 170 motor vehicle crashes with 15 fatalities. 11 of those fatalities were alcohol related. The Sisseton-Wahpeton Oyate is targeting motor vehicle crashes as a priority for the next three years. By 2023, we would like our overall motor vehicle crash rate to decrease by 15% (from 170 in years 2016-2018 to 144 in years 2020-2023); our fatalities will decrease by 20% (from 15 in years 2016-2018 to 12 or fewer in years 2020-2023); and our alcohol related MVC's will decrease by 50% (from 11 alcohol related MVC's in years 2016- 2018 to 6 in years 2020-2023).

The Tribe is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on ALL of our transportation systems. This plan will evaluate and summarize the existing safety deficiencies—not only those supported by data and statistics, but other vital system-wide safety and design deficiencies that need to be addressed to prevent serious injuries or deaths from occurring. Implementation of the plan will improve transportation safety for the tribe, its people, and its visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from several safety partners.

VISION

"Working together to keep the public safe."

Through a collaboration of a multidisciplinary team, the goal of this safety plan is to keep the travelling public safe, on all roads on the Lake Traverse Indian Reservation.

SAFETY COMMITTEE

The Sisseton-Wahpeton Oyate Transportation Safety Committee is composed of several community members, each bringing their own distinct perspective to safety planning. These community members are:

- Cliff Eberhardt, Director of the SWO-DOT
- Gary Gaikowski, Director of the SWO Law Enforcement
- Dr. Sherry Johnson, Director of the SWO Department of Education
- Gypsy Wanna, SWO Wellness Coordinator

SAFETY PARTNERS

The Sisseton-Wahpeton Oyate Transportation Safety Committee is fortunate to have several safety partners committed to working towards our vision of "Working together to keep the public safe." The partners include the following:

- Sisseton-Wahpeton Oyate Tribal Council
- Sisseton-Wahpeton Oyate Department of Transportation
- Sisseton-Wahpeton Oyate Injury Prevention
- Sisseton-Wahpeton Oyate Tribal Police
- Sisseton-Wahpeton Oyate Education Department
- Indian Health Service
- Bureau of Indian Affairs
- Roberts County Commissioners and Highway Department
- Codington County Commissioners and Highway Department
- Day County Commissioners and Highway Department

PROCESS

The Sisseton-Wahpeton Oyate Department of Transportation (SWO-DOT) manages the Tribal Transportation Program for all planning, design, construction, and road maintenance activities related to transportation infrastructure development. With the present guidelines under the TTP and the FAST Act, SWO-DOT has developed a 5-year Tribal Transportation Improvement Plan (TTIP) for the various types of projects and program expenditures. One of the main priorities and focus has been on improving roadway and roadside safety on the Tribal and Bureau of Indian Affairs routes. With that focus, it must also be

acknowledged that the tribal membership travels daily not only on these routes, but also on the many State, Township and County owned and maintained routes within the reservation boundaries. Thus, the safety focus will be expanded to incorporate all public transportation safety needs, regardless of facility ownership.

In 2011, SWO-DOT (named SWO Construction Management at the time) created a committee, comprised of Construction Management, Law Enforcement, Tribal Safety Officer (position since eliminated), SWO Planning, and Injury Prevention. The purpose of this committee was to keep each other informed about transportation safety efforts happening on the lake Traverse Reservation. The committee met several times, but meetings had ceased by the beginning of 2012. In 2014 the committee was reactivated and Construction Management then began reaching out to many different entities with an interest in community safety, including SWO Tribal programs, County Commissions and Highway Superintendents, and local Township boards, to begin the process of meeting to develop not only a safety plan and focus, but to develop and create new working relationships with other programs and entities that also have the same safety concerns and lack of available funding resources.

In 2018, SWO-DOT applied for, and was awarded, a grant to update their Tribal Transportation Safety Plan. These grants are awarded to tribes whose safety plan is at least three years old. The committee was again reactivated to reflect on past efforts, shape both new and on-going strategies, and ensure continued focus, attention, and collaboration in the future.

EXISTING EFFORTS

The Tribe has been active at pursuing the goals of the previous safety plan. Many of the Tribal programs involved in the transportation safety plan efforts have implemented many activities and programs that address safety concerns such as: drunk driving, texting and driving, restraint use and awareness. Many of these safety efforts are ongoing and directed by the Tribal Police and Injury Prevention Program. The Tribe received grants from the BIA Indian Highway Safety Program, Indian Health Service's Tribal Injury Prevention Cooperative Agreements Program, and the Centers for Disease Control's Tribal Motor Vehicle Injury Prevention Programs. These grants funds provide funding for extended hours for law enforcement staff, an extra officer position for Law Enforcement to focus directly on highway safety, as well as two Injury Prevention positions. The Injury Prevention staff coordinates enforcement efforts and promotes enforcement activity; they plan all media campaigns related to highway safety; and they also provide education to the community. Finally, Law Enforcement and Injury Prevention have collaborated on drafting and presenting proposed law changes relating to seat belts, car seats, and impaired driving. Although the Tribe has seen some

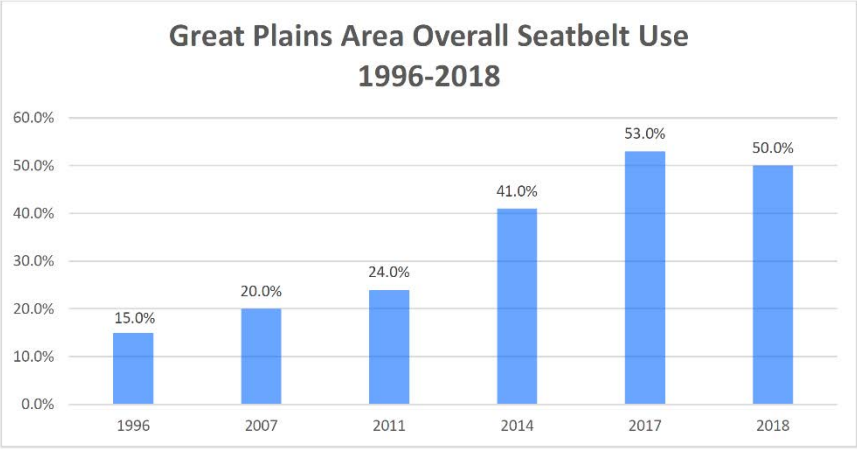


Figure 1 - Regional Seatbelt Usage

successes and increases in measures such as seatbelt usage rate, we are far from State and National rates. The highway safety efforts are, in many ways, still just beginning to make changes in our community. As far as engineering safety principles, SWO-DOT maintains a 5-year Tribal TTIP that will correct the road safety deficiencies through either individual safety projects (Reservation Wide Striping & Replacement of BIA Route Signing, for example) or through new construction or reconstruction projects.

SWO-DOT is continually seeking additional grant and funding resources and opportunities to support transportation safety efforts. Several TTP Safety Fund (TTPSF) grants were awarded to the tribe. In 2014, SWO received nearly half a million dollars for two grants for public education materials and law enforcement equipment. More recently, SWO was awarded two grants in 2018 for rumble strips and intersection safety improvements and to assist with the update of this safety plan. It is also important to not that the TTPSF grant program guidelines were revised with regard to eligibility of certain project types--Enforcement, Education, and EMS projects are no longer eligible to receive TTPSF funding.

Other SWO-DOT funding application efforts include constructing new pathways/sidewalks through the South Dakota Department of Transportation - Transportation Alternatives Program and BUILD Grants from the Federal Highway Administration for completion of reconstruction projects for Housing Streets, additional Pathways Projects and Shoulder Widening and Re-Surfacing on narrow routes. Numerous unmet needs remain.

DATA SUMMARY

One of the important factors in the development of a Tribal Safety Plan is for the available crash data to be analyzed and utilized in the identification of issues and development of strategies. This data is also an important resource as Tribes apply for federal and state safety funding; as many, if not all, request data to support the grant application. For the development of the 2019 plan, data was gathered from the state of South Dakota. Tribal law enforcement was able to provide an annual data summary without too many specifics, so the data presented may not be a complete picture of all crashes that are occurring.

Sisseton-Wahpeton Law Enforcement tracks motor vehicle crashes (MVC) and enforcement efforts. The following is a chart detailing the total number of MVC's, the MVC's that resulted in injury or fatality, and enforcement efforts in three areas: seatbelt citations, car seat safety citations and driving under the influence arrests.

In looking at MVC's with fatalities, 65% of all fatalities are alcohol related. The following chart shows fatality data:

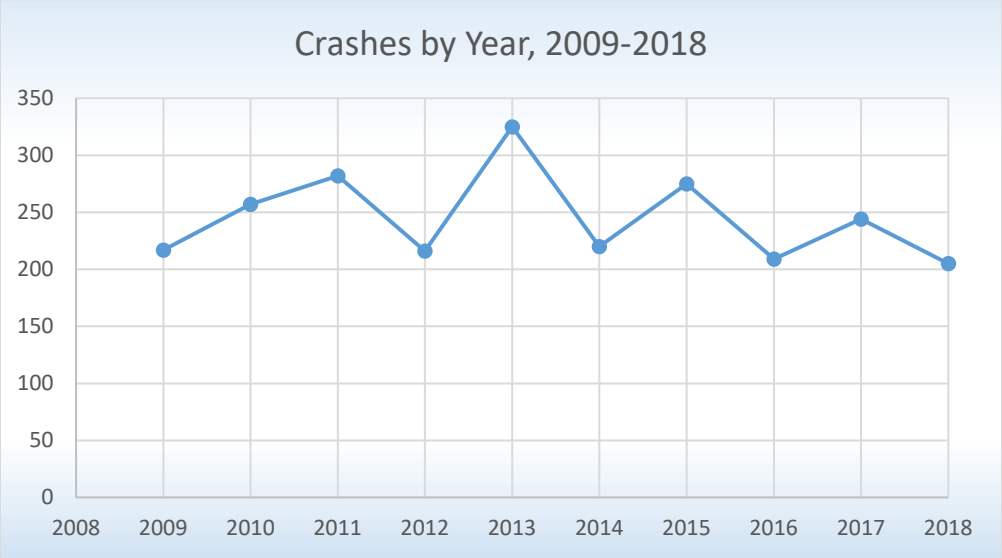
The Sisseton-Wahpeton Oyate has had some success in raising the seatbelt usage rate using a combination of high visibility law enforcement such as checkpoints and saturation patrols, media campaigns and public education. The Sisseton-Wahpeton Oyate is still well below state and national rates, leaving much room for improvement. The following chart documents the seatbelt use rate over time:

DATA ANALYSIS

One of the important factors in the development of a Tribal Safety Plan is for the available crash data to be analyzed and utilized in the identification of issues and development of strategies. This data is also an important resource as Tribes apply for federal and state safety funding; as many, if not all, grant programs request data to supplement the grant application. For the development of the 2019 plan update, most data was gathered from the states of North Dakota and South Dakota. Limited data summaries were

gathered from tribal law enforcement and presented in the introduction, but the majority of the data summarized below was taken from state sources. So the data presented may not be a complete picture of crashes that are occurring.

The following data is from South Dakota state crash data, and it was filtered by latitude and longitude. Generic linear equations were developed for the western boundary and for the approximation of the eastern boundary; data then had to be north of both of these lines to pass through the data filter.



During the period from 2009 to 2018, there were a total of 2,450 crashes. Overall, crashes remained relatively consistent with a minimum remaining at about 210 crashes per year. A peak amount of crashes happened in 2013 at 325 crashes, and a general downward trend followed. This does not include crashes investigated by solely the SWO Law Enforcement, so BIA routes may be under-represented in these numbers. All fatal crashes, however, will be included, as state highway patrol is involved in each one, regardless of roadway ownership.

by Year

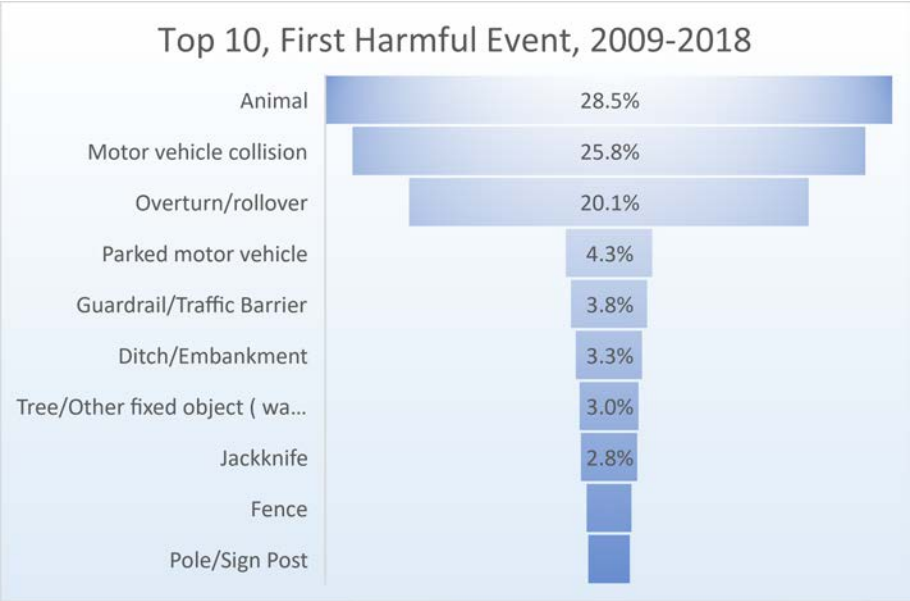


Figure 3 - First Harmful Event

As with many of the crashes occurring on rural roads in South Dakota, a large number of them are with animals during dark or poor lighting conditions. The second leading accident type was motor vehicle collisions, with a mix of rear-end collisions, intersection or failure to yield collisions, and a smaller number of head-on collisions. The next several factors in Figure 3 (overturn, parked vehicle, guardrail, ditch, etc.) can all be generalized as crashes resulting from the vehicle departing the

travel lane. Other factors that were outside of the top 10 shown in Figure 3, but still worthy of mention, are 18 instances of collisions with plows or other road maintenance equipment and 17 recorded instances of pedestrian-related accidents.

Figure 4 shows the monthly totals of all crashes during the study period. As can be inferred from the chart, icy and snowy conditions do have an effect on drivers and an increased accident rate, with the accident rate being 50% higher from October to March than it is during the warmer half of the year from April to September.

Figure 4 also shows a spike in June. There was no driver age information in the state crash data; so one can only speculate as to the reasons behind that spike (increased recreation and tourism, teen drivers not in school, etc.).

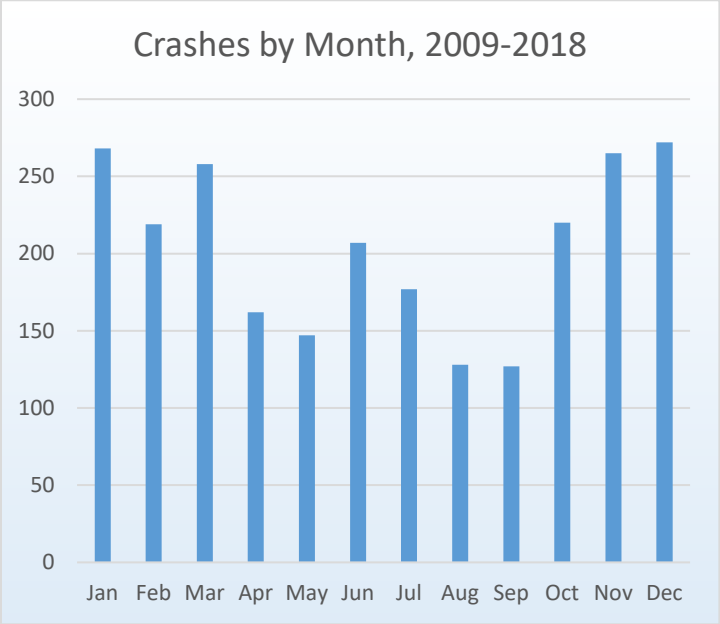


Figure 4 - Crashes by Month

Injury Crashes

There were 515 injury crashes during the study period. Again, this data is primarily crashes reported by either the South Dakota Highway Patrol or County Sheriff's Offices and it is unclear what overlap may or may not include crashes that were mentioned in the limited data summary received from the SWO Law Enforcement. The data in Figure 5 shows a downward trend with injuries being much lower in 2014 thru 2018 than in previous years.

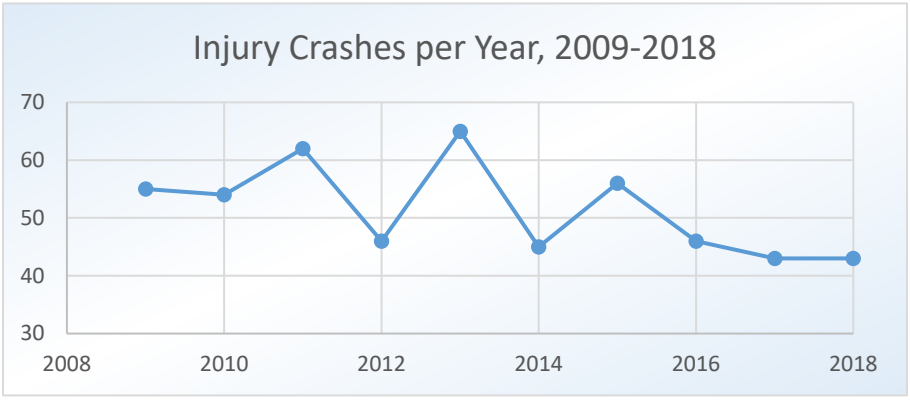


Figure 5 - Injury Crashes per Year

Almost 60% of injury crashes are attributed to vehicular lane departure. More than a third of injuries result from vehicle collisions, and only a small fraction of the injuries involves pedestrians or animals on the roadway.

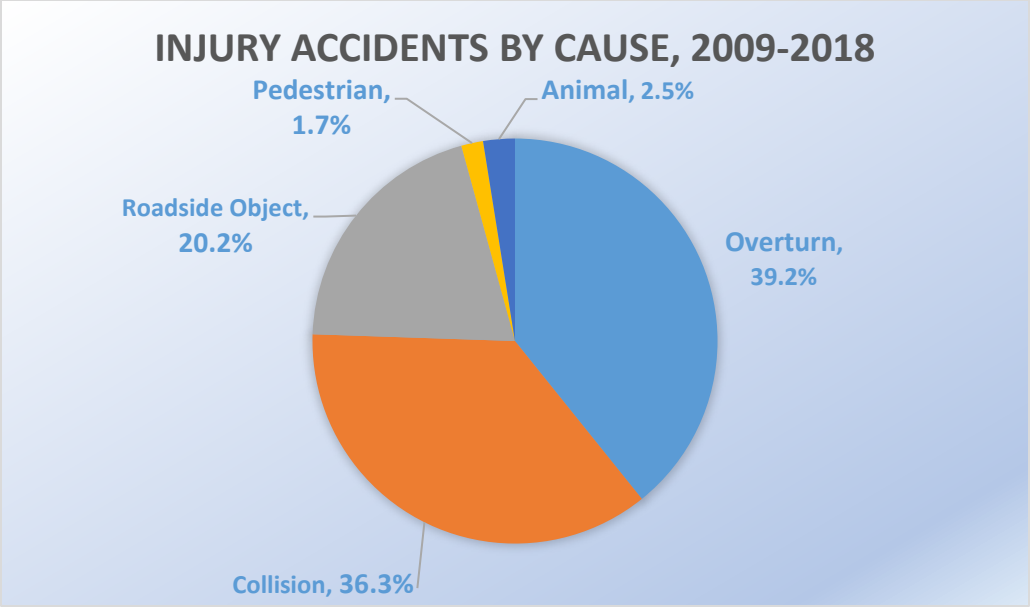


Figure 6 - Cause of Injury Accidents

Fatal Accidents

Looking at fatal accidents, there were 39 during the study period. They were relatively steady near the average of four per year through the study period, with only one in 2014. Unlike the other crash types, this data should include all the fatalities that are occurring as the South Dakota Highway Patrol is normally called in to assist in the investigation of a fatal traffic crash.

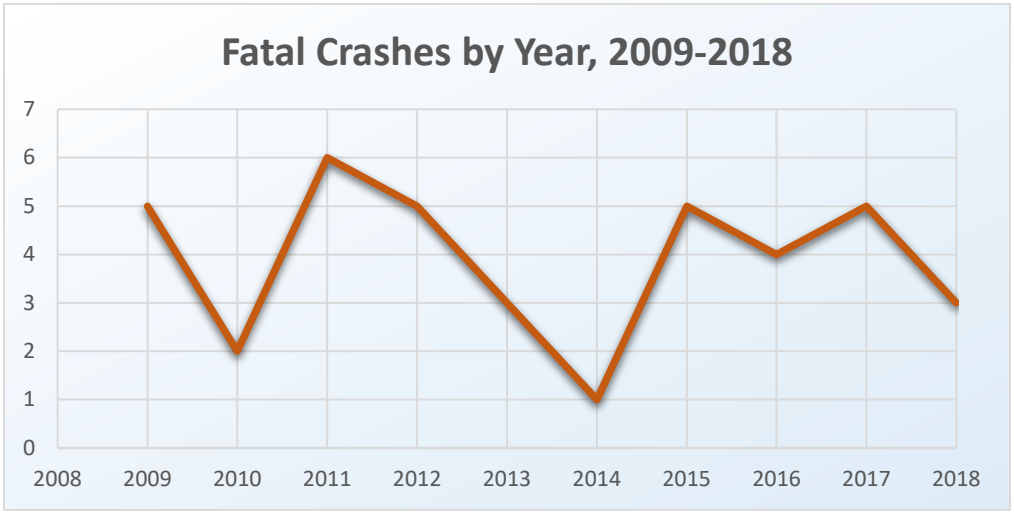


Figure 7 - Fatal Crashes by Year

As with the injury crashes, fatal crashes are overwhelmingly caused by vehicles leaving the roadway and either overturning or striking a fixed object. This is consistent with other rural fatal crashes in both South Dakota and North Dakota. This would also indicate that many of these occupants were not properly restrained by a seat belt and may have been ejected from the vehicle during the crash.

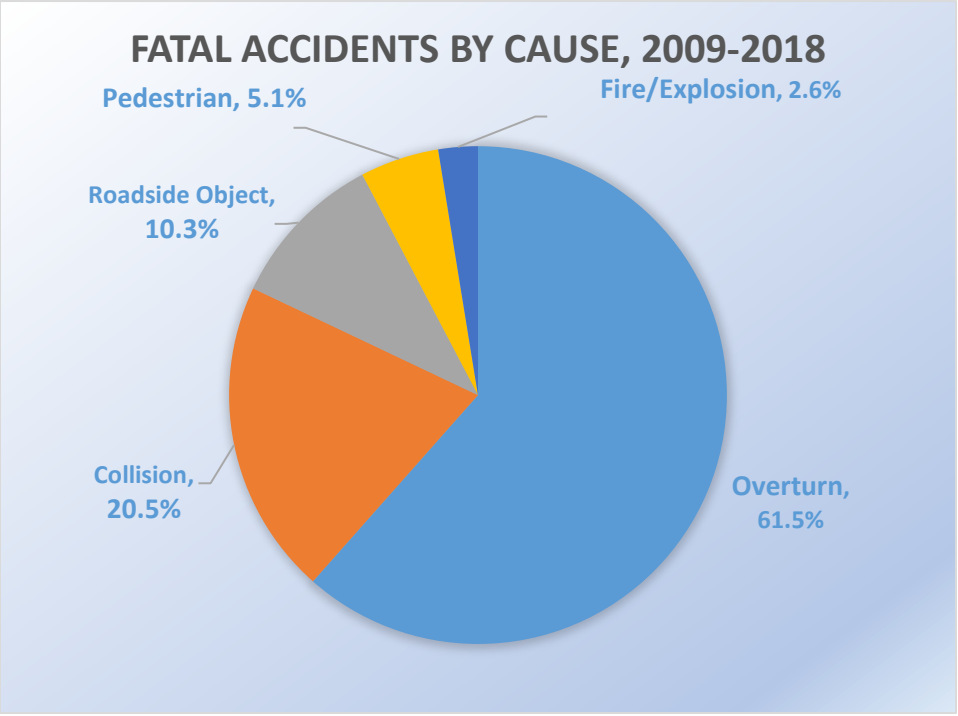


Figure 8 - Causes of Fatal Accidents

With 70% of fatalities and 60% of injury crashes attributed to vehicles leaving the roadway, lane departure countermeasures should be a considerable focus of this safety plan.

EMPHASIS AREAS

ENGINEERING EMPHASIS AREAS

The Sisseton Wahpeton Oyate National Tribal Transportation Facility Inventory (NTTFI) contains 86.1 miles of Bureau of Indian Affairs and 3.1 miles of Tribal paved, gravel, concrete and dirt surface roads, as well as 222.1 miles of State owned routes and 1,713 miles of county and township owned routes. With the lack of funding and adequate resources to fully develop the Tribal Transportation Program, County Highway Departments, and Township board transportation facilities; collaborative efforts have been established to partner together effectively to address all safety deficiencies within the Lake Traverse Reservation.

Many of the routes lack proper permanent pavement markings, signs and object markers, inslopes, and roadway widths and shoulders as compared to modern design standards. Within each program, limited funding resources have prohibited completion of the corrective measures to improve safety. However, by working together and collaborating with the other governmental entities within the Lake Traverse Reservation boundaries, the Transportation Safety Plan Steering Committee can collectively address and improve these safety deficiencies.

Description of Emphasis Area 1: Safe School Bus Routes

- Consistent school attendance is the single most important factor in whether a child succeeds academically. In addition to falling behind in academics, students who are not in school on a regular basis are more likely to get into trouble with the law and cause problems in their communities.
- Students who live in rural areas on lower traffic routes experience the highest rates of absenteeism and tardiness. Extreme winter conditions, precipitation on poor gravel roads (or roads with no gravel at all), rough roads that are tough on vehicles, and other safety factors can all contribute detrimentally to school attendance.



Figure 9 - Barse Trail Culvert Drop-Off

Goal for Emphasis Area 1:

- Improve school bus routes by increased road maintenance and attention to safety issues.

Strategies for Emphasis Area 1:

- The BIA, through federal directives, has made additional road maintenance funding available for school bus routes. Unlike the tribe's standard BIA Road Maintenance funding allocation, this special school bus route set-aside may be used on any school bus route, regardless of the route ownership status. This funding should be used to provide additional gravel surface material to routes that are in poor condition during wet weather conditions, as well as providing additional focus for snow removal on school bus routes during the winter.
- Extreme roadside safety hazards exist on BIA 11 (Barse Trail), a school bus route. Two old stone masonry culvert crossings exist on the route, with a twenty-foot vertical drop on both sides of the

narrow roadway with no guardrail present and a non-existent shoulder. TTP Safety Funds should be pursued to improve the safety of these two culvert crossings.

- Erect snow fences in locations identified by maintenance personnel as winter problem areas. Less drifting on the roadway would reduce school bus delays, while simultaneously reducing road maintenance workload during winter storm events.

Description of Emphasis Area 2: Reduce Roadway Departures

- In 2009, 23 percent of the country lived in rural areas, but rural roads across the nation accounted for 57 percent of all vehicle crash fatalities. Many rural highways within the reservation present similar characteristics of dangerous roadway geometry and should be addressed in a systemic fashion.
- Lane departures, either into oncoming traffic or off the roadway and into the ditch, are the most dangerous crash types, resulting in 60% of the injuries and 70% of the fatalities in this plan's study period. Several low-cost implementations are effective at reducing lane departures, including, but not limited to: rumble strips, wider paint striping, curve delineation and signage, object markers, and removing obstacles from the clear zones.
- More work-intensive countermeasures (and therefore more expensive) to lane departures include shoulder widening, ditch side slope flattening, and widening of horizontal curves.



Goal for Emphasis Area 2:

- Improve rural highway safety by addressing safety factors that are present systemically or with projects at identified problem areas.

Strategies for Emphasis Area 2:

- Keep vehicles on the roadway. The tribe recently received a safety grant to install rumble strips on several rural roadways and install blinking stop signs at several rural intersections. These efforts should be replicated in more locations as funding allows. Other countermeasures in this category include wider pavement striping, curve delineation and advanced warning signage, and roadway delineation. These safety features should be installed where needed, and existing signage and delineation should be replaced if they are damaged or lacking proper reflectivity.
- Provide for safety recovery. Where possible, provide clear zones free of hazardous roadside objects. Shoulder widening, ditch side slope flattening, and widening of horizontal curves are more expensive engineering solutions to roadway safety. More study and crash mapping may help cut costs by highlighting specific locations to prioritize.
- Minimize crash severity. Install barriers, breakaway poles, crashworthy sign supports, or other crashworthy devices for hazards that cannot be moved or relocated. Delineate hazards that cannot be moved or shielded with a barrier.
- Grant funding should be pursued for larger safety projects. Although several locations are readily identifiable, further studies should be performed to prioritize the safety projects that would involve extensive earthwork and right-of-way acquisition.

Description of Emphasis Area 3: Roadway Safety Audits - Tribal and Bureau of Indian Affairs Routes

- Many of the Tribal and BIA Routes have not been reviewed to establish and prioritize what the current safety and roadway design deficiencies are on each of the routes since they were originally designed from 10 to 50 years ago.
- Roadway Safety Audits will look at design factors such as design speed, line of sight distance, stopping sight distance, grade, standard design slope of the inslopes, curve design and superelevation, average daily traffic counts for surfacing depths and proper roadway and shoulder widths.
- Vehicle accidents from frost heaves, potholes, improperly displayed signage and pavement markings.

Goal for Emphasis Area 3:

- Prioritizing of all routes to develop proper planning and designing for projects into the Tribe's TTIP.
- Re-development of the Tribe's TTIP to address the various safety and design deficiencies through projects completed through Safety, Signing, Striping or Re-construction.
- Completion of review of ALL Tribal and BIA Routes within the lake Traverse Reservation at an approximate cost of $2,000 per week.

Strategies for Emphasis Area 3:

- Plans have been set in place to develop a Roadway Safety Audit team in partnering with the Bureau of Indian Affairs - Division of Transportation, South Dakota Department of Transportation, Northern Plans Tribal Technical Assistance Program, each of the North Dakota and South Dakota Counties and Townships and the SWO-DOT.
- The SWO-DOT and BIA DOT Highway Engineer have been designated the Strategy Champions for implementation of the Roadway Safety Audits and have begun discussions with all parties on the development of costs, time schedules and if any agencies have additional funds that may contribute towards the project.
- SWO-DOT manages the Tribal Transportation Program and will be the lead in applying for Transportation Safety Funds for Engineering projects and plan for appropriate contribution of TTP funding towards projects.

Description of Emphasis Area 4: Roadway Safety Audits - Township and County Routes

- Many of the Township and County Routes have also not been reviewed to establish and prioritize what the current safety and roadway design deficiencies are on each of the routes since they were originally designed from 10 to 50 years ago.
- Roadway Safety Audits will look at design factors such as design speed, line of sight distance, stopping sight distance, grade, standard design slope of inslopes, curve design and superelevation, average daily traffic counts for surfacing depths and proper roadway and shoulder widths.
- Vehicle accidents from frost heaves, potholes, improperly displayed signage and pavement markings.

Goal for Emphasis Area 4:

- Prioritizing of all routes to develop proper planning and designing for projects into the Townships' and Counties' Improvement Plans as well as coordinating possible joint venture projects between the Counties, Townships and/or Tribe.
- Re-development of the Counties' and Townships' Plan to address the various safety and design deficiencies.
  through projects completed throt1gh Safety, Signing, Striping or Reconstruction.
- Completion of review of all or some of the high priority Township and County Routes within the Lake Traverse Reservation at an approximate cost of $2,000 per week.

Strategies for Emphasis Area 4:

- Plans have been set in place to develop a Roadway Safety Audit team in partnering with the Bureau of Indian Affairs- Division of Transportation, South Dakota Department of Transportation, Northern Plans Tribal Technical Assistance Program, each of the North Dakota and South Dakota Counties and Townships and the SWO-DOT.
- The SWO-DOT and each specific County Highway Superintendent have been designated the Strategy Champions for implementation of the Roadway Safety audits and has begun discussions with all parties on the development of costs, time schedules and if any agencies have additional funds that may contribute towards the project.
- SWO-DOT manages the Tribal Transportation Program and will be the lead in applying for Transportation Safety funds for Engineering projects and plan for appropriate contribution of TTP funding towards projects, if necessary and each County Highway Superintendent shall apply for and coordinate TSP applications and funding contributions with each Township and the South Dakota Department of Transportation.

Description of Emphasis Area 5: Reservation Wide: Signing and Pavement Marking Projects

- Many of the Tribal, BIA, Township and county routes within the Lake Traverse Reservation presently have safety concerns of improperly installed signs, missing signs, improper retro-reflectivity and other sign and pavement marking deficiencies according to the Manual on Uniform Traffic Control Devices
- Vehicle accidents from improperly displayed or missing signage and pavement markings.

Goal for Emphasis Area 5:

- Prioritizing of all routes to develop proper planning and designing for projects into the Tribe's, Counties' and Townships' Improvement Plans
- Completion of Reservation Wide sign replacement and installation projects for signs, object markers for bridges and culverts and for installation of delineators around hazardous curves.
- Completion of Reservation Wide Striping projects to address missing or deteriorated centerline and edge line striping on county and township routes.

Strategies for Emphasis Area 5:

- SWO-DOT has completed replacement and installation of signs along BIA Routes 2, 3 & 5.
- SWO-DOT has presently completed striping on 89 miles of paved BIA roads.
- SWO-DOT has completed full sign inventory of all BIA Routes with the assistance of the SWO GIS Office.

- Coordination has already begun with Roberts County to modify present Striping Project to contain striping of Roberts County Highways 5, 28 & 34.
- Further coordination with counties and townships to develop sign and striping projects through either SDDOT State Transportation Improvement Plan (STIP) or Tribal Transportation Improvement Plan (TTIP).

Description of Emphasis Area 6: Construction of Pedestrian/Bicycle Pathways

- Presently within the Agency Village Community we have a lack of proper pedestrian pathway and sidewalk access that forces the public, primarily children, to gain walking access to the nearby stores, college, head start and schools by walking in the roadways that do not also have any shoulders.
- New tribal development has generated additional pedestrian traffic on the east side of Sisseton.
- There have been 3 deaths within the past year due to accidents involving young children that are directly in the paths of daily traffic.
- The Tiospa Zina school has a parking lot that can be chaotic and dangerous for pedestrians at peak hours. Re-work of the parking lot to improve traffic flow and provide definitive corridors and protections for pedestrians would improve safety.



Goal for Emphasis Area 6:

- Construction of remaining pathways in Agency Village with Tribal Transportation Program, TTPSF, and Transportation Alternatives Program funds.
- Construction of 0.3 miles of pedestrian pathway from in Sisseton from the new tribal grocery store, through the new IHS campus, to the new IHS housing.
- Upgrade or install pathway lighting as funding allows.
- Separate bus traffic, pedestrian corridors, and parent drop off traffic at the Tiospa Zina school.

Strategies for Emphasis Area 6:

- SWO-DOT will continue as the lead in applying for TTPSF and SD Transportation Alternatives grants for pedestrian and bicycle pathways in the following areas:
    - Day County 1 – Enemy Swim to Waubay
    - Sisseton – Indian Health Service to Grocery Store (and to future retirement home)
    - TZ School Parking Lot traffic control measures
    - Sisseton – 458th Ave from Sisseton Housing to Maple Street
    - Sisseton – 458th Ave to 459th Ave
    - Sisseton – Highway 10 crosswalk at Dakota Crossing

- Sisseton – Pedestrian crossing at Long Hollow Housing
- Agency Village – BIA 7 crosswalk lighting
- Additional facilities as identified by future traffic studies or RSA's

Description of Emphasis Area 7: Reconstruction of Tribal, BIA, Township or County Routes

- Many of BIA, Tribal, Township, and County routes are in state of disrepair, having not been reconstructed or re-designed since initial construction 20-50 years ago. Due to lack of funding or priorities of funding for other projects, many of these routes have been left to deteriorate without routine road maintenance and repair.
- Other routes were initially designed to then present design standards and many of these routes now do not meet the current design and safety standards according to AASHTO, SDDOT and BIA DOT.

Goal for Emphasis Area 7:



- Upon completion of the BIA/Tribal and Township/County Roadway Safety Audits, a new prioritization of routes will have been completed individually by each owner to share the priority list with all other partners in the Steering Committee
- Completion of updated road construction transportation priority list
- Project development and design for reconstruction projects that will address issues of design standard deficiencies such as steep In-slopes, inadequate roadway and shoulder widths, improper sight and stopping sight distances

Strategies for Emphasis Area 7:

- SWO-DOT is presently continuing to contact various counties and townships to hold meetings to discuss each roadway owners inventory, improvement plan mid program management
- SWO-DOT has committed to sharing knowledge of the Tribal Transportation Program with the members of the Steering Committee and by reaching out to invite townships and counties to join the Steering Committee
- Work collaboratively and collectively to define joint projects that will benefit not only each entity but improve and maintain transportation safety as a whole to all of the traveling public within the Lake Traverse Reservation
- SWO-DOT will also reach out to possibly train and or teach Tribal, Township and County programs of the proper ways to identify safety and design deficiencies and the opportunity to work with the Tribe and BIA DOT on project review and development

EDUCATION EMPHASIS AREAS

The Lake Traverse Reservation encompasses a large land base in which there are seven recognized political districts of the Sisseton Wahpeton Oyate. The Reservation includes, or is adjacent to, six smaller towns. Each town operates a public school system and the tribe operates two tribal school educational systems, two head start schools, and a college. Children are walking, riding bikes, or riding in school buses through-out this extensive land base. Physical safety is of utmost concern in the rural areas of the towns and reservation lands. Many areas lack sidewalks or bike paths and children can be found walking or biking on roadways. Not only Is safety our primary our concern for appropriate walking and bike paths but the health benefit of exercise is needed by all.

In the Enemy Swim District and the Buffalo Lake District children of all ages are walking back and forth on the road to the lake in the hot summer. In Old Agency District where the main tribal government is located children can be found walking from school to their homes or to the convenience store, the boys and girls club or any number of local places on inappropriate pathways.

Training in safety education and emergency preparedness drills and education sessions for children and community members is needed. The remote areas of our Sisseton Wahpeton Oyate districts and access to services make it necessary that community members are trained.

Goal for Emphasis Area 8: Physical Safety of Children

- Provide a safe environment by 2017 through the construction of needed sidewalks, crosswalks, bike paths and other safety infrastructure.

Strategies for Emphasis Area 8: Physical Safety of Children

- Survey and gather additional data from the outlying districts and reservation communities of the actual student mobility routes and bus routes, in which are the heavily impacted to include safety audits.
- Prioritize safety needs tor sidewalks, crosswalks and bike paths, develop a plan and construct.
- Flashing lights need to be installed at the Enemy Swim District road curves and lake areas.
- Flashing lights need to be in working order in the Agency Village area BIA 700 at the crosswalks.
- Add and update Signage surrounding the school districts, head start programs, and College, i.e., speed zones, child safe zone, danger zones.
- Sidewalks and bike paths in Enemy Swim District to the lake, called Sandy Beach need to be constructed.

Description of Education Emphasis Area 9: Safety Education

Goal for Emphasis Area 9: Safety Education

- Provide and coordinate safety education and training to children, parents and community members annually.

Strategies for Emphasis Area 9, Safety Education

- Provide a driver's education program to include all resources, equipment and supplies for SWO young adults 14 - 18 years old.
- Host bike, scooter, skate board, etc. safety courses in each of the seven districts annually.
- Provide safety equipment i.e., bike helmets, knee pads, etc.

- Implement Ride Safe program at Head Start.
- Provide seatbelt safety education to all children Kindergarten to eighth grade.
- Provide bus safety training courses to all students Head Start through eighth grade according to each school's rules and transportation protocol.
- Provide a mock crash emergency exercise annually engaging community members for each of the seven districts and Tiospa Zina School.
- Provide training regarding impaired driving i.e., texting, cell phone usage, substance use and abuse.
- Provide car seat training to parents and caregivers in each of the seven districts.

ENFORCEMENT EMPHASIS AREAS

Sisseton-Wahpeton law Enforcement is the first line of defense in transportation safety. Sisseton-Wahpeton Law Enforcement currently employs fifteen officers and eleven staff. With a force this small, there are times when only one officer is patrolling a reservation with boundaries that extend across four counties and whose land base extends into North Dakota. During the last three years (2016-2018) Officers on the Lake Traverse Reservation wrote an average of 1,110 traffic citations, arrested 108 drunk drivers and responded to 83 motor vehicle crashes per year. By 2018, Sisseton-Wahpeton Law Enforcement had four officers dedicated to highway safety patrols.

> Unrestrained vehicle occupants represent more than half of the fatalities in Tribal areas
>
> - TTSSP

Good law enforcement is the key to any transportation safety effort. Sisseton-Wahpeton Law Enforcement has a history of collaborating with other groups in the fight against motor vehicle crash deaths. Since 2005 they have partnered with the Sisseton-Wahpeton Oyate Injury Prevention in implementing high visibility law enforcement efforts.

Sisseton-Wahpeton Law Enforcement addresses the major causal factors of motor vehicle crashes: speed, impairment due to substances (such as alcohol) and restraint usage. Their efforts have begun to make changes in some areas, but lack the resources needed to take their work to the next level.

Description of Emphasis Area 10: Data Collection

- Currently, Sisseton-Wahpeton Law Enforcement has a software system, Spillman, in use since August 2018. The data output is not suitable for collaboration, only for summarized program reporting purposes.
- When using the police data, there is no way to sort information to look for trends on any basis other than annual totals.

Goal for Emphasis Area 10:

- By 2023, Sisseton-Wahpeton Law Enforcement will purchase hardware for use with the TRACS software system, which is provided free by the state of South Dakota.

Strategies for Emphasis Area 10:

- The Captain of Sisseton-Wahpeton Law Enforcement will research grants to pay for a data system and the equipment associated (laptops in the squad cars, e-ticket citation printers, software, computers in the dispatch office, a server for the Police Department, etc.)
- Sisseton-Wahpeton Law Enforcement will supply reports to the SWO Transportation Safety Committee and other committees focused on transportation safety. The reports will detail crash and enforcement information and will be used to describe the motor vehicle crash problem on the Lake Traverse Reservation.

Description of Emphasis Area 11: Law Enforcement Staffing and Training

- Sisseton-Wahpeton Law Enforcement currently employs twelve Officers, two who are not patrol Officers and one that is a School Resource Officer and will only patrol in the summer months. That leaves nine Officers actively patrolling tribal roads.
- The nine Officers not only answer calls and patrol tribal roads; they are also responsible for conducting bi-monthly seat belt and sobriety checkpoints and saturation patrols year round. They participate in national enforcement campaigns such as Click It or Ticket; Over the limit, Under Arrest; and Don't Shatter the Dream. They work extended hours during the 4th of July weekend, when the Tribe sponsors its annual pow wow.
- Impaired driving doesn't Just include alcohol. The Sisseton-Wahpeton Oyate Driving Under the Influence Code provides for impairment for substances other than alcohol. Sisseton-Wahpeton Law Enforcement currently has two Officers who have completed Advanced Roadside Impairment Driving Enforcement (ARIDE) training. This training gives Indicators of possible drug impaired driving so that Officers know when to call for a Drug Recognition Expert (DRE).
- Sisseton-Wahpeton Law Enforcement does not have a Traffic Accident Investigator, which means that any crash fatalities that occur on the lake Traverse Reservation must be investigated by an outside agency.



- The BIA has a BAT-mobile (blood alcohol testing) available for tribal use at check points. Currently, the SDDOT requires a commercial drivers license to operate the BAT-mobile because of its size and weight. The BIA has not been able to get a waiver for using the vehicle without a CDL driver, so its use is somewhat prohibitive.

Goal for Emphasis Area 11:

- Sisseton-Wahpeton law Enforcement will have adequate staff and funding to fully address highway safety enforcement.
- By 2023, Sisseton-Wahpeton Law Enforcement will have 100% of patrol officers trained in ARIDE, will have at least one Officer trained as a DRE, and Officers will have the tools to be able to conduct roadside drug testing.
- By 2023, Sisseton-Wahpeton Law Enforcement will have two trained Traffic Accident Investigators on staff.
- By 2023, Sisseton-Wahpeton Law Enforcement will have at least one officer earn their CDL so that the BIA BAT-mobile can be brought to the reservation for use in check point driver testing.

Strategies for Emphasis Area 11:

- The Captain of Sisseton-Wahpeton Law Enforcement will create a minimum of two new Officer positions.
- These new Officers will complete the Rural Police Officer Training Program at the Federal Law Enforcement Training Center.
- The Captain of Sisseton-Wahpeton law Enforcement will research and apply for grant funding to allow for overtime for all Officers to participate in enforcement events.
- Sisseton-Wahpeton law Enforcement Officers will attend ARIDE Training.
- Sisseton-Wahpeton Law Enforcement will purchase drug field test kits for every squad car.
- Two Sisseton-Wahpeton law Enforcement Officers will complete Traffic Accklant Investigator training.

Description of Emphasis Area 12: Equipping Law Enforcement Staff

- Law Enforcement Officers work in rural conditions, at times alone. The safety of the Officers as they go about their job duties is extremely important. Communication between Officers and with Dispatch is essential.
- Maintaining a visible presence helps keep officers safe. The topography of the land is such that there are rolling hills which make a stopped squad car a danger if it doesn't have noticeable lights.
- Each Officer drives approximately 3,000 miles per month patrolling and answering calls. There are eight squad cars for twelve Officers, meaning that there is a loss of patrol time at the beginning of each shift while the officers pass off squad cars amongst themselves.



- Two of the eight squad cars are equipped with in-car camera systems. Camera systems provide invaluable evidence in documenting Field Sobriety Tests and help with conviction of DUI cases. Officers conduct checkpoints in all weather conditions, twelve months a year. Officers must be adequately uniformed in order to work in varied climate situations, from blizzards and subzero temperatures in the winter to rainstorms in the summer.
- Preliminary Breath Tests (PBT's) are a commonly used tool to help catch drunk drivers. Sisseton-Wahpeton law Enforcement currently employs a variety of types, some older models that have been in use since the 90's. An upgrade to the PBT devices would create uniformity and assist in accuracy.

Sisseton-Wahpeton law Enforcement conducts a minimum of twenty-four checkpoints per year. A properly executed checkpoint Includes signage announcing the presence of a checkpoint up ahead. The checkpoints that take place on the Lake Traverse Reservation also typically Include an Incentive Item relating to the type of checkpoint It is. For example, at a seat belt checkpoint that took place in 2014, people passing through the checkpoint received an air freshener for their cars that had the words "Buckle Up" printed on it.

Goal for Emphasis Area 12:

- Sisseton-Wahpeton law Enforcement will be fully equipped to address the major causal factors of motor vehicle crashes (MVC) which are as follows: speed, Impairment and restraint usage.

Strategies for Emphasis Area 12:

- Sisseton-Wahpeton Law Enforcement will procure the following uniform items to all Officers to protect them from the elements (human or natural), while they are working safety checkpoints and making stops:
- Uniforms, boots, bullet-proof vests, winter weather gear, gloves, hats, jackets, rain coats, reflective safety vests and portable radios.
- Sisseton-Wahpeton Law Enforcement will procure squad cars for each officer. Each squad car will be fully equipped with bright lighting, in-car camera systems, radars and PBT's with an adequate supply of replacement tubes.
- Signs with the message "Checkpoint Ahead" will be purchased for use ln every checkpoint.
- Sisseton-Wahpeton law Enforcement will purchase incentives for the checkpoints and also community education materials for use in interactions with the general public.

Description of Emphasis Area 13: Focused Public Safety Patrols

- Law Enforcement has direct contact daily with the travelling public. They are in a unique position, not only to penalize drivers, but to educate and change behaviors at the site of the occurrence.

Goals for Emphasis Area 13:

- Reduce unsafe driver and occupant behavior by conducting short-term, high-visibility and high-intensity focused on specific behaviors.
- Include information campaigns to keep the public aware and informed of these law enforcement focuses and why they are important.
- Follow suggestsions provided in NHTSA's HVE (High Visibility Enforcement) toolkit.

Strategies for Emphasis Area 13:

- Conduct check points for impaired drivers, seat belt usage, and proper child passenger safety seat usage. The SWO Community Health Education program can also provide Certified Child Passenger Safety Technicians to assist at these check points.
- Conduct focused patrols on seat belt usage and proper child passenger safety seat usage.
- Conduct focused patrols on speeding in school zones and other speed zones.

ENVIRONMENTAL IMPACT EMPHASIS AREAS

The Sisseton-Wahpeton Oyate has approximately 5,000 members who live and work on the lake Traverse Reservation. The greatest way to make an Impact on the tribal membership is through media outreach and policy changes. Community level change will be achieved through tying together engineering, education and enforcement activities and promoting all efforts reservation wide.

Since 2004, the Sisseton-Wahpeton Oyate Injury Prevention has partnered with Sisseton-Wahpeton law Enforcement in the area of highway safety. The SWO Injury Prevention Program has provided education activities and coordinated law enforcement efforts. Together, the two programs reached out to other police Jurisdictions such as the Roberts County Sheriff's Department, Day County Sheriff's Department, Sisseton Police Department and the South Dakota Highway Patrol. This has resulted in greater

collaborations between the many jurisdictions in our area. For the purposes of this safety plan, the Injury Prevention will take the lead in two areas: media and law changes.

Description of Emphasis Area 14: Raise awareness about transportation safety efforts through the media

- In 2013, a community survey showed that 79% of community members had heard highway safety related media messaging in the last year.
- By 2023, community surveys will show that 85% of community members will have heard highway safety media messaging in the last year.

Strategies for Emphasis Area 14: Public Awareness

- The SWO Injury Prevention Program will design media campaigns for each enforcement campaign.
- Each campaign will Include flyers/posters, PSA's, messages on electronic signs, social media notices, and newspaper.
- Enforcement efforts will be documented through pictures. Injury Prevention staff will report the outcomes through articles in the tribal newspaper.

Goals for Emphasis Area 14: Public Awareness

- Provide training and require that any SWO employees that transport children be Certified Child Passenger Safety Technicians (bus drivers, youth workers, JOM, etc.)
- Require anyone else that works with children to attend Safe Native American Passengers (SNAP) training.



Goal for Emphasis Area 15: Advocate for tougher traffic safely laws

In 2013, a community survey showed that 56% of Tribal members surveyed favored stronger DUI laws. By 2023, all draft laws will be passed and enforced. Sisseton-Wahpeton Law Enforcement and Injury Prevention drafted sever,11 law changes in 2013. The draft law changes Inducted raising the lines for seat belt and child restraint citations, creating an Aggravated DUI law., and a law requiring mandatory breath test for all DUI Suspects. Sisseton-Wahpeton law Enforcement and Injury Prevention staff presented the draft law changes to the Sisseton-Wahpeton Oyate Health & Human Services Board and Sisseton-Wahpeton Oyate Judicial Committee. There the law changes have remained without moving any further in the process.

Strategies for Emphasis Area 15:

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Goal for Emphasis Area 15: Advocate for tougher traffic safely laws

- In 2013, a community survey showed that 56% of Tribal members surveyed favored stronger DUI laws. By 2023, all draft laws will be passed and enforced.
- The SWO Injury Prevention Program will present the draft law changes to the Judicial Committee and make presentations as needed to the seven Districts.
- Sisseton-Wahpeton Law Enforcement and Injury Prevention will appear at any public forums regarding the draft law changes.
- Sisseton-Wahpeton Law Enforcement and Injury Prevention will advocate at the Tribal Council level for the draft law changes.
- Sisseton-Wahpeton Law Enforcement and Injury Prevention will provide community presentations on the new laws and publicize the law changes through various media outlets.

EMERGENCY SERVICES EMPHASIS AREAS

The Sisseton-Wahpeton Oyate currently does not have emergency services, other than Sisseton-Wahpeton Law Enforcement. Ambulance services are provided by several non-tribal entities, located in larger towns such as Sisseton or Milbank. This is true of fire services as well. The City of Sisseton has a volunteer fire department. When a fire emergency occurs, the volunteer firefighters must travel to the fire department and then mobilize to the location of the fire emergency. In a rural area like the Lake Traverse Reservation, this leads to longer response times in the case of emergency.

Description of Emphasis Area 16: Tribal Planning of Emergency Services

- All 911 calls are routed to either Roberts County or Watertown. If the emergency Is taking place on tribal land or in tribal housing, the 911 dispatcher then calls Sisseton-Wahpeton law Enforcement and their dispatcher will then notify Officers of the emergency and then they are able to respond.
- There is a need for ambulance services on tribal lands. In 2013, Sisseton-Wahpeton law Enforcement called out for ambulance services 111 times. The Woodrow Wilson Keeble Memorial Health Care Center was built with ambulance bays and space for Emergency Medical Technicians, however, Indian Health Service does not have funding for ambulance services at this time.
- The Bureau of Indian Affairs currently has a fire management program; however, they do not respond to structure fires. They have a staff of one and are generally unable to respond to emergency fire situations. Their scope of work is limited to wildland fires.

Goal for Emphasis Area 16: Advocate for tougher traffic safety laws

- By 2023, the Sisseton-Wahpeton Oyate will begin planning for emergency services to be provided by the Tribe.

Strategies for Emphasis Area 16:

- The Sisseton-Wahpeton Oyate Transportation Safety Committee will approach the Indian Health Service about the possibility of collaborating to start tribal ambulance services.
- The Sisseton-Wahpeton Oyate Transportation Safety Committee will work with the Sisseton-Wahpeton Oyate Planning Office to complete a feasibility study on the Tribe owning and operating ambulance services and a fire department.

Description of Emphasis Area 17: Inclement weather transport of dialysis patients

- Thirteen tribal members must regularly attend dialysis treatment at the Woodrow Wilson Keeble Health Center in Sisseton.
- Inclement winter weather can often result in road closures or no travel advisories.
- Dialysis attendance is mandatory for patients at regular intervals; missing a treatment can be a life-threatening occurrence.
- Dialysis patients are often unable to enter or exit a standard four-wheel drive vehicle safely because of one or more medical conditions.

Goal for Area Emphasis 17: Inclement weather transport of dialysis patients

- Provide all wheel drive vehicle with a wheel chair lift capable of navigating inclement weather somewhat safely.
- Designate specific transit drivers and/or crews to operate in such conditions.
- Coordinate with BIA and tribal snow removal crews to cooperate on this emphasis area.

Strategies for Emphasis Area 17:

- The SWO DOT has recently applied for additional transit funding from the Federal Transit Administration. This grant was for a combination of operational funding, an additional transit dispatch employee, two additional drivers, and two additional 10-passenger vans. If awarded, the SWO-DOT will inquire about the feasibility of modifying the application by changing one of the larger vans to a smaller vehicle.

EVALUATION & IMPLEMENTATION

The Sisseton-Wahpeton Oyate Transportation Safety Plan will be reviewed on a yearly basis by the Transportation Safety Committee. Progress will be reported via reports prepared by each program responsible for the various emphasis areas. The Tribal Council Ex-Officio will be responsible for reporting progress back to Tribal Council and the Tribal Executives.

Progress on injuries and fatalities will be measured through both police data and Indian Health Service Severe Injury Surveillance System data. Progress on educational Items will be tracked by number and type by the Education Department. Public perception surveys, observational seat belt surveys and media contacts will be completed by the SWO Injury Prevention Program. Citations, arrests and motor vehicle crash information will be reported by Sisseton-Wahpeton Law Enforcement.

As SWO-DOT completes the annual review and updating of the TTIP, the Tribal Transportation Safety Plan will also be reviewed for any additions or modifications to the existing TSP.

- Projects completed under the TSP will be reviewed upon completion as well as annually with the BIA DOT during the annual audit of the Tribal Transportation Program
- Revisions and updating of the plan will be conducted annually with all of the programs and entities involved within the Steering Committee to address any concerns, omissions or modifications that are to be completed during the annual Transportation Safety Plan update
- Implementation of the various projects will be coordinated with the Steering Committ2e, particularly with the BIA DOT who presently handles project planning and design development for the Sisseton Wahpeton Oyate

- Tribal Council leaves direct management of all programs relating to Transportation and the Tribal Transportation Program and has approved Standard Policies for Management of the program with SWO-DOT

Further outreach and involvement with other appropriate stakeholders such as local City Councils, Township Board membership and other North Dakota and South Dakota counties is encouraged and will continue to be implemented on an annual basis as well with multiple meetings scheduled with stakeholders annually.

This Sisseton-Wahpeton Oyate Transportation Safety Plan will be outdated after three years. A target date for another revision to the Transportation Safety Plan will be 2023, and that new plan will build upon the goals and strategies outlined in this 2019 update.

REFERENCES

Center for Disease Control and Injury Prevention. *Tribal Motor Vehicle Injury Prevention, Best Practices Guide 2016*.

Greatschools.org. "*Why Attendance Matters.*" August 11, 2011.

Great Plains Area Injury Prevention Program, Office of Environmental Health & Engineering. *Observational Seat Belt Survey - Summary 2019*. July 18, 2019.

Transportation Research Board. *NCHRP Report 788 Guide on Effective Tribal Crash Reporting*. July 29, 2016.

Tribal Transportation SMS Steering Committee. *Tribal Transportation Strategic Safety Plan*. August 2017.

APPENDIX A – TRIBAL RESOLUTION

Sisseton-Wahpeton Oyate
LAKE TRAVERSE RESERVATION
P.O. Box 509
12554 BIA Hwy. 711
Agency Village, South Dakota 57262
Phone: (605) 698-3911

TRIBAL COUNCIL RESOLUTION NO. SWO-20-012

Recognition and Adoption of the Sisseton-Wahpeton Oyate Tribal Transportation Safety Plan

WHEREAS, The Sisseton-Wahpeton Oyate is organized under a Constitution and By-laws adopted by the members of the Tribe on August 1-2, 1966, and approved by the Commissioner of Indian Affairs on August 25, 1966, and last amended effective November 15, 2006; and

WHEREAS, The Constitution ARTICLE III, Section 1, states that, the Sisseton-Wahpeton Oyate shall be governed by a Council, and ARTICLE VII, Section 1, states that, the Council shall have the following powers: (a) to represent the Tribe in all negotiations with Federal, State and local governments; (b) to acquire, own, use, manage, lease and otherwise encumber and to dispose of Tribal property, both real and personal, wherever situated; (c) to engage in any business that will further the economic development of the Tribe and its Members, and to use Tribal funds or other resources for such purposes; (d) to make rules governing the relationship of the members of the Tribe, to Tribal property, and to one another as members of the Tribe; (e) to hire employees and agents, including legal counsel, directly or as independent contractors, and to compensate them for their services; (f) to deposit Tribal funds to the credit of the Tribe, without limitations of the amount in any account; (g) to take any action by ordinance, resolution, or otherwise which are reasonably necessary through committees, boards, agents or otherwise, to carry into effect the for-going purposes; (h) to promote public health, education, charity, and such other services as may contribute to the social advancement of the members of the Sisseton-Wahpeton Oyate; (i) adopt resolutions regulating the procedures of the Tribal Council, its officials and committees in the conduct of Tribal Affairs; and

WHEREAS, Transportation is a vital part of the Sisseton Wahpeton Oyate's infrastructure and adequate transportation facilities are essential to sustain and maintain the social, economic wellbeing and safety of the area; and

WHEREAS, The Sisseton-Wahpeton Oyate Department of Transportation working with the Transportation Safety Committee involving, SWO DOT, SWO Community Safety Team, SWO Education Department, and SWO Law Enforcement, have completed the Sisseton-Wahpeton Oyate Tribal Transportation Safety Plan 2019; and

WHEREAS, The Tribal Transportation Safety Plan has included the 4 E's of effective transportation safety: Engineering, Education, Enforcement, and Emergency Services; and

WHEREAS, The Tribal Transportation Safety Plan and its supporting Sisseton-Wahpeton Oyate Tribal Council Resolution will be submitted federally to the Bureau of Indian Affairs Division of Transportation.

NOW, THEREFORE BE IT RESOLVED, That the Tribal Council of the Sisseton Wahpeton Oyate of the Lake Traverse Reservation hereby supports the Tribal Transportation Safety Plan which is programmed to be updated every 4 years; and

FINALLY, BE IT RESOLVED, That the Tribal Council of the Sisseton-Wahpeton Oyate of the Lake Traverse Reservation hereby adopts the 2019 Tribal Transportation Program Safety Plan to be submitted to the Bureau of Indian Affairs Division of Transportation.

CERTIFICATION

We, the Undersigned duly elected Tribal Chairman and Tribal Secretary of the Sisseton-Wahpeton Oyate Tribal Council, do hereby certify that the above resolution was duly adopted by the Sisseton-Wahpeton Oyate Tribal Council, which is composed of 10 members (representing a total of 15 Tribal Council weighted votes and two Executive Committee votes for a total of 17 votes) of whom 10 constituting a quorum, were present at a Tribal Council meeting, duly noticed, called, convened and held at the TiWakan Tio Tipi, Agency Village, South Dakota, February 4, 2020, by a vote of 17 for, 0 opposed, 0 abstained, 0 absent from vote, 1 not voting, and that said Resolution has not been rescinded or amended in any way.

Dated this 4th day of February 2020.

Donovan White, Tribal Chairman
Sisseton-Wahpeton Oyate

ATTEST:

Myrna Thompson, Tribal Secretary
Sisseton-Wahpeton Oyate