

# Standing Rock Sioux Tribe

Presenter :

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Planning & Development

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## STANDING ROCK INYAN WOSLATA

A famous sacred stone which many years ago came into possession of the Sioux. According to Dakota legend it is a body of a young Indian woman with her child on her back who were left in camp when she refused to accompany the tribe as they moved south. When others were sent back to find her, she was found to have turned to stone. The stone is held in reverence by the Sioux and is placed here overlooking the waters and the empire once held by the mighty Sioux Nation.

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LOCAL LIGHT CLUB  
AMERICAN LEGION  
TRAIL COUNCIL

1911

## 13<sup>th</sup> Annual

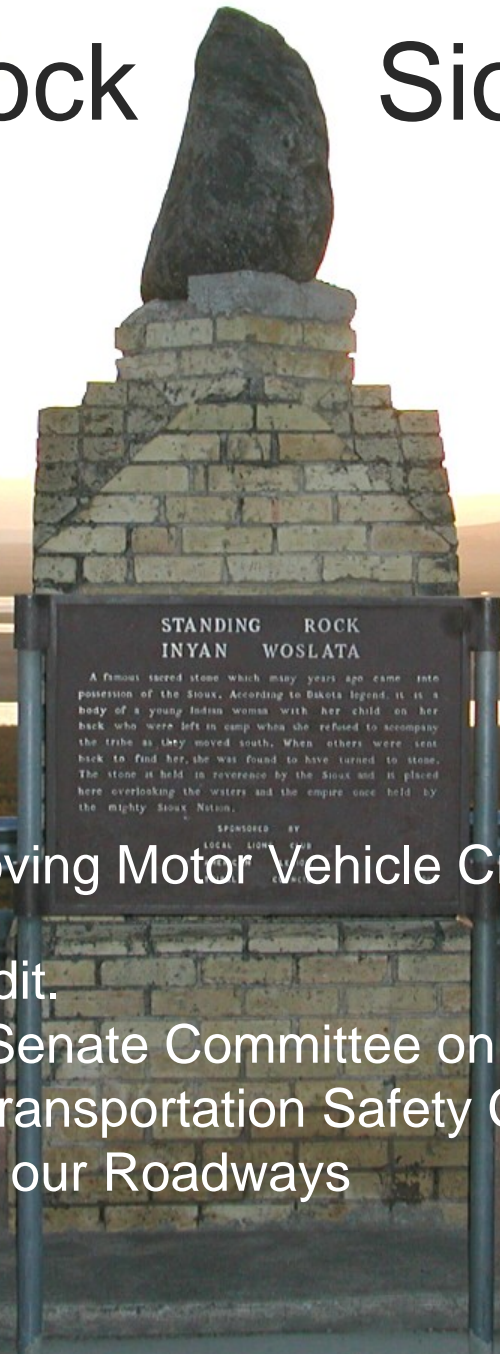
# Intertribal Transportation Association Conference

## Golden Nugget Hotel, Las Vegas, NV

## December 11 – 14, 2007



# Standing Rock Sioux Tribe



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INYAN WOSLATA

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LOCAL LIGHTS

1. Work on Study to Improving Motor Vehicle Crash Report on Nine SD Indian Reservations.
2. FHWA Road Safety Audit.
3. Testimony of SRST to Senate Committee on Indian Affairs.
4. Third Annual SDDOT Transportation Safety Conference.
5. Managing Safety Along our Roadways

# [ Road Maintenance Structure ]

- Combining Road Safety & Legislation equals a combination for funding to advance positive maintenance activities.
- FHWA Road Safety Audits [RSA's] provide documentation needed to move necessary maintenance & other projects forward.

# Improving Motor Vehicle Crash Reporting on Nine South Dakota Indian Reservations

Study SD2005-14

## ACKNOWLEDGEMENTS

This work was performed under the direction of the SD2005-14 Technical Panel:

Zane Arpan.....Cheyenne River Sioux Tribe  
Robert Long.....Rosebud Sioux Tribe  
Myrna Buckles ..... Indian Health Service  
Roy Meyer.....SD Dept. of Public Safety  
Roger Campbell.....Tourism & State Development  
Col. Dan Mosteller.....SD Highway Patrol  
Maj. J. C. Carpenter .....SD Highway Patrol  
Ben Orsbon..... SDDOT Office of the Secretary  
Gina Espinosa... NHTSA Rocky Mountain Region  
Pete Red Tomahawk....Standing Rock Sioux Tribe  
Gerry Foell.....Bureau of Indian Affairs  
Ray Red Wing.....Flandreau Santee Sioux Tribe

## ACKNOWLEDGEMENTS

Elmer Four Dance .....Bureau of Indian Affairs  
Genevieve Ribitsch .....Oglala Sioux Tribe  
Gary Gaikowski.....Sisseton-Wahpeton Oyate  
Scott Shields.....Crow Creek Sioux Tribe  
June Hansen..... SDDOT Office of Legal Counsel  
Sam Sully .....Yankton Sioux Tribe  
Paula Hill.....Cheyenne River Sioux Tribe  
Dennis Trusty.....Northern Plains TTAP  
David Huft.....SDDOT Office of Research  
John Weaver..... Indian Health Service  
Dennis Johnson .....SDDOT Office of Research  
Toni Wells.....Lower Brule Sioux Tribe  
Sharon Johnson . Federal Highway Administration  
Patsy Winters .....SD Dept. of Public Safety



# Improving Motor Vehicle Crash Reporting

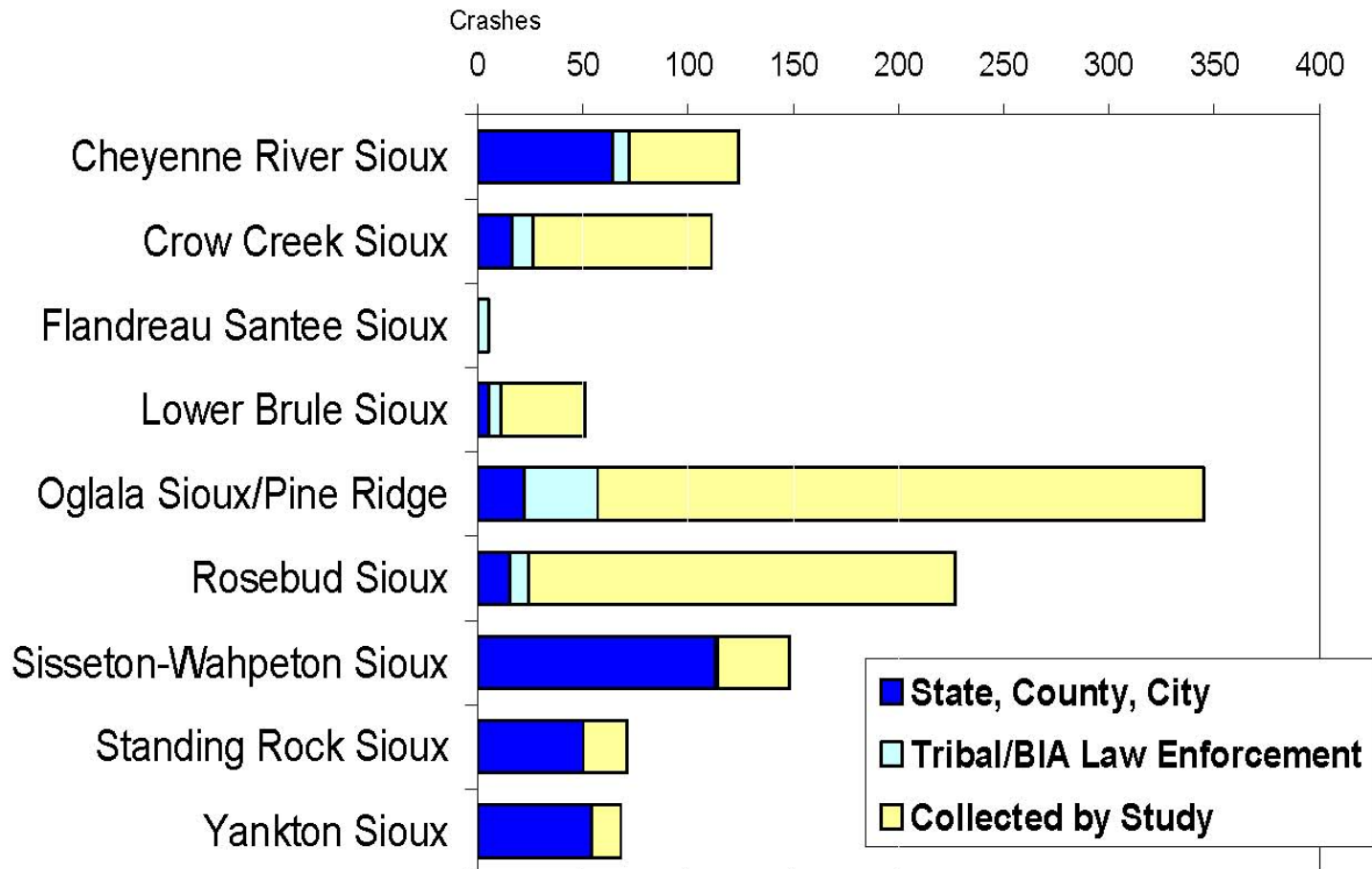
- **Abstract** - Crash report rates from tribal lands in South Dakota are generally low relative to the number of crashes estimated for those areas. This study sought to quantify the number of actual crashes on tribal lands in South Dakota for 2005, describe the barriers to better crash reporting from tribal lands, and suggest remedies. The research team visited all nine reservations and worked with law enforcement agencies to retrieve crash data for 2005 as available. A total of 737 crashes were documented in some fashion by tribal and BIA law enforcement agencies, though only 52 were reported with enough detail to be included in the South Dakota Accident Reporting System. After visiting the law enforcement offices for each reservation, the research team held a meeting with tribal and BIA law enforcement officials to discuss possible solutions.

# Improving Motor Vehicle Crash Reporting

- **PROBLEM DESCRIPTION** - The motor vehicle fatality rate among Native Americans in South Dakota is more than three times the rate of others in South Dakota. Total fatalities among Native Americans account for over a quarter of all traffic crash fatalities in South Dakota from 2001-2005.<sup>1</sup> At the same time, full crash reports are often not collected on reservation



# SIGNIFICANT FINDINGS



# [ RECOMMENDATIONS ]

- **The South Dakota Department of Public Safety should expand its training on crash reports for all tribal and BIA law enforcement officers, tailored to tribal law enforcement.**
- **The South Dakota Department of Transportation should work directly with tribal councils to establish crash reporting as a priority for law enforcement on tribal lands.**
- **The South Dakota Department of Public Safety should encourage and facilitate grant applications from tribes to support tribal efforts to institute more effective internal processes to record and track crash data.**
- **The South Dakota Department of Public Safety should make reporting as easy as possible for tribes.**
- **The South Dakota Department of Transportation should motivate crash reporting by actively facilitating the identification of rural hazards on tribal lands and by funding improvements.**



# ROAD SAFETY AUDIT FOR IMPROVEMENTS TO STANDING ROCK SIOUX TRIBE ROADS

- A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent audit team. Road safety audits help to promote road safety by identifying safety issues at the design and implementation stages, promoting awareness of safe design practices, integrating multimodal safety concerns, and considering human factors in the design.

# ROAD SAFETY AUDITS: CASE STUDIES



400 Seventh St., S.W.  
Washington, DC 20590

In Reply Refer To:  
HSSP

October 29, 2007

Mr. Pete Red Tomahawk  
Manager of Roads  
Standing Rock Sioux Tribe Transportation Department  
Standing Rock Administration Building  
North Standing Rock Avenue  
Fort Yates, ND 58538



Dear Mr. Tomahawk:

On behalf of the Federal Highway Administration, I would like to thank you and your peers at the Standing Rock Sioux Tribe Transportation Department for participating in a road safety audit (RSA) case study. Your involvement in the case study has helped to demonstrate the usefulness and effectiveness of RSAs throughout the United States.

The results of the RSA case studies, including the one held with support from your Agency, have been compiled in the enclosed document. This document is being distributed nationwide to provide State and local Agencies and Tribal governments with examples and advice that can assist them in implementing RSAs in their own jurisdictions. We greatly appreciate your participation in this activity.

Thank you and we look forward to working with you again in the near future.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jeffrey A. Lindley".

Jeffrey A. Lindley  
Associate Administrator for Safety

Enclosure



**TABLE 2.1 SUMMARY OF SAFETY ISSUES AND SUGGESTIONS**

SAFETY ISSUE (Number and Description)		RISK RATING	SUGGESTIONS
1	<i>Road Maintenance:</i> Limited maintenance on reservation roads contributes to poor pavement conditions and concern regarding bridge stability.	B to D	• control cracking with sawcut and fill • accommodate future overlays • bridge inspection and repair
2	<i>Access to Grand River Casino:</i> Drivers turning into and out of the Grand River Casino may interfere with crossing, opposing, and following traffic on US12.	D	• speed reduction • improved signing • westbound left turn bay • access relocation
3	<i>BIA 31 and ND 24 (School Frontage):</i> Driver workload is potentially high near the intersection of BIA 31 and ND 24, which accommodates local, school, and through traffic.	B to D	• no-passing zone • crosswalk maintenance • enhanced signing • turning lanes on ND24 • improved lighting • access consolidation • urban cross section
4	<i>BIA 3 and Highway 1806 (Kenel):</i> Vehicle and pedestrian traffic may interfere with through traffic on BIA 3 through Kenel.	B to D	• marked crosswalk • regrading • urban cross section • relocation of grocery store
5	<i>Hwy 1806 and US 12 (Jed's Landing):</i> Driver workload is potentially high at the intersection, which accommodates high turning volumes and high speeds.	C	• speed reduction • review of turning lanes
6	<i>BIA 31 at Taco John's Restaurant:</i> High pedestrian and vehicles volumes may conflict.	C	• signalization (as planned)
7	<i>BIA 3 and ND 24:</i> Left-turning vehicles may obstruct through vehicles at highway intersection on a horizontal curve.	A	• left turn bay
<b>Note:</b> Risk rating ranges from A (lowest risk) to F (highest risk).			



# RSA – Site Pictures



Westbound on US12 at the driveway to the Grand River Casino:  
No left turn lane is provided for the casino driveway at left.  
Westbound drivers may mistake the opposing (eastbound) left lane for a westbound turn lane.



Intersection of ND24 and BIA3, looking south: No turning lane is provided for the major left-turn movement onto BIA3.



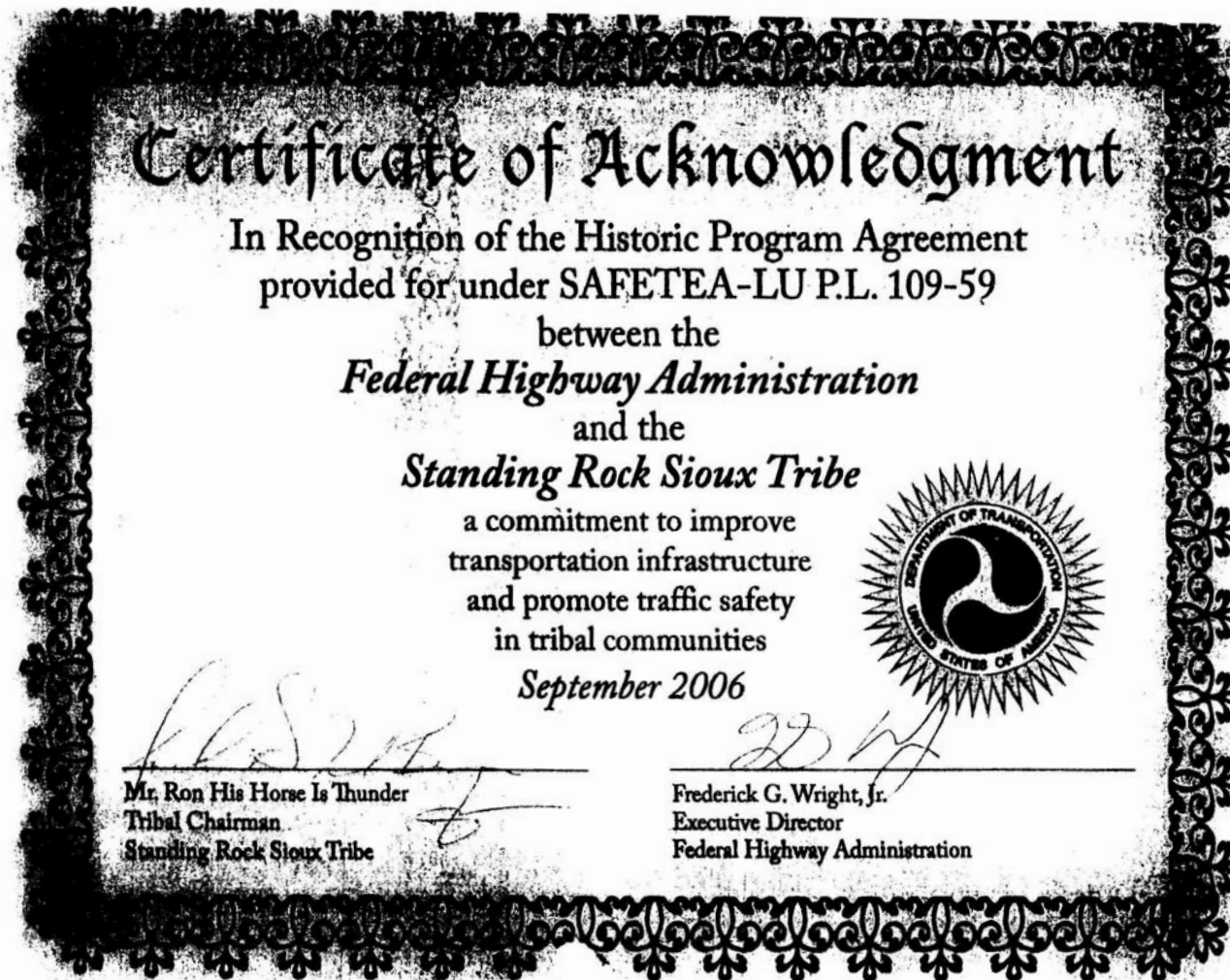
BIA 3 in Kenel, SD: Pedestrians cross BIA 3 between the residential area of Kenel (to the left in the photograph) and a grocery store (at right in the photograph). Pedestrian crossing signs have been posted on both highway approaches.



BIA 3 at Four-Mile Creek Bridge: arrow shows longitudinal crack in truss



# SRST Testifies to Senate Committee on Indian Affairs & Assumes IRR Program and Maintenance



# Testimony to Senate Committee on Indian Affairs July 2007

- *“ The conditions for successful economic development on Indian Lands are essentially the same as for any other predominantly rural community. There must be community stability, including adequate law enforcement and judicial systems and basic human services. **There must be adequate infrastructure including roads, safe water and waste disposal systems, and power and communications utilities.** When these systems are in place, Tribes are in the best position to implement economic development plans, taking into account the available natural resources, labor force, financial resources and markets”*

# Testimony to Senate Committee on Indian Affairs July 2007

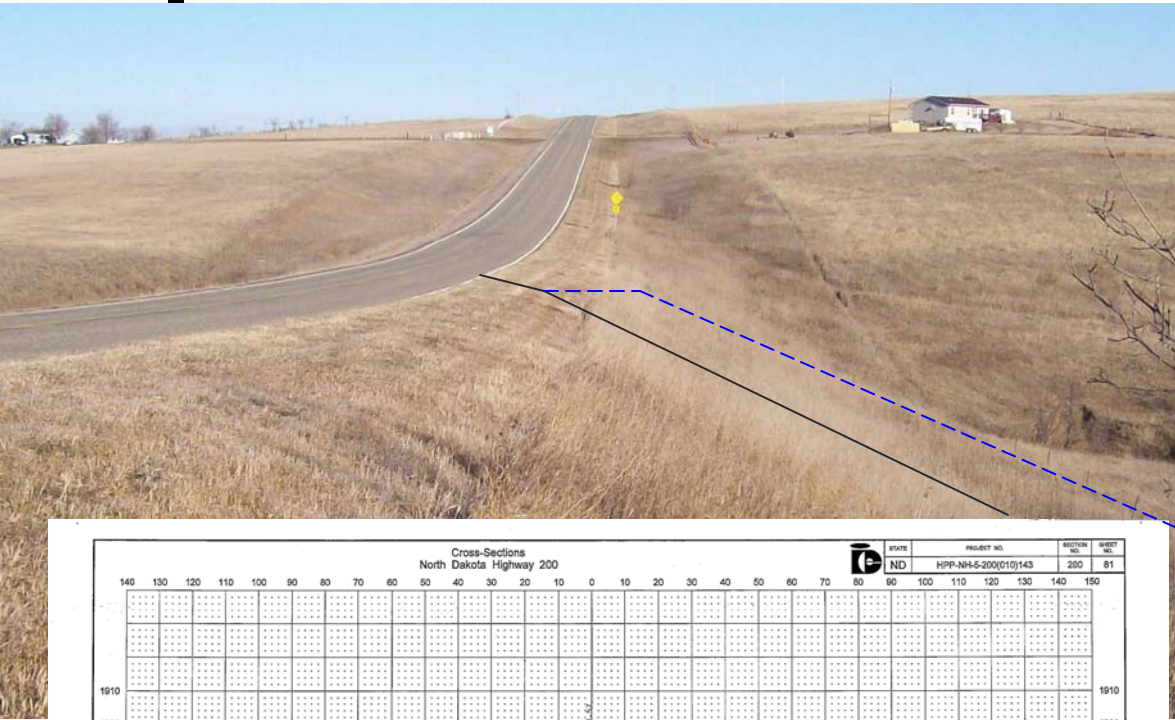
- Increase funding for the IRR Program in the next Highway Reauthorization Bill to meet Tribal Transportation needs of the 21<sup>st</sup> Century.
- Increase Funding for the BIA Maintenance Program within the Interior and related Agencies Appropriations Act.
- The BIA must comply with SAFETEA –LU’s mandate to distribute available IRR Program funds for the use of Indian Tribes within 30 days of receipt of the funds.
- Simplify the Federal Grant and Contract Application and Award process for Tribal Governments.
- Implement model IDSA Contracts and Agreements so that Indian Tribes may more easily assume the Secretary of the Interior’s Duties for the IRR Program.

# Testimony to Senate Committee on Indian Affairs July 2007

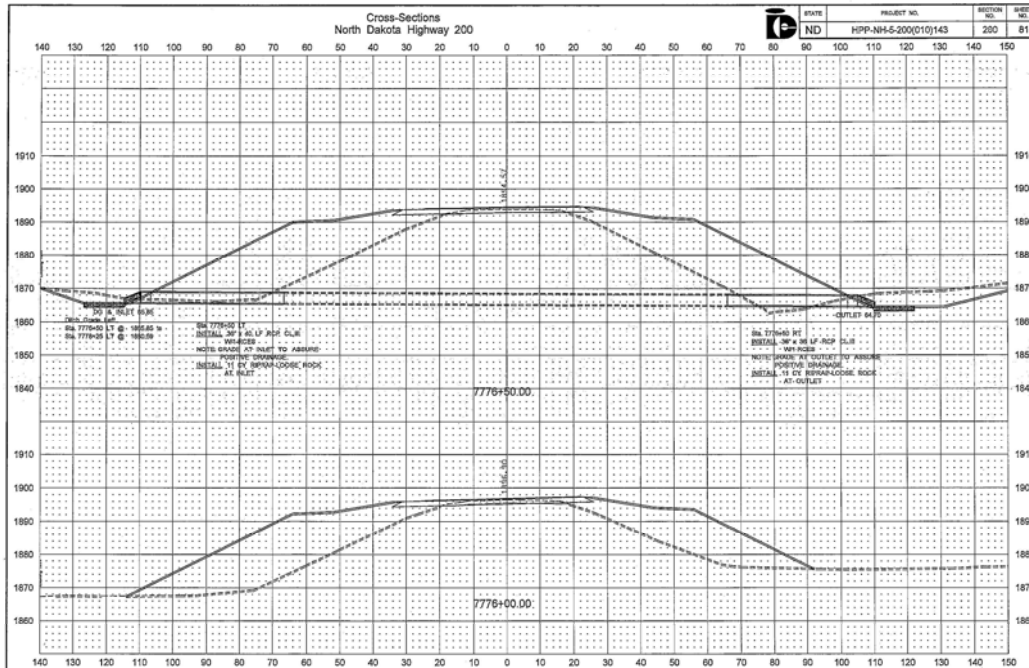
- **Conclusion** – Indian Tribes are coming into their own in the transportation field. Tribal governments are focusing on long-range transportation planning, assuming the Interior Department's duties for the IRR Program, partnering with States and County governments on mutually beneficial construction projects, and looking at innovative ways to finance the development of infrastructure on their reservations. These trends should be applauded and I wish to thank the members of this committee for the many beneficial legislative changes that you worked to include in SAFETEA-LU. Yet even with these successes many challenges still remain. Congress and the Administration must recognize that if Indian Tribes are to overcome these challenges, *Tribal governments must be given the resources to succeed.*



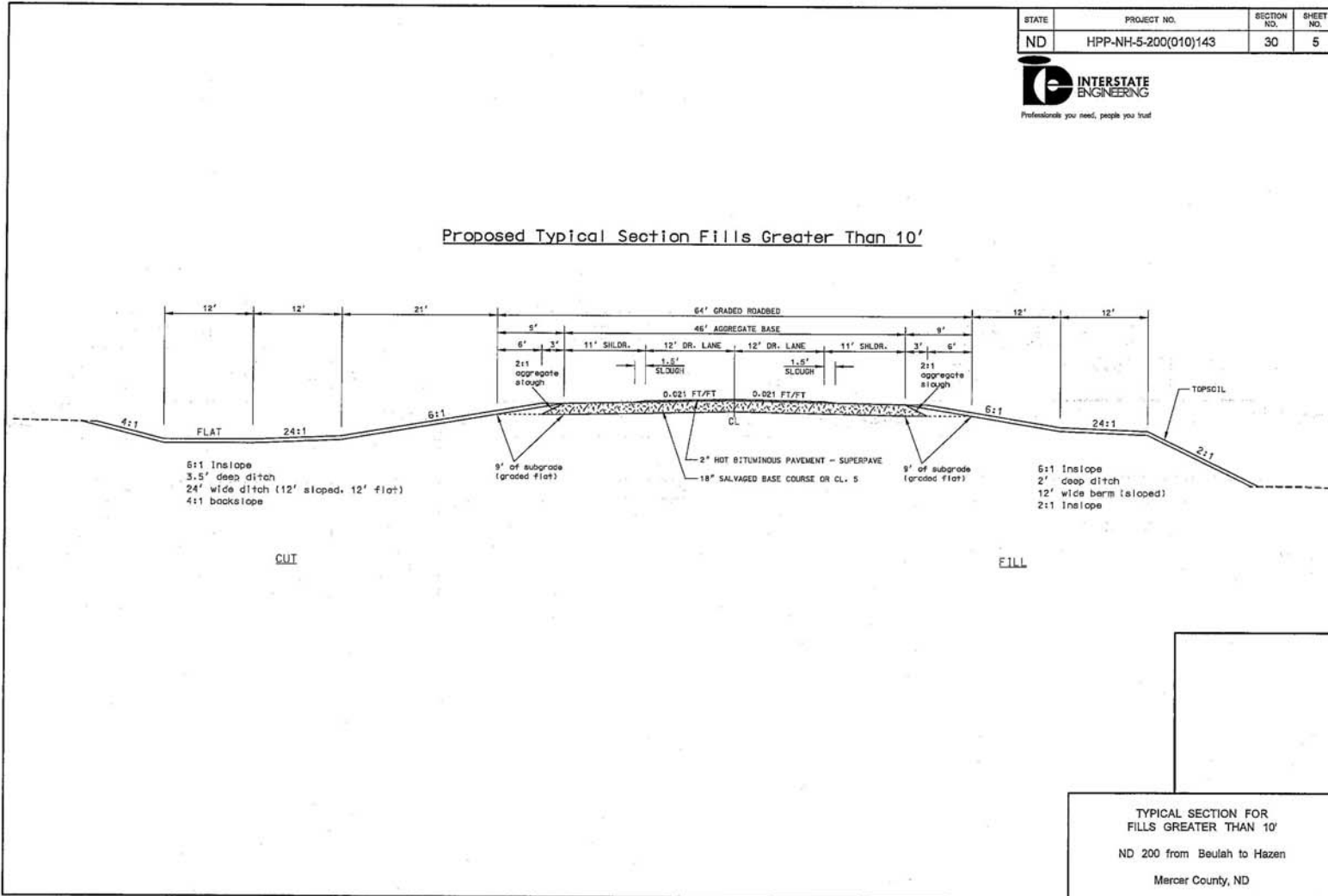
# Safety – “ At the Roads Edge “



**ALWAYS USE YOUR SEATBELT**



# Safety – “ At the Roads Edge “







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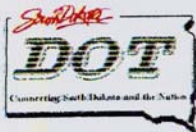
# Annual South Dakota Safety Conference



## THIRD ANNUAL SOUTH DAKOTA TRANSPORTATION SAFETY CONFERENCE

**Mark your calendar** for the Third Annual South Dakota Transportation Safety Conference.  
**February 19& 20, 2008**

The Conference is to be held in Pierre, South Dakota @ the Ramkota Hotel (605-224-6877)



This year's safety conference promises to be bigger and better than last years. Several presentations, breakout sessions, and vendor and/or information booths will make up the majority of the conference. There will be plenty of opportunities to network with your fellow safety partners.

On February 21 at the Ramkota there will be a training course entitled **Low Cost Safety Improvements for Locals**. This is a one-day course with class size being limited to 30 participants. There is no registration fee.

More Information will be forth coming on both of these events.

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