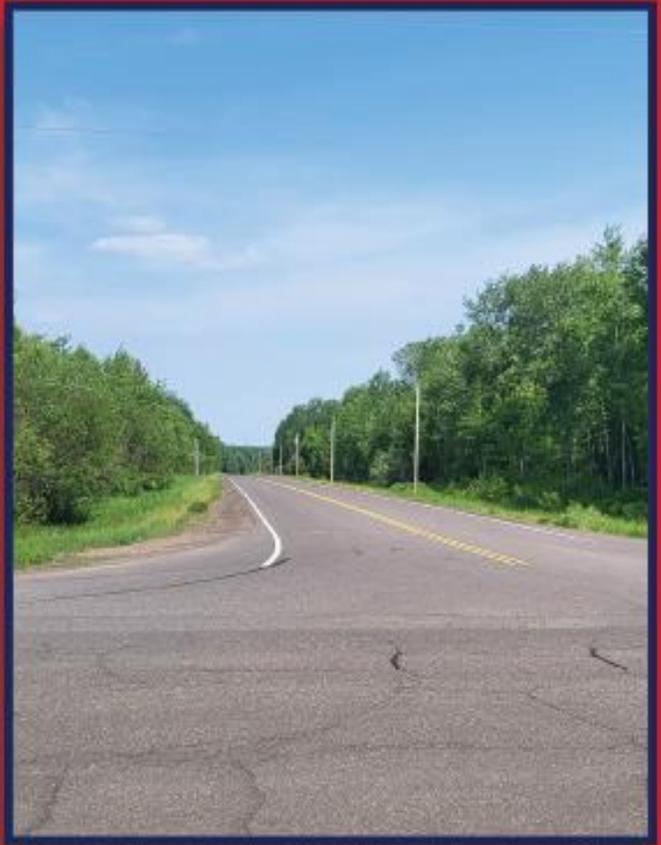
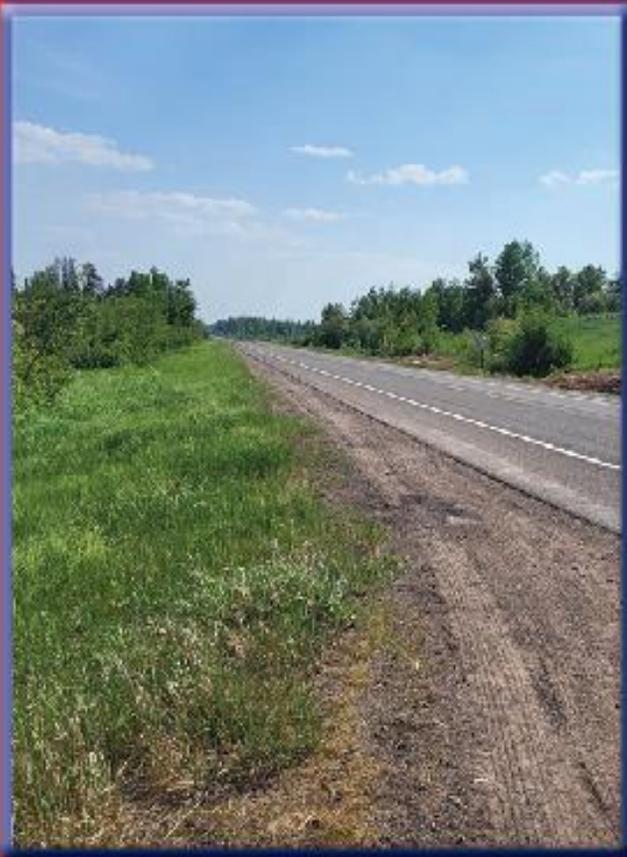


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Entering
Fond du Lac Reservation

2023 Tribal Transportation Safety Plan Update



AUGUST 2023





Fond du Lac Band of Lake Superior Chippewa Reservation Business Committee

Chairman Kevin R. Dupuis, Sr. Secretary/Treasurer Robert Abramowski
District I Wally J. Dupuis District II Brad Blacketter District III Roger M. Smith, Sr.

RESOLUTION # 1268/23

Resolution to Adopt the Fond du Lac Transportation Safety Plan

The Fond du Lac Reservation Business Committee, on behalf of the Fond du Lac Band of Lake Superior Chippewa, hereby enact the following Resolution:

WHEREAS, the Fond du Lac Band of Lake Superior Chippewa are a sovereign people, who occupy the Fond du Lac Reservation and retain their aboriginal rights of self-government and self-determination pursuant to the Treaty of LaPointe of September 30, 1854, 10 Stat. 1109; the Indian Reorganization Act of 1934, 25 U.S.C. § 461 et seq.; the common law of the United States; and as recognized by the United Nations Declaration on the Rights of Indigenous Peoples of September 13, 2007; and

WHEREAS, it is the sovereign obligation of the Fond du Lac Reservation Business Committee, as the duly-constituted governing body of the Fond du Lac Band, to exercise the responsibilities of self-government and management over the Band's affairs; and

WHEREAS, the Fond du Lac Reservation Business Committee has developed the Fond du Lac Reservation Transportation Safety Plan to be a guide to assist the Fond du Lac Band of Lake Superior Chippewa in transportation safety and development; and

WHEREAS, NOW THEREFORE BE IT RESOLVED, that the Fond du Lac Reservation Business Committee hereby adopt the "Fond du Lac Band 2023 Tribal Transportation Safety Plan Update" as a guide for the future transportation safety and development of the Fond du Lac Reservation

We do hereby certify that the foregoing Resolution was duly presented and acted upon by vote of 4 for, 0 against, 0 silent, with a quorum of 5 being present at a Special Meeting of the Fond du Lac Reservation Business Committee held on September 20th, 2023 on the Fond du Lac Reservation.


Kevin R. Dupuis, Sr.
Chairman


Robert Abramowski
Secretary/Treasurer



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ATTACHMENT A - STAKEHOLDERS MEETING AGENDA

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ATTACHMENT C - STAKEHOLDERS PRESENTATION

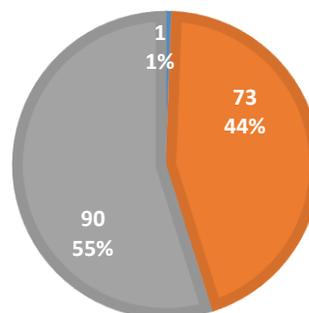


EXECUTIVE SUMMARY

The following report serves as an update to the 2017 Fond du Lac Band of Lake Superior Chippewa (FDL or FDL Band) Transportation Safety Plan. Since the data presented in the 2017 plan, there have been 164 traffic crashes recorded on the FDL Reservation that resulted in one fatality and 73 injuries. Adjacent to the reservation there were four additional fatalities. While the data spans both Carlton and St. Louis Counties within the Reservation, the vast majority of the crashes occurred in Carlton

TYPES OF CRASHES ON FOND DU LAC RESERVATION FROM 2016 TO 2022

Fatal Injury Property Damage



Source: MnDOT Crash Data, 2022

County, near Tribal community areas and west of the City of Cloquet. The causes of these severe crashes are varied but can be tied to a number of significant factors, including failure to yield right-of-way, illegal/unsafe speed, and driver inattention.

In 2017 the FDL Band released a Tribal Transportation Safety Plan that noted existing safety efforts, transportation safety issues and identified strategies for implementation that would address these issues and further improve existing safety efforts. Building off this foundation Tribal, state, federal and other interested parties came together to review the existing data, ongoing safety efforts on the Reservation, safety improvements completed from this plan and to identify new or continuing strategies to improve transportation safety in the tribal community. The strategies were prioritized around the 4Es (Education, Enforcement, Emergency response and Engineering) of safety. The 4Es are outlined below. Note that enforcement and emergency response are combined and safety planning/other strategies are included.

Education

- Continue and Expand the Reservation-Wide Transportation Education Program

Enforcement/EMS

- Acquire Transportation Enforcement Equipment

Engineering

- Develop Multi-Use Paths and Pathway Lighting Projects
- Additional Roadways Requiring Components to Improve Safety (i.e., roundabouts, signage, etc.)



BACKGROUND

The FDL Reservation encompasses approximately 101,000 acres, with the southern half of the Reservation located in Carlton County and the upper half in St. Louis County in the northeast portion of Minnesota (Figure 1). There are three districts that make up the Fond du Lac Reservation: Bapashkominigong (Cloquet), Gwaaba'iganing (Sawyer) & Ashkibwaakaaning (Brookston). The City of Cloquet borders the southeastern corner, Minnesota State Highway 210 is within the far southern portion, and US Route 2 is within the far northern portion of the FDL Reservation.

The main economic contributions and costs to the FDL Reservation, based on the Fond du Lac Economic Impact Study, includes tourism, Reservation services operations, public service operations, and construction. Economic opportunities for the FDL Band include a strong health care system, overall education system, renewable and green industry potential, tourism, gaming, and natural resources. Revenue from the Black Bear Casino Resort and the Fond du Luth Casino generate funds for the FDL Band. Between Tribal enterprises and administration, the FDL Band employs over 1,500 people with half being Native American.

Approximately 402 miles of roadways are owned and maintained by several different entities on the Reservation, including MnDOT (45-miles of State and 27-miles of Federal), Carlton County (58 miles), St. Louis County (60.5 miles), BIA (17 miles), FDL Band (17 miles), Township (54 miles), City (32 miles), and private (27 miles). Additional information regarding the FDL Band's transportation systems and facilities can be found in the FDL Reservation's 2022 Long-Range Transportation Plan.

Transportation fatalities and injuries severely impact the quality of life in Indian country. Available data indicates that crash rates on reservations are higher than the rest of the United States. Federal programs are available to help resolve traffic related crashes and provide safer reservation transportation routes for Tribal members and the traveling public. The Federal Highway Administration (FHWA) created the Tribal Transportation Program Safety Fund (TTPSF) with the goal to reduce deaths or serious injuries in transportation-related crashes in Tribal areas. Each year, four percent of the total available Tribal Transportation Program (TTP) funds of \$505,000,000 are awarded for safety improvements through a competitive, discretionary program. Funds are awarded in four categories to complete improvements that prevent and reduce injuries and fatalities resulting from traffic related crashes (1) safety plans; (2) data assessment, improvement, and analysis activities; (3) systemic roadway departure countermeasures; and (4) infrastructure improvements based on the safety strategies of safety planning, engineering, enforcement/EMS, and education.

FHWA has emphasized the development of a Tribal Transportation Safety Plan (TTSP) 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 TTSP 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.”

Benefits of developing safety plans are 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.

In addition to TTPS funding, there are several other funding sources available for safety improvements including but not limited to:

- **BIA Indian Highway Safety Program (IHSP)**

US DOT funding to assist Indian tribes in implementing traffic safety projects. The projects are designed to reduce the high number of traffic crashes and their resulting fatalities, injuries, and property damage within Indian communities. Priority areas include impaired driving, occupant protection, and traffic records.

<https://www.bia.gov/bia/ojs/dhs>

- **Section 402: State Highway Safety Programs**

Provides funding that supports State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage (see MnDOT's HSIP below).

<http://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/>



- **Tribal Injury Prevention Cooperative Agreement Program (TIPCAP)**
Provides funding to implement and develop an injury prevention program within their Tribal community/service area or develop injury prevention projects that are evidence-based or implemented with innovative strategies.
<https://www.ihs.gov/injuryprevention/tipcap/>
- **Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program**
Provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands.
<https://highways.dot.gov/federal-lands/programs/significant>
- **MnDOT Great Minnesota Transportation Alternatives Solicitation**
The Transportation Alternatives Solicitation is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School, trails and scenic byways.
<http://www.dot.state.mn.us/ta/>
- **MnDOT Greater Minnesota Highway Safety Improvement Program (HSIP)**
HSIP is a federal-aid funding program designed to reduce traffic fatalities and serious injuries on all public roads. The object of this program is to identify, implement and evaluate cost effective construction safety projects.
<http://www.dot.state.mn.us/trafficeng/safety/hsip.html>
- **Safe Streets and Roads for All (SS4A) Grant Program**
SS4A supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets, involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro mobility users; motorists; and commercial vehicle operators. These initiatives are commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives. There are two buckets of funding, planning funds for Action Plan development, feasibility studies, and pilot projects, and implementation funds for planning, design, and construction of projects and strategies identified in an Action Plan that address roadway safety problems.
<https://www.transportation.gov/grants/SS4A>
- **Reconnecting Communities Pilot (RCP)**
The purpose of RCP is to reconnect communities harmed by transportation infrastructure by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development. The program has two buckets of funding, planning and capital construction. Projects should address four priorities: Safety; Economic Strength and Global Competitiveness; Climate and Sustainability; and Community Transformation. <https://www.transportation.gov/grants/rcnprogram>



- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
Provides funding for surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration and innovation. Projects funded have significant local or regional impact.

<https://www.transportation.gov/RAISEgrants>

- **Rural Surface Transportation Grant Program (Rural)**
Provides funding to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

<https://www.transportation.gov/grants/rural-surface-transportation-grant>

PREVIOUS SAFETY PLAN SUCCESS

Based on strategies identified in the 2017 Transportation Safety Plan, FDL was awarded funding and made several safety improvements. These projects include:

- Federal Highway Administration (FHWA) Tribal Transportation Program Safety Fund Grants Awards
 - Mission Road Trail Pathway and Lighting Project - Awarded 2023
 - Belich Road Pathway and Signage Project - Awarded 2022
 - Mahnomen Road Pathway, Lighting and Signage Project - Awarded 2017-2018
- Other Successes
 - Tribal Center Campus Trail (TAP) - Awarded 2019, Constructed 2022
 - Safe Routes to School Plan Update - Awarded 2020
 - Safe Routes to School Demonstration - Awarded 2020
 - Big Lake Road Speed Limit Reduction and Intersection Traffic Review - Awarded 2020-2022

By implementing these projects, this further helps to improve transportation safety and education of tribal members. The following report further details the statistics since the 2017 safety plan and updated strategies to continue transportation safety improvements.



DATA ANALYSIS

One of the important factors in the development and updating of a Tribal Safety Plan is analyzing the available crash data to identify the issues. This will then assist in the development of strategies. Data is also an important resource as Tribes apply for Federal and state safety funding, as many request data to support the grant application. Available crash data shown in this plan was obtained from the Minnesota Department of Transportation Crash Mapping Analysis Tool (MnDOT crash data) and was analyzed to reflect contributing factors to traffic-related deaths and injuries on the Reservation. The MnDOT crash data includes all crash information recorded including crashes recorded by FDL Law Enforcement on the Reservation.

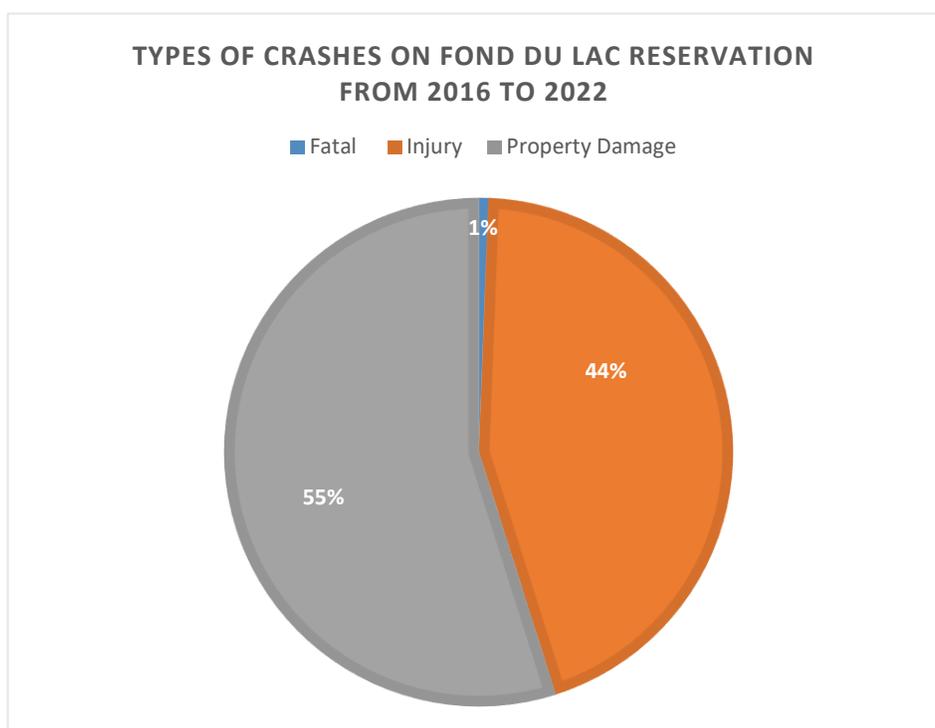
Existing plans reviewed relating to transportation on the Reservation included:

- Fond du Lac Housing and Community Needs Assessment (2022)
- Fond du Lac Reservation Long-Range Transportation Plan (updated December 2022)
- Fond du Lac Band of Lake Superior Chippewa Safe Routes to School Engineering Study (July 2021)
- Fond du Lac Reservation Comprehensive Plan 2020-2040 (January 2021)
- Minnesota Department of Transportation Pedestrian Crossings and Safety on Four Anishinaabe Reservations in Minnesota (November 2020)
- University of Minnesota Humphrey School of Public Affairs and Roadway Safety Institute: Understanding Roadway Safety in American Indian Reservations - Perceptions and Management of Risk by Community, Tribal Governments, and Other Safety Leaders (October 2018)
- Fond du Lac Transportation Safety Plan (April 2017)
- Fond du Lac Reservation 20-year Transportation Plan (November 2011)
- Fond du Lac Band of Lake Superior Chippewa: 2010-2020 Reservation Strategic Plan (2021-2025)
- Fond du Lac Reservation Pavement and Sign Report (2010)
- Carlton County Roadway Safety Plan (August 2012, currently being updated)
- St. Louis County Roadway Safety Plan (August 2012; currently being updated)
- Minnesota Tribal Road Safety Summit Report (October 2008)



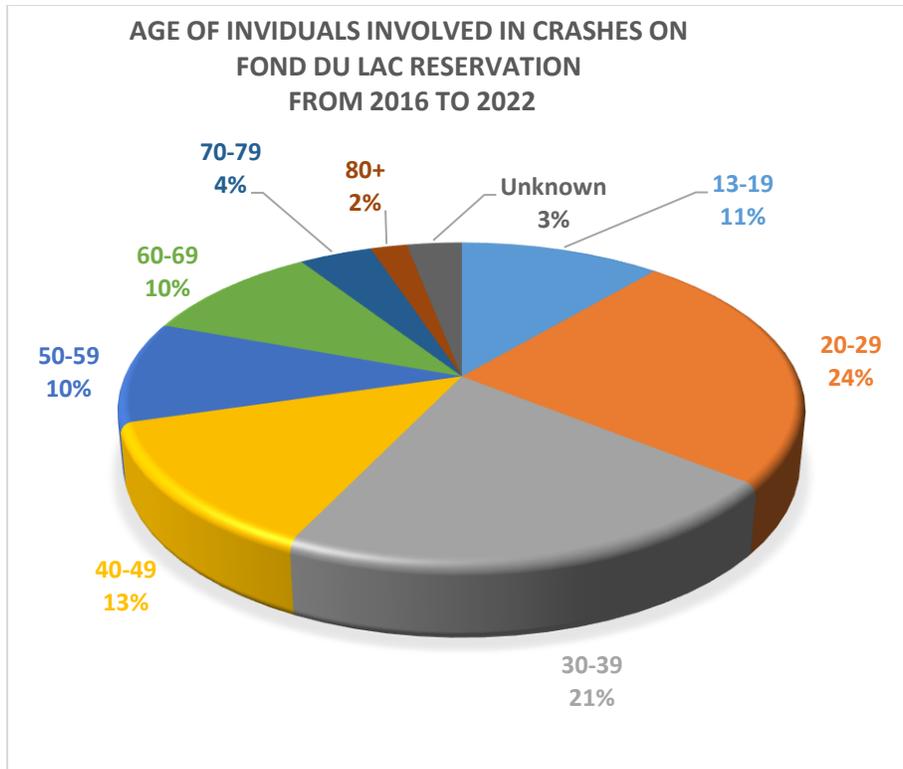
Total Crashes

From 2016 until 2022 there were 164 crashes within the FDL Reservation boundary according to MnDOT crash data. For this same time span, according to the MnDOT crash data, the top three contributing factors for crashes were from carelessness or erratic driving (approximately 11 percent), swerved or avoided due to the wind (approximately 7 percent), and failure to yield right-of-way (approximately 6 percent). Other types of contributors to crashes include no clear contributing factors, failure to keep in proper lane, distracted driving, running a stop sign, over correcting, running off the road, speeding, and improper passing or merging/turning among others. Of the crashes, nearly 63 percent occurred during daylight hours.



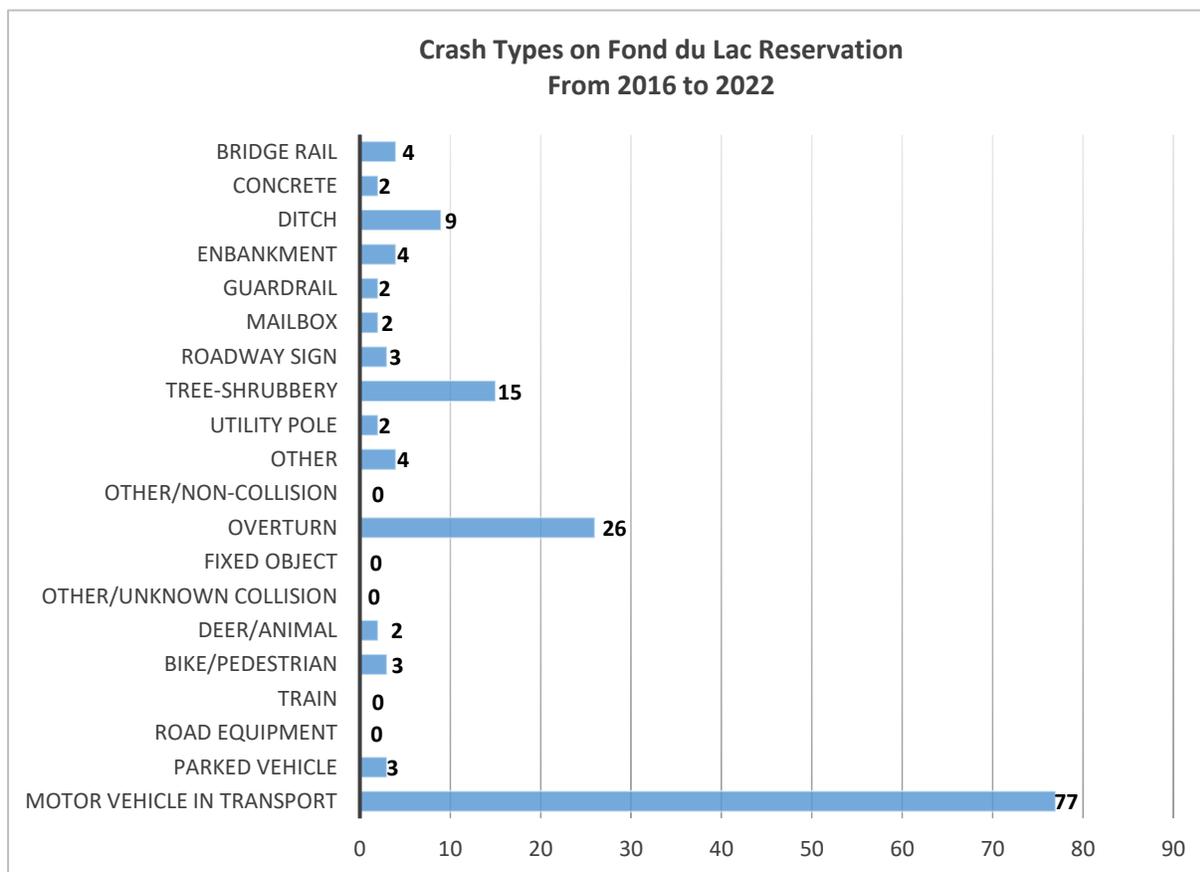
Source: MnDOT Crash Data, 2022

The MnDOT crash data also further breaks down the age of those involved in crashes. As identified below, the top age group involved in a crash are those in their twenties totaling a total of 24% of all crashes, followed by those in their thirties at 21%, those in their forties at 13%, and teenagers at 11%. Continuing adult education may help to reduce the number of crashes in the 20-29 and 30-39 year-old ranges. The data also shows that for total crashes, driver impairment can be a contributing factor. The number of driving while intoxicated incidences in Carlton County is 9 and 2 in St. Louis County from 2016 to 2022.



Source: MnDOT Crash Data, 2022

The total crashes for the time period from 2016 to 2022 were also analyzed and separated into the twenty most common crashes. Of these reoccurring events shown in the table below, approximately 49 percent occurred when a motor vehicle was in transport, with overturns following at 16 percent, and approximately 9 percent from collisions with trees or shrubbery. Single vehicle run-off-road crashes accounted for 42% of crashes, with angle crashes totaling 16% followed by rear end crashes totaling 14%.



Source: MnDOT Crash Data, 2022

The at-risk highways identified below have a high likeliness for crashes based on both MnDOT crash data, by attendees at the Transportation Safety Stakeholder meeting, and from the University of Minnesota’s survey report. These stretches of road include Big Lake Road and Trettel Road intersection, Minnesota State Highway 210, and US Highway 2. Mission Road, Central Hall Road, and Brevator Road also have transportation safety concerns, especially with pedestrians. These locations were identified as roadways and/or intersections of concern with high risk by MnDOT’s D1 Safety Plan, as well as the University of Minnesota’s and the Roadway Safety Institute’s report completed in 2018. Additional information regarding these at-risk roadways and intersections are discussed further under the Implementation Strategies section.

It should be noted, however, that much of this data was collected during the pandemic which may have created environments for more inattentive driving habits. Due to lack of vehicles on the road, drivers may have been more relaxed which resulted in driving faster and more reckless than normal, with a 200% increase in drivers getting pulled over for driving over 100 miles per hour.



According to the MnDOT Crash Data from 2016 to 2022, only three crashes involving pedestrians occurred on the Reservation. While pedestrian crashes do not show up as one of the top ten causes for overall crashes, near misses with pedestrians was one of the main concerns discussed during the Transportation Safety Stakeholder meeting, especially in relation to the at-risk highways listed above. A Housing and Community Needs Assessment was conducted by Fond du Lac in March 2023. Twenty-five percent of respondents said walking is an unsafe form of transportation on the reservation, and nineteen percent found biking to be unsafe. Respondents also noted concerns in reducing speed limits.

Additionally, a report by the Humphrey School of Public Affairs at the University of Minnesota was completed in 2018 to understand roadway safety on American Indian Reservations, with a section on the Fond du Lac Reservation. Surveys with community members and tribal government managers were conducted, with the top concern of respondents stating that pedestrian safety was a major concern due to lack of paths, adequate shoulders that protect pedestrians from traffic, and poor visibility. The main hotspots for concern of pedestrian safety are also mentioned as locations of high concern that the FDL Band is already planning to improve. These locations are mentioned above. Other concerns noted from respondents included impaired driving, driving behavior, and physical road infrastructure and maintenance. A Pedestrian Crossing and Safety study on Reservations in Minnesota was also completed by the University of Minnesota Humphrey School of Public Affairs in 2020 and updated in 2023. This study included observations of pedestrian crossing behaviors via video, where Tribal transportation managers, MnDOT, and county engineers collaborated to identify risks and countermeasures. Representatives of the FDL Reservation identified four intersections where pedestrian safety was a concern. Three of these locations are along Big Lake Road, and the fourth is at Highway 210 and Mission Road. These locations are of concern due to many facilities and services located near these intersections, resulting in high amounts of pedestrian traffic.

Poor lighting and lack of pathways along these roadways lead to pedestrian/vehicle conflicts. This concern is amplified where children walk unsupervised, especially on Mission Road between the Gwaaba'iganing (Sawyer District) Community Center and Sawyer Store where many children reside. A need for additional infrastructure (lighting, sidewalks, flashing pedestrian crossing signals, etc.) to prevent crashes and near-misses with pedestrians should be taken into consideration.

Distracted driving is also an issue for the FDL Reservation. According to the U.S. National Highway Traffic Safety Administration, more than 3,500 people were killed in distraction-related crashes in 2021. Between 2013 to 2015, the Minnesota Department of Public Safety, Office of Traffic Safety identified a total of 27 severe injuries and four deaths in St. Louis County and six severe injuries and zero related deaths in Carlton County from distracted driving. As noted previously in the 2017 plan,



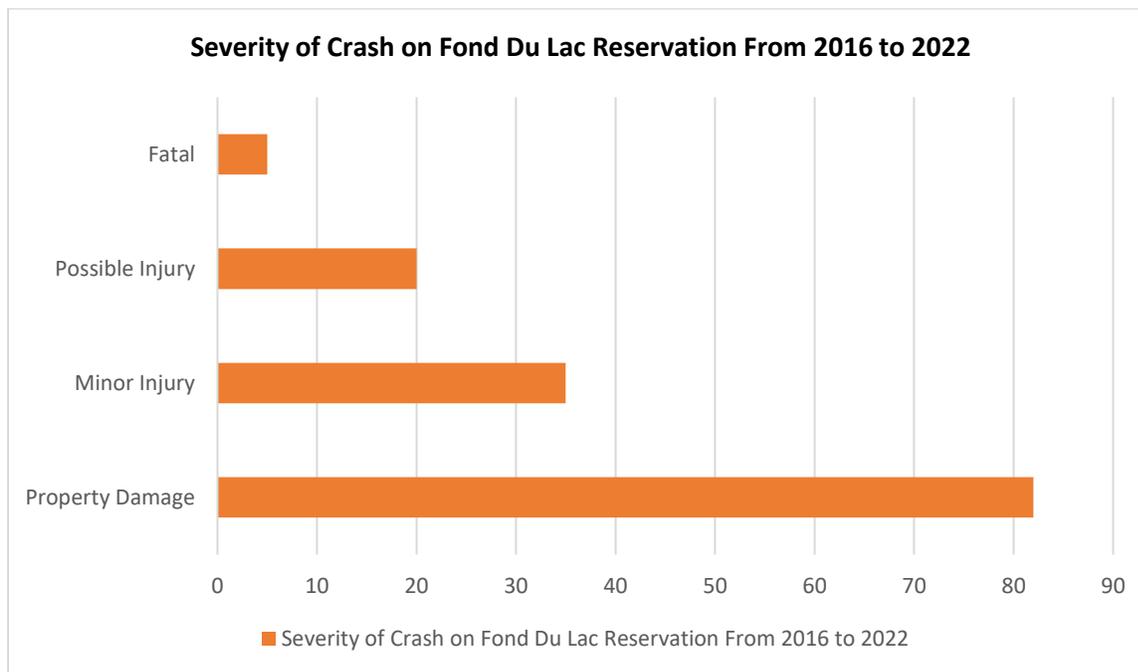
Minnesota’s Distracted Driving Survey Report completed in 2015, drivers were observed as being distracted by:

- Interacting with front or back passengers
- Cell phone handling but not talking (i.e., dialing, text, or viewing)
- Cell phone conversation
- Eating and/or drinking
- Smoking
- Reaching for an object in the vehicle
- Other (includes controls on car console, pets, reading, music, grooming, or another electronic device)

The FDL Band did a similar study from 2012-2015 about distracted drivers and why they were being distracted. Overall, phone usage while driving was the primary cause of distracted driving, and distracted driving numbers have dropped over the years. Efforts to further reduce these numbers should still be pursued including additional policies for cell-phone use and educating younger generations the dangers of distracted driving.

Injury Crashes

The total number of crash related injuries on the FDL Reservation from 2016 to 2022 was 148. The types of injuries include 82 that resulted in property damage only, 35 that resulted in minor injury, 20 that resulted in a possible injury, 6 that caused a serious injury, and 5 that resulted in a fatality on or near the Reservation.



Source: MnDOT Crash Data, 2022



Fatal Crashes

From 2016 to 2022 there were five traffic fatalities resulting from automobile crashes within the two county areas that encompass the FDL Reservation. Of these five fatalities, two occurred within the FDL Reservation and can be attributed to driver inattention. The other three fatalities occurred just outside the limits of the reservation which are included in this analysis as these crashes occurred on roadways of concern within the reservation and the drivers were likely using them to either enter or exit the FDL Reservation.

Three of the five fatal crashes took place along Highway 210, two at Corona Road and one at Mission Road. Mission Road and Highway 210 is identified as an intersection of high risk in the working MnDOT D1 Safety Plan. Younger drivers are consistently overrepresented in fatal crashes in all the states and tribal communities in the region, however, ages of drivers and passengers involved in crashes are scattered, ranging from 3 years old to 72 years old. This data could be used to further support the need for education, enforcement, and outreach programs at all age levels.

ISSUES CAUSING CRASHES ON THE FOND DU LAC RESERVATION

The crash data analysis, combined with the Safety Management Plan from 2017 and Stakeholder meeting participant observations, identify a number of transportation safety issues that cause crashes, increase crash severity or restrict complete data analysis. Those issue areas that are supported by the information above as well as for increased risk of crashes include:

- Motor vehicle in transport/speeding
- Pedestrians around the community centers
- All-terrain vehicle and snowmobile use
- Wild and domestic animal crashes
- Crashes with fixed objects
- Overturning crashes
- Alcohol impaired driving
- Lack of/improper use of seat belts
- Distracted drivers
- Intersection crashes

The group identified a number of other transportation safety concerns based upon personal experience in the local communities. These include:

- Lack of separation of pedestrians from vehicles along roads used by pedestrians daily (Brevator Road to Big Lake Road)
- Snow and ice removal coordination



- Need for intersection improvements (sight distance, lighting, advanced warnings, roundabouts)
- Speeding
- Road maintenance and improvements (e.g., washboarding on dirt roads, potholes, etc.)
- Need for additional community transportation safety outreach (i.e., drivers education, lunch and learns, etc.)

In addition to the Stakeholder meeting, the public was asked to identify their concerns during the Fond du Lac Band Health Fair in June 2023. Responses received included issues with excessive speed, poor road conditions, and the lack of separated pathways for walking and biking.

St. Louis County and Carlton County each have a County Road Safety Plan (CRSP). This plan identifies roadway locations that are at risk and includes recommended safety projects for each at-risk location. Each county's plan was published in 2012 and are currently being updated. Typical safety strategies included in these plans are 6" wide edgelines, rumble strips, curve warning signing, intersection lighting and upgrades to pavement markings and signing at intersections. Both St. Louis County and Carlton County have completed a significant portion of the recommended safety projects in their respective CRSP. In this plan, there was one curve identified as high risk on the Reservation (Connors Corner on Big Lake Road), and 4 intersections that were considered high risk, and projects were recommended at these locations (Twin Lakes Road/Highway 2, Ridge Road/Reservation Road, Belich Road/Brevator Road & Brevator Road/Reservation Road intersections; Mission Road & Highway 210 may also need design modifications depending upon future trail connection). One of these intersections was already identified by the FDL Reservation. MnDOT District 1 is currently working on creating a Highway Transportation Safety Plan that will be published in 2024. This plan along with neighboring County and State plans look to be symbiotic for transportation improvements on the Fond du Lac Reservation.

2023 TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN

This 2023 plan was developed by reviewing and updating the previously completed 2017 report, and by using available data and the personal knowledge and expertise of the Stakeholder meeting participants. The group included state, federal and Tribal safety representatives from engineering, education, public safety and FDL Law Enforcement. The stakeholder meeting agenda (Attachment A), list of participants (Attachment B), and the presentation (Attachment C) are included in this report.

The Stakeholder meeting participants reviewed the available crash data and updated a list of transportation safety issues currently affecting the FDL Reservation. The Stakeholder meeting participants then identified existing programs on the FDL



Reservation and identified additional strategies to implement to address transportation safety issues. The next two sections document these discussions and the outcomes.

EXISTING SAFETY PROGRAMS ON THE FOND DU LAC RESERVATION

The FDL Band has implemented or is working on a number of safety projects and programs to address transportation safety issues on the FDL Reservation. The list is not all inclusive, but documents programs that Stakeholders participating in the development of the safety plan were aware of.

- The FDL Band offers drivers education.
- The FDL Band has an established child car seat/booster seat program, which includes education with distribution of each car seat/booster seat received. Further education includes monthly checkup events held on the Reservation and in surrounding communities.
- The FDL Band has a child passenger safety code that matches MN booster seat requirements and supersedes MN's refacing requirements. The FDL code requires children must be rear-facing for a minimum of 2 years or to the height and weight limit of their car seat.
- The FDL Band has developed a traffic code.
- The FDL Band participates in the Safe Routes to School (SR2S) program.
- The FDL Band is an active member of the Drive for Safe Communities. Participation in this coalition provides education to the tribal community on traffic safety topics such as, seat belts use, speed, distracted and impaired driving.
- The FDL Band is a founding member of the Safe Kids Northeast MN coalition. The Coalition activities include, car seat checkup events, bicycle education events with helmet distribution and pedestrian/traffic safety education starting from pre-kindergarten up to twelfth grade.
- The FDL Band students have participated in the Think First program and Teen choices program. These driver safety education programs focus on the consequences of dangerous driving.
- The FDL Band participates in the Fatal Review Committee. This committee reviews all fatal and serious injury crashes that occur in Southern St. Louis and Carlton counties. The Committee then makes recommendations based on the details of the crash.
- The FDL Band has a mutual aid agreement between the Tribal Law Enforcement and the County Police.
- Tribal Law Enforcement complete the MN state crash form online and submit to MnDOT for all crashes investigated on the Reservation, except smaller crashes that do not result in property damage, which may not be submitted.
- The FDL Band has a primary seatbelt ordinance.
- The FDL Band Transportation and Transit program.



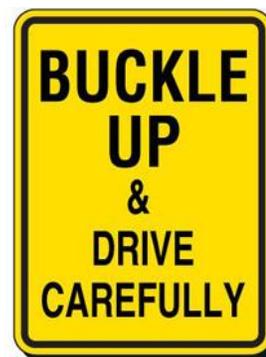
IMPLEMENTATION STRATEGIES

The plan's main goal is to use a multi-disciplinary approach to identify safety strategies for implementation that can address the transportation safety issues on the FDL Reservation. The strategies are intended to be implemented over the next several years and each have a Strategy Champion and Funding Opportunities identified. The strategies were developed as a comprehensive approach to safety, including education, enforcement, emergency management, and engineering opportunities.

Education Strategies

CONTINUE AND EXPAND THE RESERVATION-WIDE TRANSPORTATION SAFETY EDUCATION PROGRAM

By providing drivers the knowledge they need to avoid hazardous driving practices and choose responsible behavior, the FDL Band has an Injury Prevention Program Coordinator, law enforcement and other interested parties on the Reservation to provide education on variety of transportation safety topics. This includes efforts such as classroom hands on education regarding transportation safety topics as well as lunch and learns for adults. The Injury Prevention Program also works to identify educational strategies and initiatives that provide ways to positively influence drivers. One area that was identified in the data analysis was education for all drivers on behavioral issues such as distracted driving and impaired driving. With the high rate of crashes involving middle aged drivers on the Reservation, this will be a critical program in helping to reduce crashes.



The FDL Band's educational efforts support and reflect current state campaign themes on impaired driving, seat belt use, texting and driving, speed and other transportation safety issues. The Injury Prevention Program collaborates with the *Towards Zero Deaths campaign*, a Minnesota state initiative to reduce traffic related serious injuries and deaths. By using local data to promote current safety issues identified as problematic through data sources the education programs can tailor efforts to meet current traffic safety issues. Collaborating with this statewide program provides the Injury Prevention program with evidenced based NHTSA approved strategies to reduce traffic fatalities on the reservation. This collaboration also is working towards long rang goals that include implementing a statewide tribal specific TZD program to develop culturally appropriate initiatives.

Strategy Champion: Fond du Lac Band Human Services Division
Fond du Lac Ojibwe School

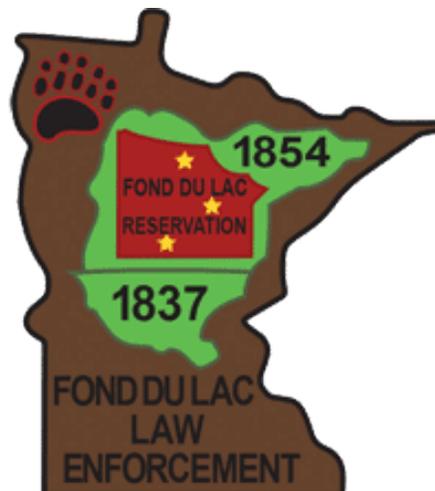
Funding Opportunity: Tribal Transportation Program Safety Funds (TTPSF); Tribal Transportation Program (TTP) Safety Funding, BIA IHSP Funding



Enforcement/EMS Strategies

PROVIDE INCREASED SAFETY ENFORCEMENT OR TRIBAL HIGHWAY SAFETY OFFICERS

Currently, the FDL Band does have dedicated highway safety officers providing traffic enforcement services. While regular officers assist with traffic enforcement, there continues to be a large number of crashes on the FDL Reservation. To assist in education and enforcement within the FDL Reservation, it was felt that an additional officer is needed, particularly since current officers are providing enforcement at specific locations and safety training events for the public in addition to serving the FDL Reservation communities. With inadequate staffing and the demands on time that criminal activities require, highway safety enforcement by necessity becomes a lower priority. To elevate the level of highway safety enforcement, the FDL Band should pursue obtaining at least one or possibly two additional highway safety enforcement officers. If it is determined by law enforcement that the highest need is only during the summer months and if part time assistance is available, these could be seasonal positions.



Strategy Champion: FDL Band Law Enforcement

Funding Opportunity: Coordinated Tribal Assistance Solicitation Community Oriented Policing Fund; TTP Safety Funding. BIA Indian Highway Safety Program (IHSP) Funding. Tribal SOAR, and possibly MnDOT NHTSA Funding

ACQUIRE TRANSPORTATION ENFORCEMENT EQUIPMENT

Transportation enforcement equipment (e.g., radar guns) that the FDL Law Enforcement are currently using are older and are in limited quantities. To better ensure that roadways are monitored, FDL Law Enforcement will require additional equipment. One way FDL Band Law Enforcement can acquire equipment is by purchasing used equipment from the MN State Patrol. The MN State Patrol sells equipment that is used but in good working order. By purchasing the MN State Patrol equipment, FDL Band Law Enforcement can purchase additional equipment for less than what new equipment would cost.

Strategy Champion: FDL Law Enforcement

Funding Opportunity: TTP Safety Funding and BIA IHSP Funding



Engineering Strategies

DEVELOP MULTI-USE PATHS AND PATHWAY LIGHTING PROJECTS

There are locations within the FDL Reservation where there is pedestrian/bike traffic and the FDL Band has identified a specific need for pathways. The locations included Mission Road, Maple Road, Belich Road and Brevator Road. While the MnDOT crash data does not identify pedestrian or bike as a major crash cause, the use of these roadways by pedestrians including children make these roadways high risk for pedestrian/vehicle conflicts. Multi-use pathways need to be considered to separate pedestrians from vehicle traffic. The need for these pathways has been present for some time and has increased as new FDL Tribal housing has developed and as an alternative for those without access to drivers licenses and/or vehicles. A network of bike/pedestrian trails from all Community Centers including the Tribal Center and Community Centers, government and medical services, schools, and places of employment including the Black Bear Casino & Resort, the City of Cloquet as well as Carlton/State Munger Trail will provide safe and divided path from motorized vehicles. This network will also promote health and wellbeing of the community, including equitable access to the outdoors and existing trail network in the area.



Big Lake Road near the Tribal Center

Lighting should be considered along urban or other pathways as appropriate to increase pedestrian visibility, provide for traffic calming and potentially increase security. Solar powered and/or LED lighting could be used to reduce the cost for providing power and the need for continual power usage. An example of a solar powered lighting system is shown on the next page and several companies produce such systems. Two pedestrian pathways have already been completed along Big Lake Road, between Cloquet and the FDL Resource Management Building near the Tribal Center and in the Mahnomen



neighborhood near the Ashkibwaakaaning (Brookston District) Community Center but still need lighting.



Big Lake Road and Trettel Lane intersection



Big Lake Road and Fond du Lac Homes Street intersection near Cloquet Elderly Complex



Sidewalk on Brevator/University Road facing south



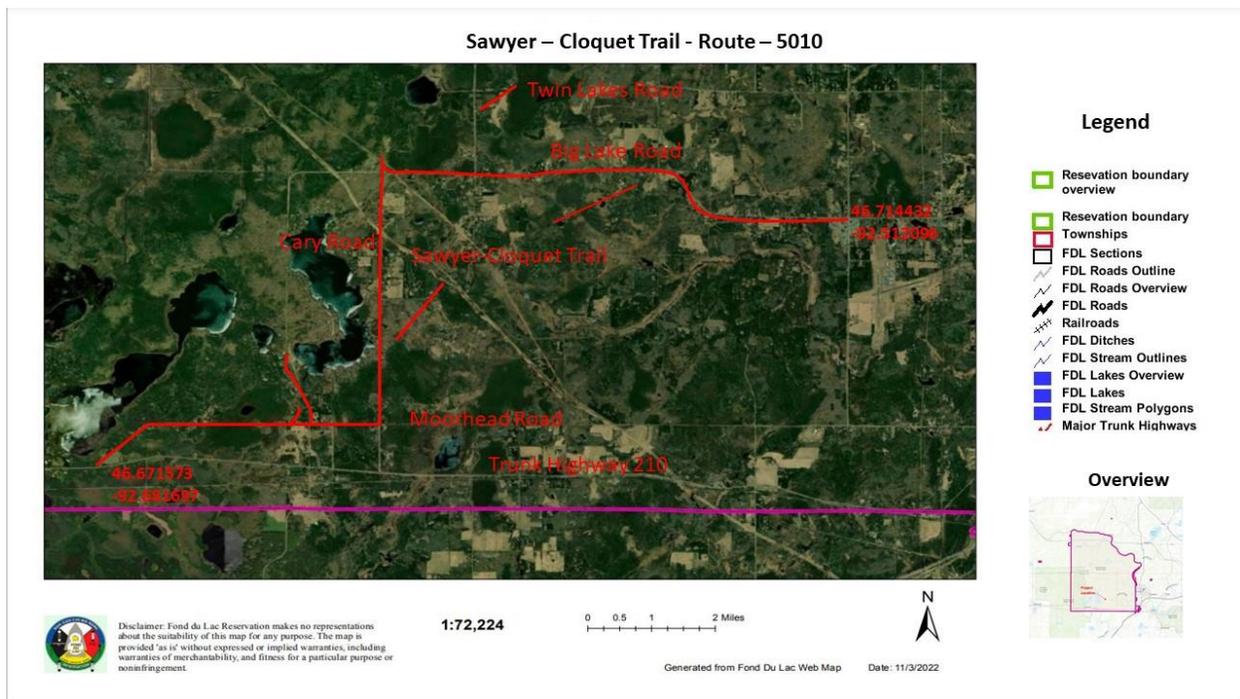
Example solar-powered pedestrian path lighting



Roadways identified for pedestrian paths and/or lighting due to safety concerns on the FDL Reservation include:

- **Sawyer - Cloquet Trail**

This trail project will be an active transportation link between the Fond du Lac Band of Lake Superior Chippewa's Cloquet and Sawyer Districts where a dedicated trail is lacking. The proposed facility will follow the Moorhead Road east to Cary Road, then the Big Lake Road in the Cloquet District where it would connect with the Gikinoo Iman trail. This will provide additional safety measures, access, economic opportunities and support to the entire Fond du Lac Community. The west terminus will be at Highway 210 and the east terminus will be at Big Lake Road and the Gikinoo Iman Trail.



Strategy Champion: FDL Public Works, FDL Planning Division, MNDOT

Funding Opportunity: TTP Safety Funding, TTP Funding, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rural Surface Transportation Grant (RURAL), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) grants Maintenance and National Tribal Transportation Facility Inventory (NTTFI) funds, MNDOT Transportation Alternative Funds



- **Brevator Road - From Big Lake Road to Belich Road**

This stretch of roadway has frequent pedestrian traffic and limited shoulder for pedestrians and bicyclists. There is considerable traffic on this stretch of roadway since it acts as a direct route to Big Lake Road and Tribal facilities. By adding a separate pathway, lighting, and signage, this would greatly reduce the potential for crashes and near misses at intersections along this road. In addition, traffic selectively uses the stop signs at the intersection of Brevator Road and Reservation Road. A roundabout or redesigned intersection would allow for traffic to proceed and reduce the potential of collisions from drivers not heeding traffic signage. St. Louis County has also noted the intersection of Brevator Road and Belich Road needs to be modified.



Strategy Champion: FDL Planning Division and St. Louis County

Funding Opportunity: TTPSF, TTP Funding, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rural Surface Transportation Grant (RURAL), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) grants.

ADDITIONAL ROADWAYS REQUIRING COMPONENTS TO IMPROVE SAFETY

In addition to roadways that require pedestrian pathways and lighting to avoid pedestrian and vehicle crashes, there are roadways identified that would benefit from additional safety measures to avoid crashes from occurring. This includes roadway infrastructure and maintenance such as signalized/round-about intersections or dirt road grading. These roadways are:



- **Central Hall Road**

Central Hall Road is used by buses to transport children to and from school. Burlington Northern Santa Fe railroad tracks are located within approximately 80 feet parallel to State Highway 210 at the Central Hall Road intersection. When bus drivers cross State Highway 210 going south on Center Hall Road in the winter, there is fear that if a driver tries to rapidly stop on the south-side of State Highway 210 before the railroad tracks, the bus may slide onto the tracks. To prevent the potential for a bus and train crash, this portion of Central Hall Road needs to be a priority location for the County to keep de-iced in the winter months. Two overhead lights were added to the intersection since the 2017 Transportation Safety Plan.



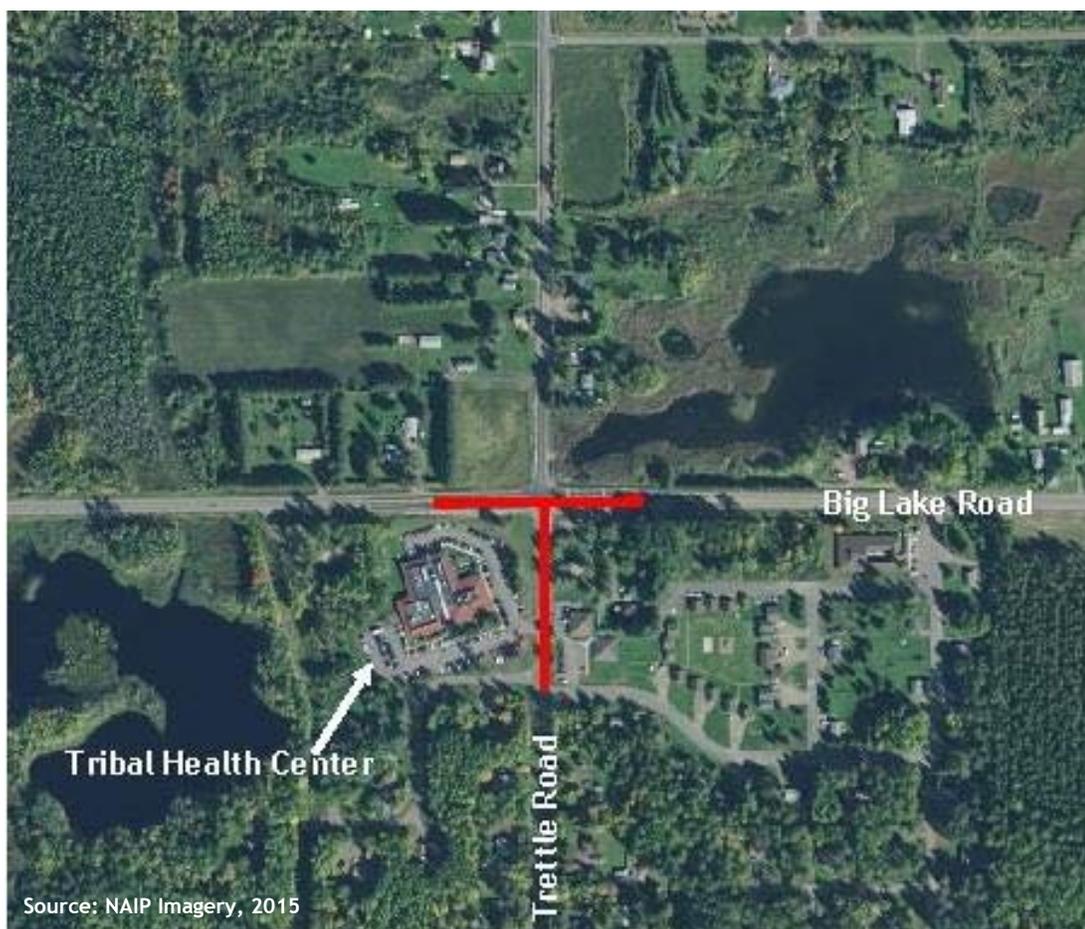
Strategy Champion: FDL Public Works, Carlton County Transportation Dept.

Funding Opportunity: TTPSF, TTP Funding, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rural Surface Transportation Grant (RURAL), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) grants.



- **Trettel Road and Big Lake Road Intersection**

The Min No Aya Win Clinic which includes medical, dental, pharmacy, behavioral health and more is located on the south-west corner of the Trettel Road and Big Lake Road intersection. There is considerable motorised traffic and pedestrians in this area. Pedestrians walk along Big Lake Road since this is the closest health clinic for tribal members. Although a sidewalk was built along the south-side of Big Lake Road, additional infrastructure is needed for vehicle and pedestrian safety. Installing a signal light at this intersection or adding a roundabout would greatly reduce crashes and near misses at this intersection.



Strategy Champion: FDL Planning Division & Carlton County Transportation Dept.

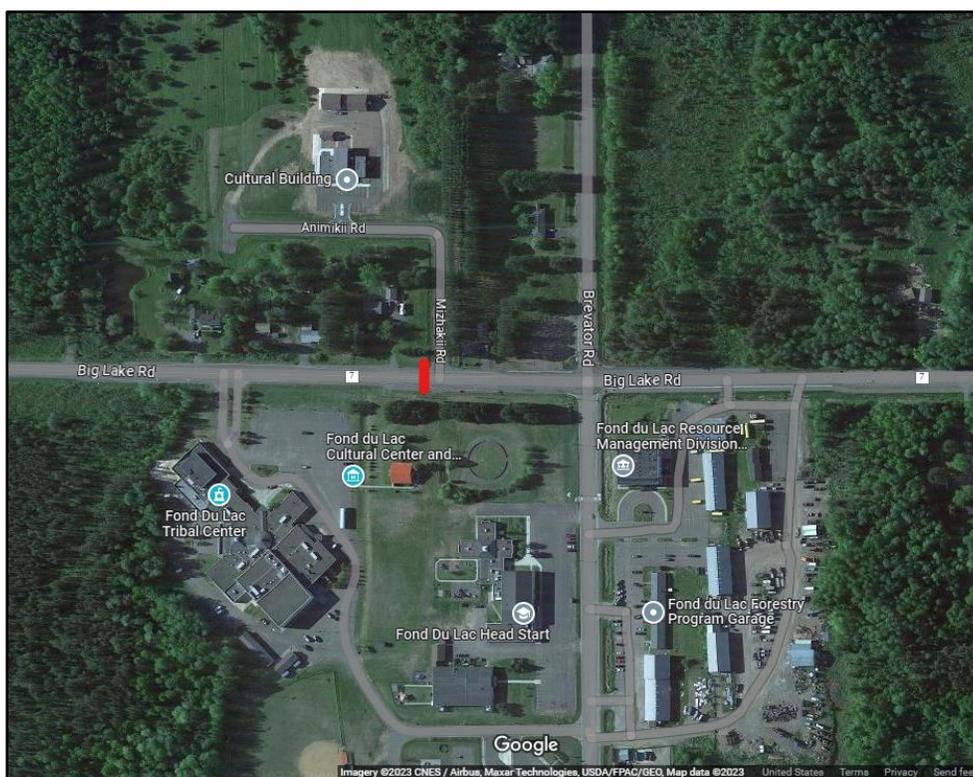
Funding Opportunity: TTPSF, TTP Funding, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rural Surface Transportation Grant (RURAL), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) grants.



- **Big Lake Road - Additional Improvements**

Other areas of improvement identified along Big Lake Road includes:

- Pedestrian crossing, signage and address icing issues (shaded area on curve results in many vehicles going into the ditch) at Conner's Corner
- Traffic calming to reduce speeding and increase awareness of pedestrians
- Mid-road pedestrian crossing with striping and pedestrian crossing light between the Language Center and Tribal Center and/or Animikii Road re-design.



Pedestrian crossing at Tribal Center

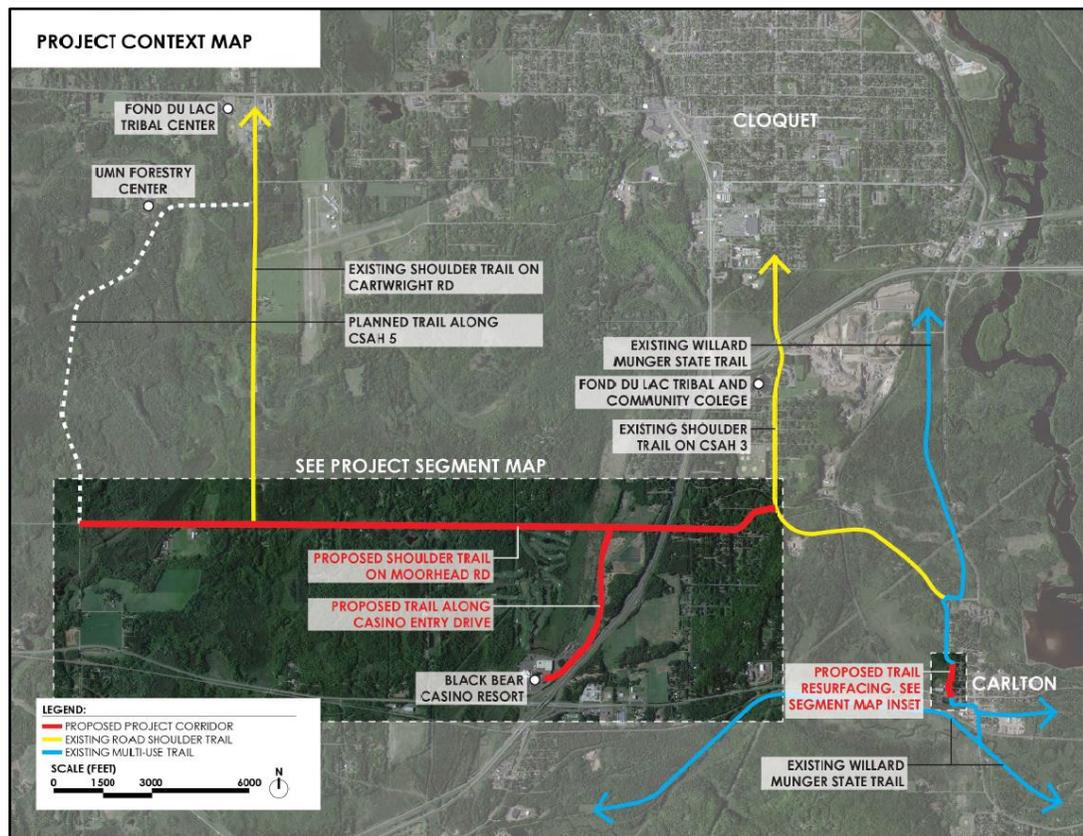
Strategy Champion: FDL Planning Division & Carlton County Transportation Dept.

Funding Opportunity: TTPSF, TTP Funding, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rural Surface Transportation Grant (RURAL), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) grants.



- **Moorhead Road Trail and Bridge Replacement**

The proposed trail will be 8 to 10-foot-wide, bituminous surface trail constructed in accordance with the 1996 Minnesota Bicycle Transportation Planning and Design Guidelines and FHWA standards. This project will provide a safe facility for bicyclists and pedestrians to access employment, businesses and recreational opportunities. By constructing this trail, the local and regional transportation system will be enhanced by providing safe means of travel for bicyclists and pedestrians in an area that currently has limited opportunities, creating more equitable access to the overall trail and Reservation. The project will create short-term and long-term benefits for the Reservation and the local community. The short-term benefits will involve construction related jobs, facilitate long-term employment, and improve access to rural subdivisions. Long term benefits will involve safety and environmental protection as well as reliable access to critical areas of the community.



Strategy Champion: FDL Planning Division, FDL Public Works Division & MnDOT

Funding Opportunity: TTPSF, Transportation Alternatives (TA), Safe Streets and Roads for All (SS4A) Grants, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Reconnecting Communities (RCP) and Neighborhood Access and Equity (NAE) grants, and possibly Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) and TTP Bridge Program grants.



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ATTACHMENT A

Fond du Lac Band of Lake Superior Chippewa Tribal Transportation Safety Plan Stakeholder Meeting Meeting Agenda May 11, 2023

10:00 a.m. Welcome and Introductions

10:15 a.m. Safety Plan Presentation and Discussion

Background and Overview

Discussion of Tribal Safety Plans: Benefits, Goal, & Focus
Presentation of Crash and Safety Data
Fond du Lac Needs Assessment Feedback
Questions and Discussion of Data

Safety Strategies

Education
Enforcement
EMS (Emergency Medical Services)
Engineering
Questions and Discussion

Development of Activities for FDL Tribal Transportation Safety Plan:

Identification/Discussion of Safety issues and concerns
Safety approaches to include
Safety approaches to develop
Integration with other safety plans

Funding Opportunities and Past Successes

12:00 Lunch

1:00 p.m. Finalize Development of Safety Activities to include in Plan
Sort by 4E's
Identification of Implementation Steps
Identification of Champions for Specific Elements
Identification of Potential Funding Sources

2:00 p.m. Wrap up and/or Site Visit to any Locations



ATTACHMENT B

FOND DU LAC BAND OF LAKE SUPERIOR CHIPPEWA

TRIBAL TRANSPORTATION SAFETY PLAN STAKEHOLDER MEETING

Meeting Participants

Name	Representing	Phone Number	Email Address
Mark Rohweder	KLJ	651-726-5040	mark.rohweder@kljeng.com
Nikki Wallenta	KLJ	651-222-2176	nicole.wallenta@kljeng.com
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Jamie Adams	FDL Planning	218-348-9039	jamieadams@fdlrez.xom
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KaRee Liimatainen	Injury Prevention Program Coordinator	218-878-2126	KaReeLiimatainen@fdlrez.com
Jordan Vandal	FDL Public Works Manager	218-343-2782	jordanvandal@fdlrez.com
Jack Bassett	FDL Operations Direction	218-878-8043	jackbassett@fdlrez.com
Maria DeFoe	Ojibwe School Grants and Accountability Manager	218-878-7259	mariadefoe@fdlrez.com
Jennifer Murray	Ojibwe School Superintendent	218-878-7258	jennifermurray@fdlrez.xom
Jeremy Hutchison	CAFD	218-499-4258	jhutchison@cloquetafd.com
Dan Danielson	Carlton County Sheriff's Office	218-591-8708	Dan.danielson@co.carlton.mn.us
Rick Norrgard	Carlton County	218-384-9101	Rick.norrgard@co.carlton.mn.us
Vic Lund	St. Louis County	218-625-3873	lundv@stlouiscountymn.gov
Nick Voltzke	St. Louis County	218-390-4152	voltzke@stlouiscountymn.gov
Pete Goman	MN State Patrol	218-302-6101	Peter.goman@state.mn.us
Charles Lemon	MN State Patrol Capt.	218-302-6100	Charles.lemon@state.mn.us
Duane Hill	MnDOT	218-725-2704	Duane.hill@state.mn.us
Jim Miles	MnDOT District Traffic Engineer	218-725-2789	James.miles@state.mn.us
Tom Prew	MnDOT State Aid Traffic Safety	651-366-3829	Thomas.prew@state.mn.us
Michael Diver	FDL Police Department	218-590-1097	Michaeldriver@fdlpd.com



ATTACHMENT C

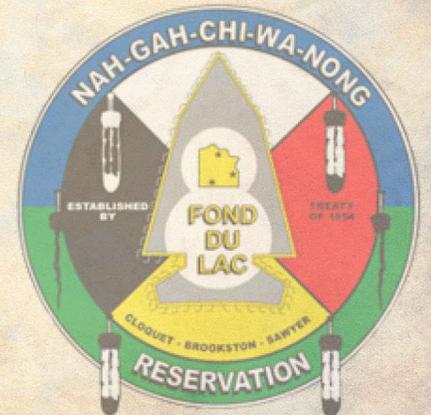
FOND DU LAC BAND OF LAKE SUPERIOR CHIPPEWA

TRIBAL TRANSPORTATION SAFETY PLAN STAKEHOLDER MEETING

Presentation

Fond du Lac Band of Lake Superior Chippewa

Tribal Transportation Safety Plan Update Stakeholder Meeting May 11, 2023



Benefits of Safety Planning

- **Opportunity for coordinated efforts & shared resources within a community toward common goal**
- **Establish communication & form partnerships with local, State, and Federal agencies**
- **Tool to leverage funding and resources**
- **Action Plan**

Goal of Safety Planning

Reduce the frequency of fatal and serious injury transportation incidents through coordination of efforts by:

- *Elected officials / Council*
- *Public*
- *Administrators*
- *Educators*
- *Enforcement*
- *Engineers*
- *Emergency Medical Responders*
- *And others...*

Safety Plan Focus

- **Not focused on anyone funding source or program**
 - **Funding Available from Tribal Transportation Safety Funds**
- **Focused on the modes that are most significant to the community. It's your plan!**
 - **Roads**
 - **Trails**
 - **Winter Trails**
 - **Air**
 - **ATV**
- **Pedestrian safety**
- **Identifying or addressing intersections and roadways with high rates of crashes or near misses.**

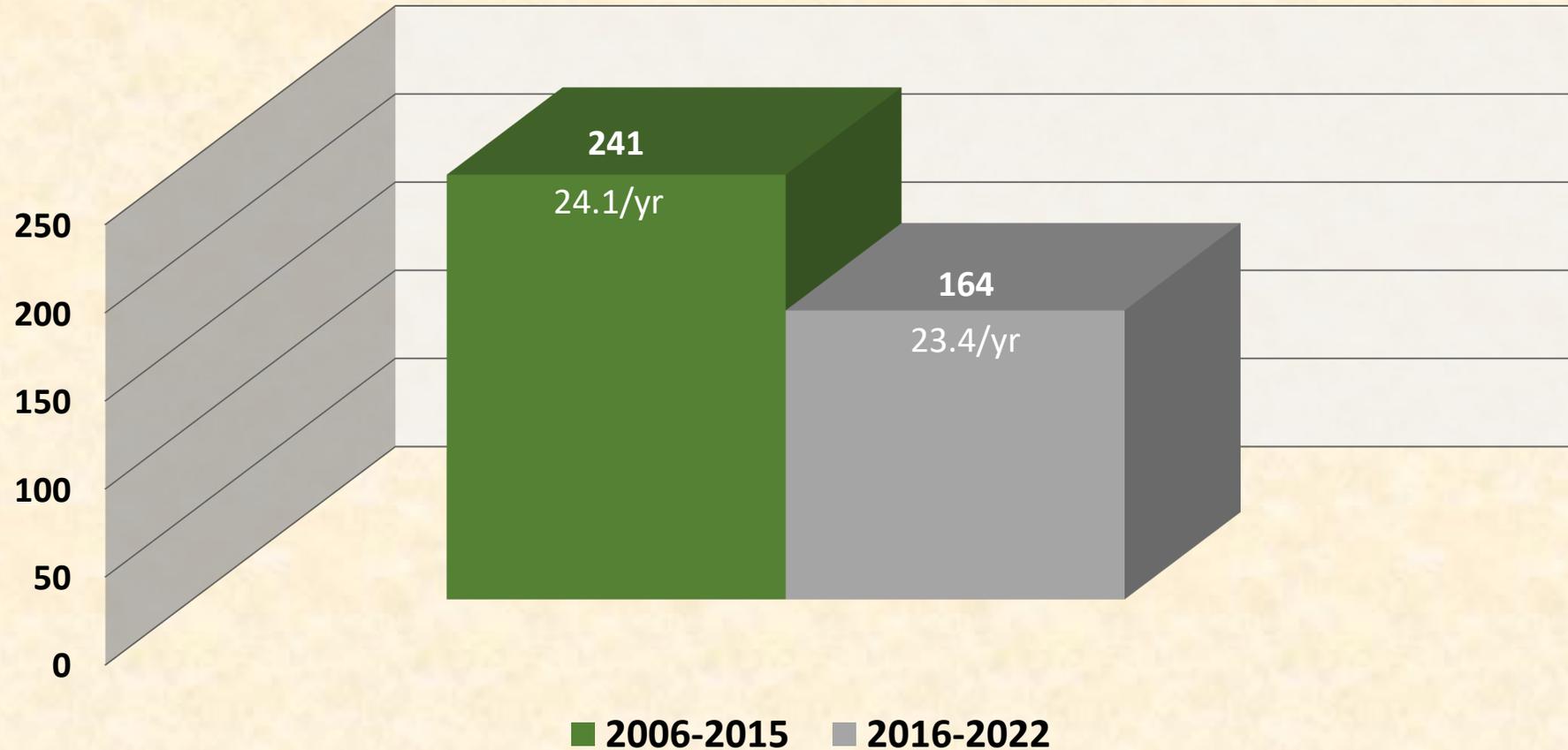
Crash Data and Existing Plans & Studies Sources

- **Data Sources**

- *Minnesota Department of Transportation Crash Mapping Analysis Data*
- *Fond du Lac Reservation Needs Assessment (2022)*
- *Existing Transportation Plans and Studies for Fond du Lac Reservation*
- *Fond du Lac Reservation Programs and Practices*

- **Personal Knowledge**

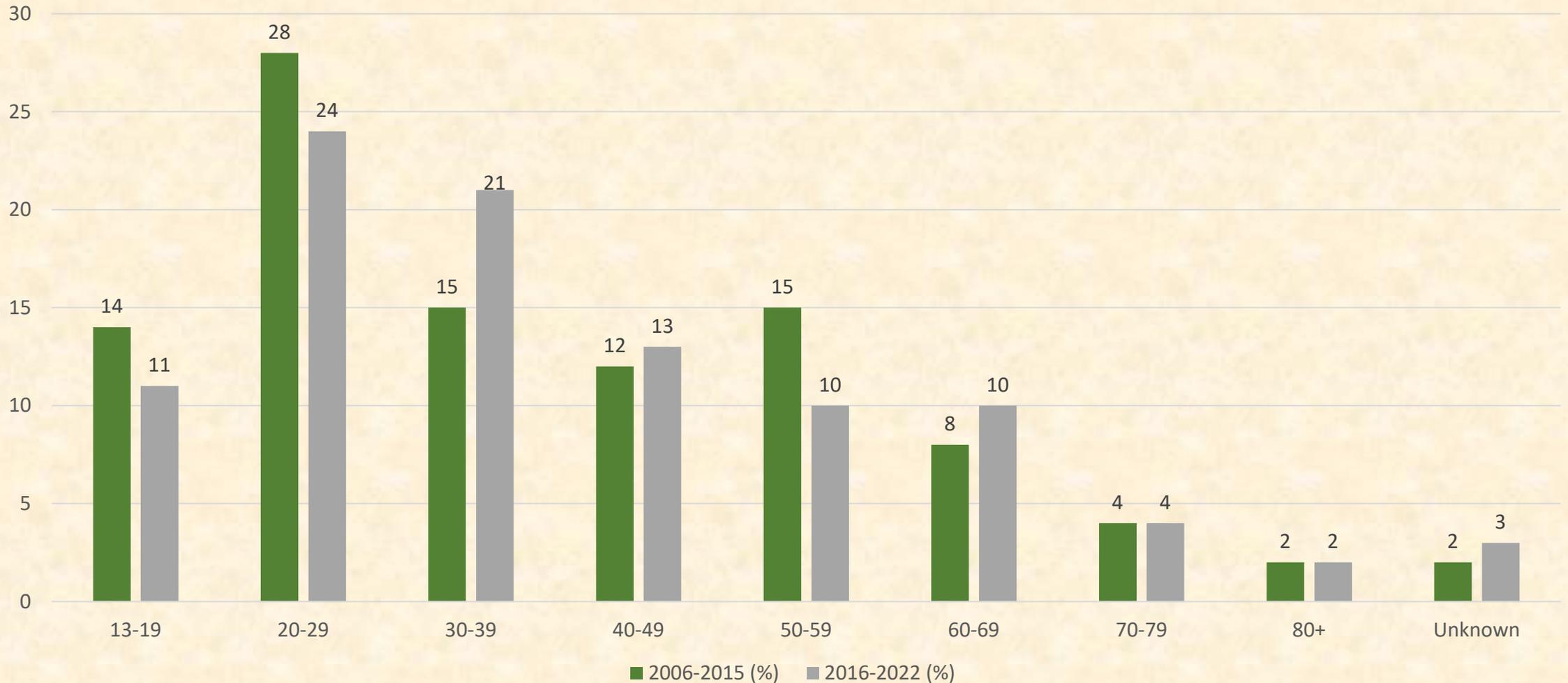
Total Number of Crashes On Fond Lac Reservation



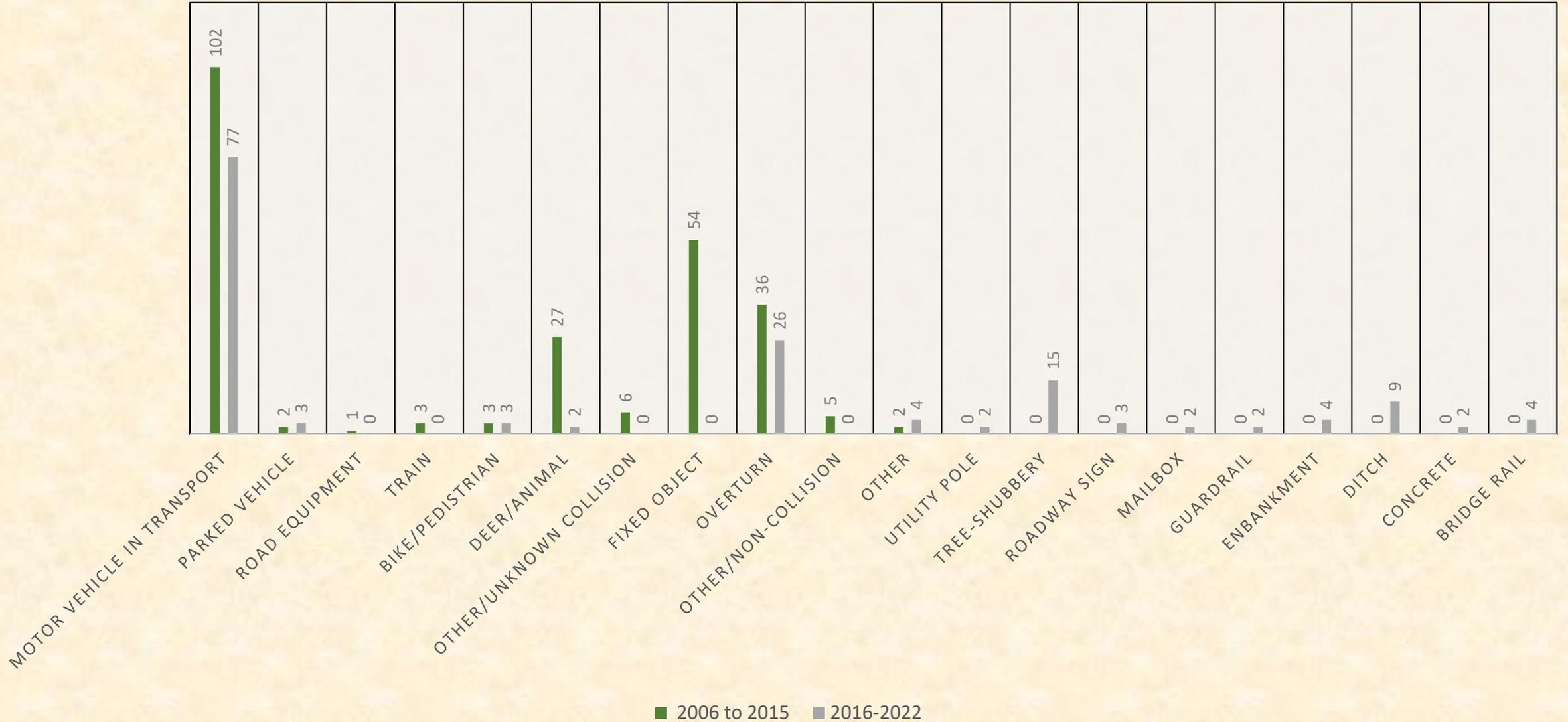
Number and Crash Types on Fond du Lac Reservation



Number of Crashes By Age on the Fond du Lac Reservation



Crash Causes on Fond du Lac Reservation

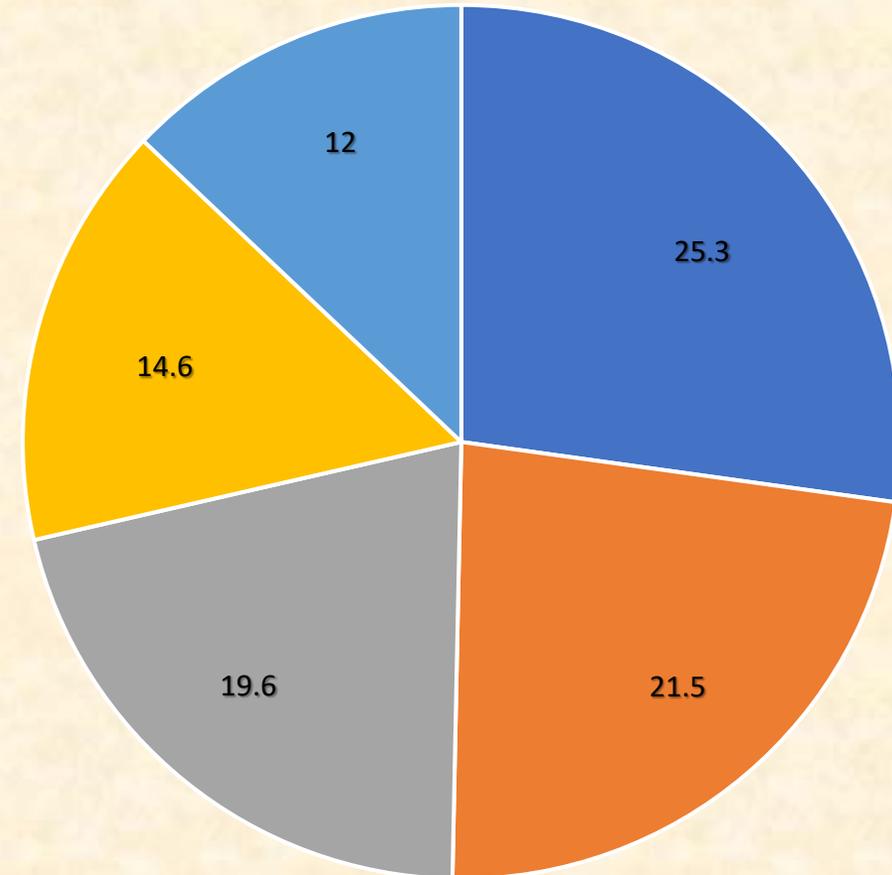


Fond du Lac Needs Assessment Feedback [2022]

The types of difficulties getting where they need to go members of the households interviewed:

Percentage of Responses

- Walking is dangerous/unsafe in my community
- Do not have a driver's license
- Biking is dangerous/unsafe in my community
- Do not own or have access to a reliable vehicle
- Do not want to ask others for help with transportation

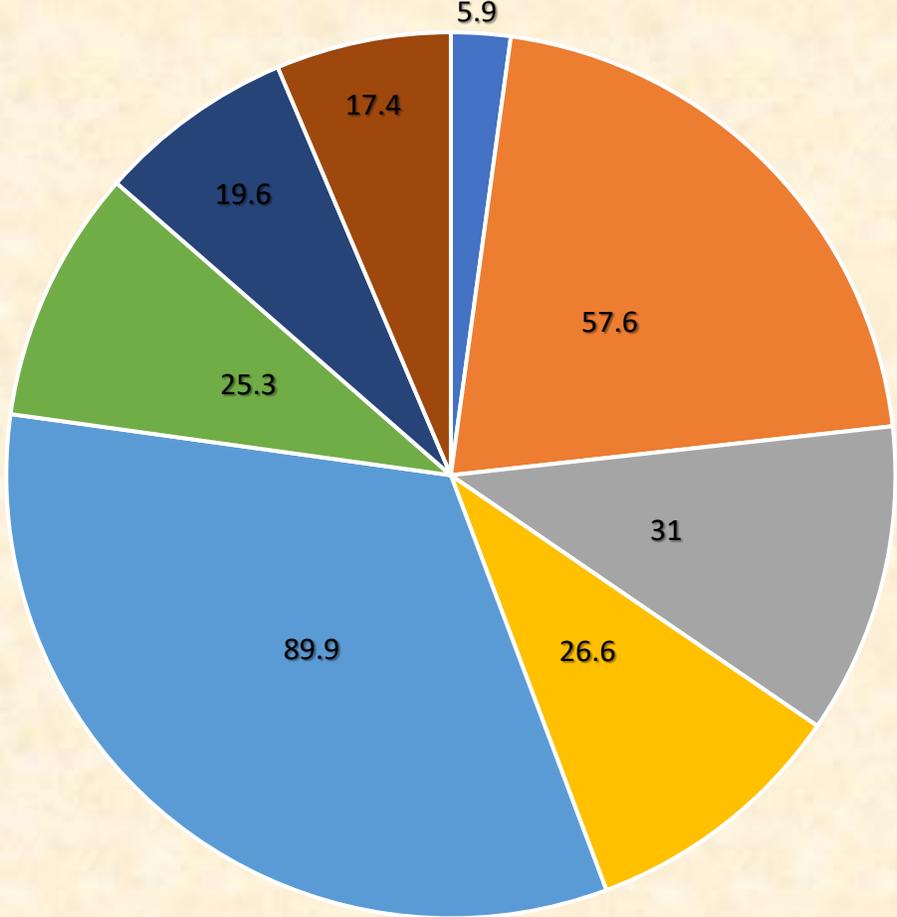


Fond du Lac Needs Assessment Feedback (2022)

Of surveyed households, the top recommended public safety improvements included:

Percentage of Responses

- Speeding
- Adding streetlights
- Adding sidewalks
- Reduced speed limits
- Households use a personal vehicle as their main form of transportation
- Households find walking to unsafe transportation
- Find biking unsafe



Fond du Lac Needs Assessment Feedback

(2022)

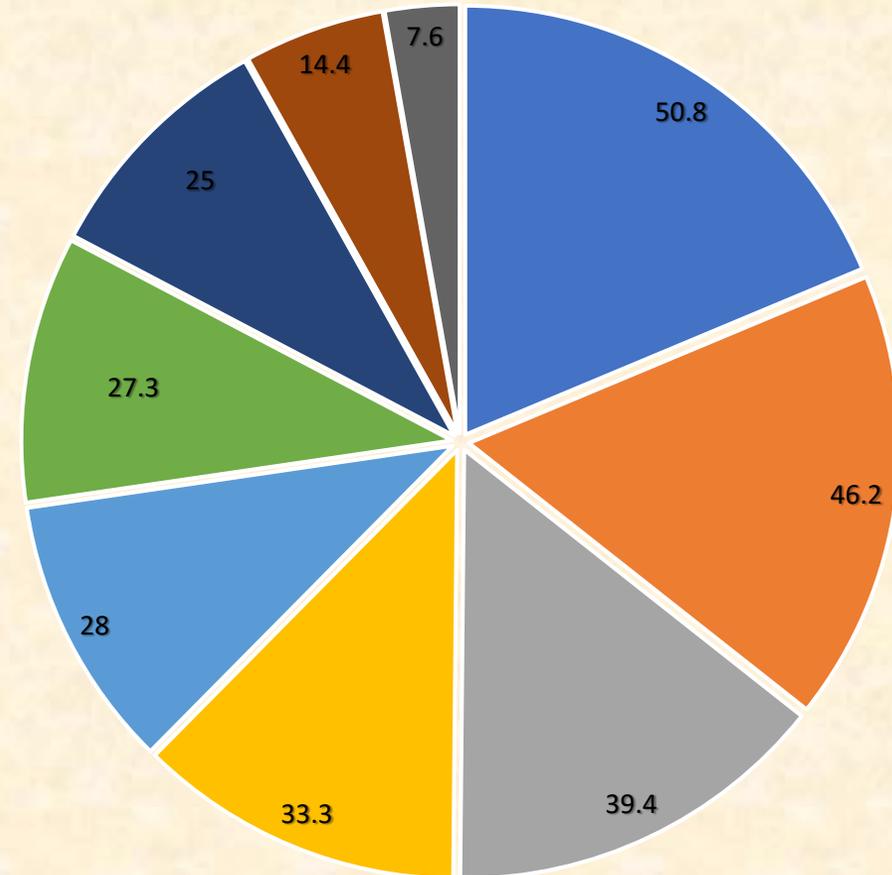
- **Those with unmet transportation needs would like to see transit service in the evenings and on weekends, including service to all three districts and rides to Duluth.**
- **Among households with children, 34.7% do not have their transportation needs met.**
- **Among households with elders, 23.2% do not have their transportation needs met.**
- **To improve the accessibility of the transportation system, respondents recommended building more off-road paved bike/walk trails (50.8%) and more/better sidewalks (46.2%)**

Fond du Lac Needs Assessment Feedback (2022)

Recommended Transportation Improvements

Percentage of Responses

- Off-road paved bike/walk trails
- More/better sidewalks
- More transit routes
- More transit stops
- Activity buses for children
- Bike lanes on roads
- More paved roads
- Shorter duration of transit trips/routes
- Dedicated paratransit service (ADA-accessible)



Other locations or crash types from personal knowledge?

Existing Transportation Plans and Studies

- **Fond du Lac Reservation Long Range Transportation Plan (December 2022)**
- **Fond du Lac Band of Lake Superior Chippewa Safe Routes to School Engineering Study (July 2021)**
- **Fond du Lac Reservation Comprehensive Plan 2020-2040 (January 2021)**
- **University of Minnesota Roadway Safety Institute – Understanding Roadway Safety in American Indian Reservations: Perceptions and Management of Risk by Community, Tribal Governments, and Other Safety Leaders (October 2018)**
- **Fond du Lac Reservation Transportation Safety Plan (April 2017)**
- **Fond du Lac Band of Lake Superior Chippewa: 2010 -2020 Reservation Strategic Plan (2021-2025)**
- **Fond du Lac Reservation Pavement and Sign Report (2010)**
- **Minnesota Tribal Road Safety Summit Report (October 2008)**

Existing Safety Programs and Practices

What safety programs and practices are currently in place?

- **Drivers Education**
- **Child car seat/Booster seat program**
- **Tribal child passenger safety code**
- **A traffic code**
- **Safe Routes to School (SR2S)**
- **Drive for Safe Communities (active member)**
- **Safe Kids Northeast MN coalition**
- **Think First and Teen Choices Programs**
- **Fatal Review Committee**
- **Mutual aid agreement between Tribal Police and County**
- **Tribal Police complete MN state crash form online for all crashes investigated on the reservation**
- **Primary Seatbelt Ordinance**
- **Fond du Lac Transportation and Transit**

Safety Strategies

Safety Countermeasures and Strategies

Strategies to Improve Safety include:

- Education (e.g., safety programs in schools, safety checks for car seats, adult lunch and learns on safety topics, etc.)
- Enforcement
- EMS
- Engineering
- Others (e.g., Incentives for car seat use)

Fond du Lac Transportation Safety Plan Strategies - Current

- **Education**

- Continue and Expand the Reservation-Wide Transportation Safety Education Program

- **Enforcement/EMS**

- Provide increased safety enforcement or tribal highway safety officers
- Acquire transportation enforcement equipment

- **Engineering**

- Perform road safety audits on BIA, Tribal, and County roadways
- Develop multi-use paths and pathway lighting projects
 - Mahnomen Road (Mahnomen Community) - Mahnomen Road between Highway 113 (Brevator Road) to the east and Brookston Road to the west): Lighting and sidewalk improvements
 - Mission Road (Sawyer Community) – Between FDL Tribal Community Center and Sawyer Store: A sidewalk, highway lighting, and pedestrian crossing signage at intersection of Mission Road and State Highway 210.
- Additional Roadways Requiring Safety Improvements
 - Belich Road – Between Mahnomen Road to the west and Brevator Road to the east: Maintenance activities to reduce road damage and additional signate to warn drivers to slow down.
 - Central Hall Road: De-icing maintenance during winter months to prevent potential crash near railroad tracks and State Highway 210.
 - Trettel Road and Big Lake Road Intersection – Min No Aya Win Human Services Center located at southwest corner: Add signal light at intersection to reduce crashes and near misses at intersection.

- **Safety Planning and Other Strategies**

- Development of a Transportation Safety Committee

**Additional Strategies to Add to
Fond du Lac Safety Transportation Plan
Update?**

Federal and State Monies and Grants

Potential Federal and State Monies and Grants

- **Tribal Transportation Program Safety Funds Transit Program (TTPSF)**
Provides funding for capital, operating, planning, and administrative expenses for public transit projects that meet the needs of a growing rural tribal community including development and revision of transportation safety plans, crash data improvement, road safety audits, and other activities, primarily infrastructure improvements.
<https://flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm>
- **BIA Indian Highway Safety Program (IHSP)**
US DOT funding to assist Indian tribes in implementing traffic safety projects. The projects are designed to reduce the high number of traffic crashes and their resulting fatalities, injuries, and property damage within Indian communities. Priority areas include impaired driving, occupant protection, and traffic records.
<https://www.bia.gov/bia/ojs/dhs>
- **Section 402: State Highway Safety Programs**
Provides funding that supports State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. (see MnDOT's HSIP below)
<http://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/>
- **Tribal Injury Prevention Cooperative Agreement Program(TIPCAP)**
Provides funding to implement and develop an injury prevention program within their Tribal community/service area or develop injury prevention projects that are evidence-based or implemented with innovative strategies.
<https://www.ihs.gov/injuryprevention/tipcap/>
- **Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)**
Provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands.
<https://highways.dot.gov/federal-lands/programs/significant>
- **MnDOT Great Minnesota Transportation Alternatives Solicitation**
The Transportation Alternatives Solicitation is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School, trails and scenic byways.
<http://www.dot.state.mn.us/ta/>

Potential Federal and State Monies and Grants (Cont.)

- **MnDOT Greater Minnesota Highway Safety Improvement Program (HSIP)**

HSIP is a federal-aid funding program designed to reduce traffic fatalities and serious injuries on all public roads. The object of this program is to identify, implement and evaluate cost effective construction safety projects.

<http://www.dot.state.mn.us/trafficeng/safety/hsip.html>

- **Safe Streets and Roads for All Grant Program (SS4A)**

SS4A supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets, involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro mobility users; motorists; and commercial vehicle operators. These initiatives are commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives. There are two buckets of funding, planning funds for Action Plan development, feasibility studies, and pilot projects, and implementation funds for planning, design, and construction of projects and strategies identified in an Action Plan that address roadway safety problems.

<https://www.transportation.gov/grants/SS4A>

- **Reconnecting Communities Pilot (RCP)**

The purpose of RCP is to reconnect communities harmed by transportation infrastructure by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development. The program has two buckets of funding, planning and capital construction. Projects should address four priorities; Safety; Economic Strength and Global Competitiveness; Climate and Sustainability; and Community Transformation.

<https://flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm>

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

Provides funding for surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration and innovation. Projects funded have significant local or regional impact.

<https://www.transportation.gov/RAISEgrants>

- **Rural Surface Transportation Grant Program (Rural)**

Provides funding to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

<https://www.transportation.gov/grants/rural-surface-transportation-grant>

Grant Successes From Development of Transportation Safety Plan

FHWA Tribal Transportation Program Safety Fund Grants Project Awards:

- 2022
 - Belich Road Pathway and Signage Project (\$814,519.00)
- 2017-2018
 - Mahnomen Road Pathway, Lighting and Signage Project (\$744,929.00)

Other Successes:

- 2022
 - Tribal Center Campus Trail (TAP)
- 2021
 - Safe Routes to School
- 2020-2022
 - Big Lake Rd speed limit reduction and traffic review at intersection

THANK YOU EVERYONE

Questions?

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