

Strategic Transportation Safety Plan

Winnebago Indian Reservation Transportation Traffic Safety Action Plan

Winnebago Tribe of Nebraska

July 18, 2022

LOCAL ROAD SAFETY PLANS: *Your Map to Safer Roadways*

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

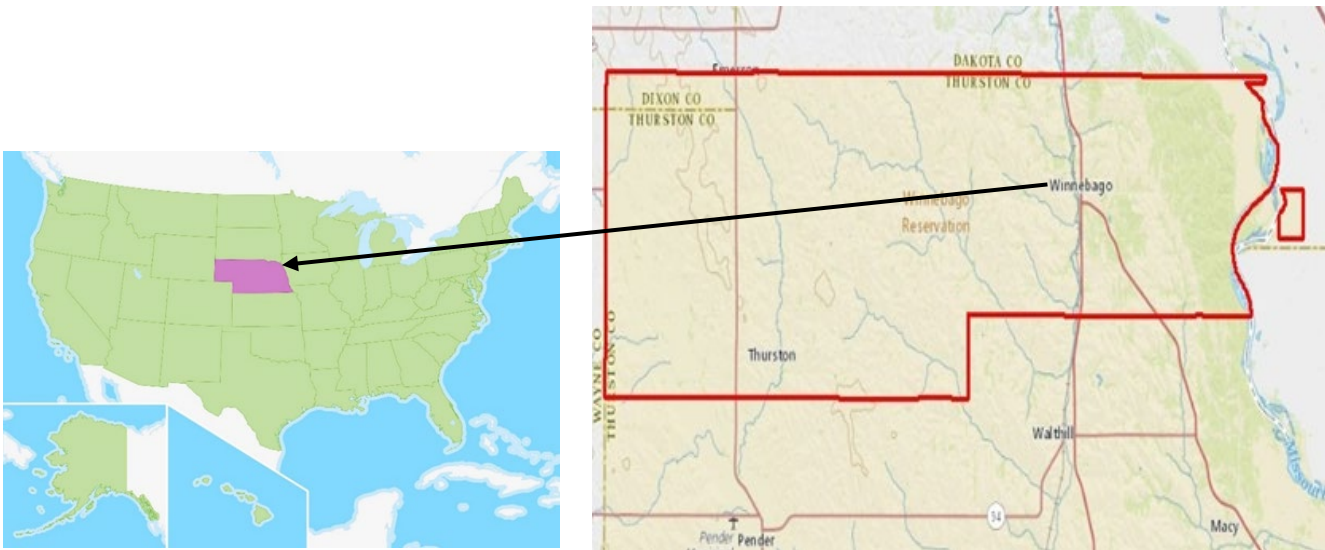
https://safety.fhwa.dot.gov/provencountermeasures/local_road/



Transportation Safety Plan

INTRODUCTION

The Winnebago Reservation spans 120,000 acres and is located primarily in northeast Nebraska, 30 minutes south of Sioux City, IA, and two hours north of Omaha, NE. US highways 75 and 77 join in the east central area of the Reservation. A small but significant portion of the Reservation is located directly east on the Iowa side of the Missouri River west of Interstate 29.

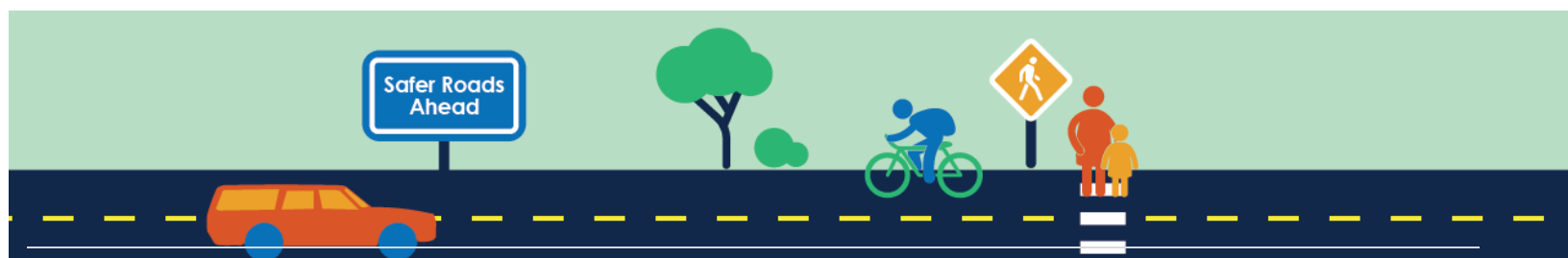


According to the U.S. Census 2015-2019 American Community Survey 5-Year Estimates, the Winnebago Reservation has a population of 2,931 and is home to approximately 1,991 Native Americans. The following is a comprehensive plan to address safety issues within the Winnebago Indian Reservation in Nebraska, and along routes that overlap into adjacent jurisdictions as residents/tribal members access the Reservation in Iowa and/or Nebraska. This is the third tribal transportation safety plan for the Winnebago Reservation.

MISSION & VISION

Mission: Proactively Saving Lives on the Winnebago Reservation

Vision: Proactively saving lives through transportation safety measures that include engineering, enforcement, emergency services and education on the Winnebago Reservation.



SAFETY PARTNERS

- Nebraska Department of Roads
 - IT Business Systems Analyst/Coordinator, NDOR Highway Safety – Accident Records, Sean Owings
 - Highway Safety Administrator, William Kovarik
 - Construction Engineer, Rob Davis
 - District Operations & Maintenance Manager, Ray Branstiter
 - Highway Construction Technician, Casey Engelhard
 - NDOT District Engineer, Kevin Domogalla
 - Permits Technician, Dean Schwartz
 - Area Maintenance Technician, Dan Sayre
- Winnebago Tribe of Nebraska
 - Physical Resources Department- Ireta Frazier, Elmer Baker, Morgyn Redhorn, Matthew May, Wilhelmena Sharpback, Dave Mentzer, Herschel Snowball, Byron Walker
 - Construction Engineer - Ron Nohr
 - Planning and Development- Joy Johnson, Brittany Thomas
 - Education Department- Amy LaPointe, Keri LaPointe, Peggy LaRose
 - Winnebago Police Department- Jason Lawrence
 - Tribal Council- Victoria Kitcheyan, Brian Chamberlain, Rona Steeler, Isaac Smith, Louis Larose, Aric Armell, Coly Brown, Lorelei DeCora, John Snowball
- Winnebago Comprehensive Healthcare System
 - Public Health Department - Mona Zuffante, Cindy Aldrich, Nila Doxey, Monica Cleveland
- US Department of Interior, Bureau of Indian Affairs, Great Plains Area, Aberdeen, SD
 - Transportation Planning, Mike Moran
 - Division of Transportation, Regional Roads Engineer- Brenda Redwing
- Thurston County Board of Supervisors
 - Board Members- Georgia Mayberry, James Price, Sr.
- Federal Highway Administration
 - Abe Anshasi, Federal Highway Contact



PROCESS

The Winnebago Tribe engaged five primary entities in the development of the Transportation Safety Plan: Nebraska Department of Roads; Bureau of Indian Affairs, Great Plains Region; Thurston County; and Emergency Management Services; and various departments within the Winnebago Tribe including Public Health, Law Enforcement, Physical Resources, and the Tribal Council. Collectively this group provided data, inspiration and review to the resulting plan through meetings and electronic communication.

An initial information gathering workshop was held November 8, 2021, followed by virtual draft reviews on November 12, 2021. The meeting was an opportunity to receive information and suggestions from community departments and programs resulting in an in-depth identification of completed projects, existing issues and ideas for future solutions and/or improvements by Tribal department staff.

EXISTING EFFORTS

The Winnebago Tribe has been active in perusing goals from the previous plan. Many tribal departments are involved in transportation safety and have implemented safety related activities and programs such as drunk-driving prevention, restraint use and awareness, and child passenger safety/car seat distribution. The village of Winnebago is still making changes in the community and is continuously seeking additional funding resources and opportunities to support transportation safety efforts.

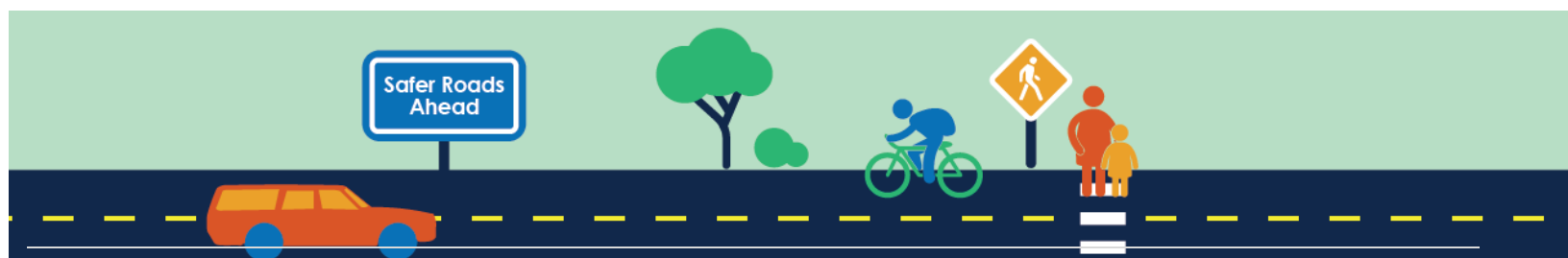
The previous transportation plan worked to address the two Road Safety Audits that were conducted in the fall of 2006. Listed as completed projects includes adding multiple crossing points within the community for pedestrian crossing, adding roundabouts for smoother traffic flow near intersection US Highway 77 and 75 and another new roundabout near the public school that was completed in November of 2021. Another new walking path was added north of the public school with flashing lights for traffic notification. A turning lane was added in front of Pony Express for entrance and departure to reduce risk factors from high speed traffic.

Existing issues listed in the previous plan were incorporated into this new plan and will be followed up with Thurston county board members such as vegetation covering signs and a need for new safety/speed signs in the new development north of Winnebago

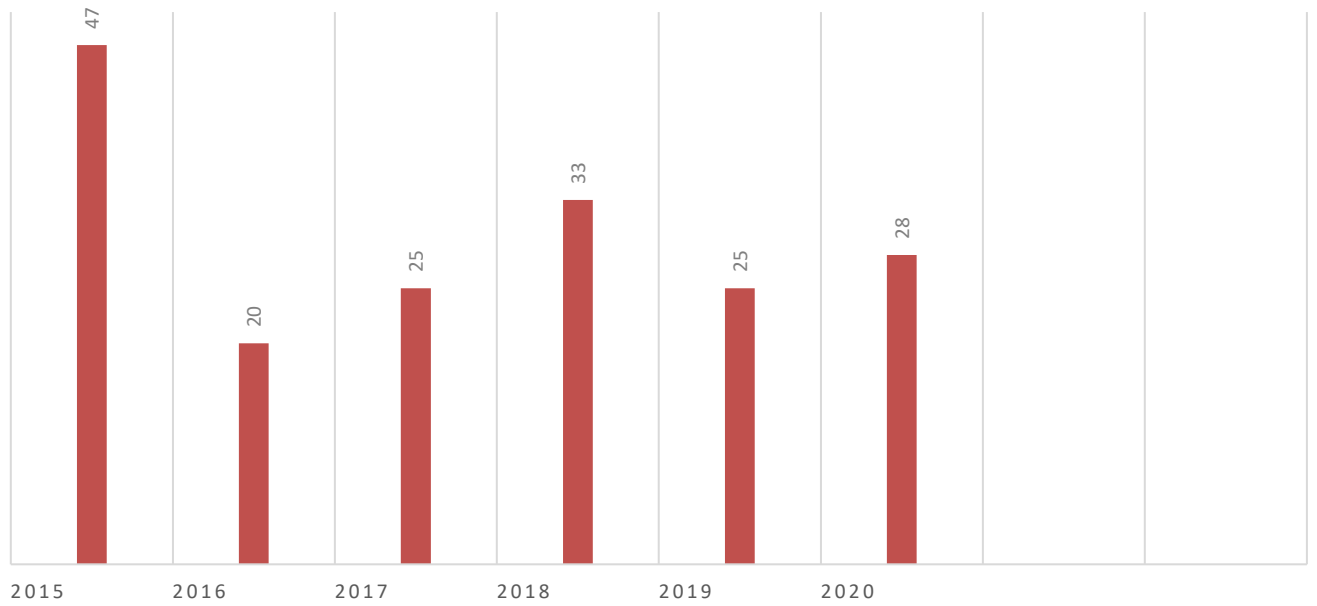
DATA ANALYSIS and SUMMARY

Accessing accident data that occurred on/around the Winnebago Indian Reservation was acquired from Winnebago Law Enforcement, Nebraska Department of Transportation, Fatality Analysis Reporting System and the Winnebago Comprehensive Healthcare System. Car seat usage went from 21% in 2016 to 71% in 2021, based on annual surveys. Therefore, child safety restraint is viewed a continued project for the community but will not be addressed in this plan.

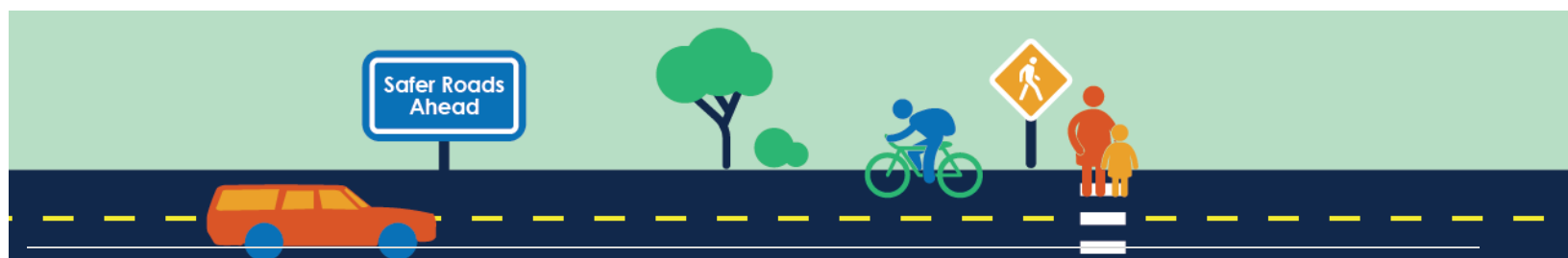
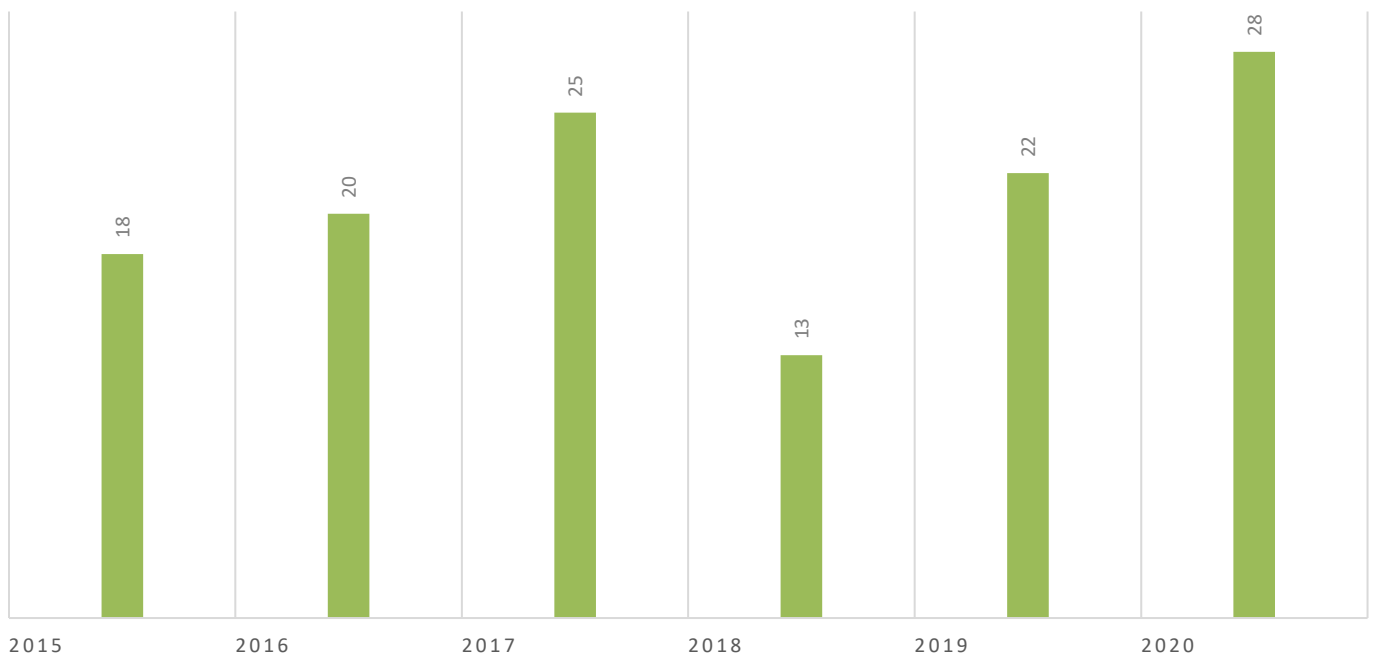
Winnebago Indian Reservation Accident Data						
	2015	2016	2017	2018	2019	2020
All Vehicle Collisions	131	92	105	82	118	78
Personal Injury Collisions	17	14	22	9	18	11
Alcohol/Drug related Vehicle collisions	9	5	12	19	26	16



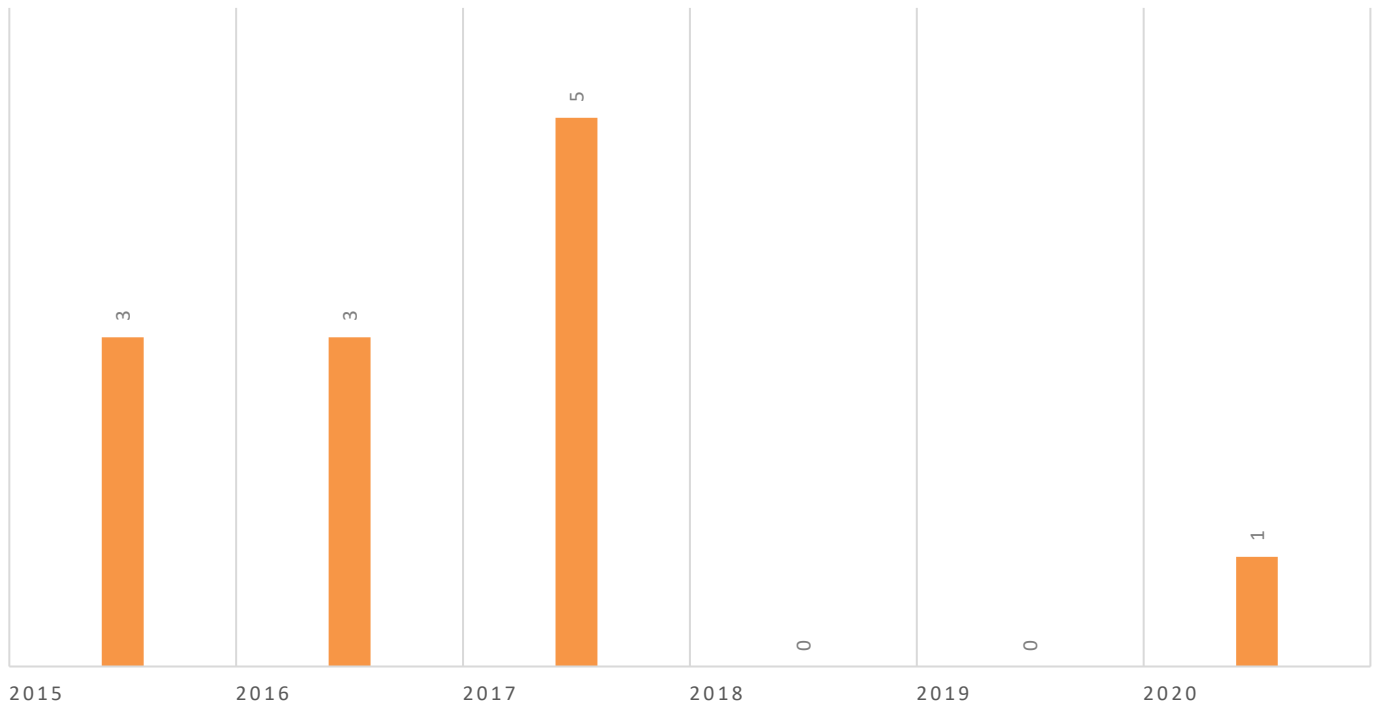
THURSTON COUNTY TOTAL CRASHES - 178 FATAL THRU PROPERTY DAMAGED ONLY ACCIDENTS



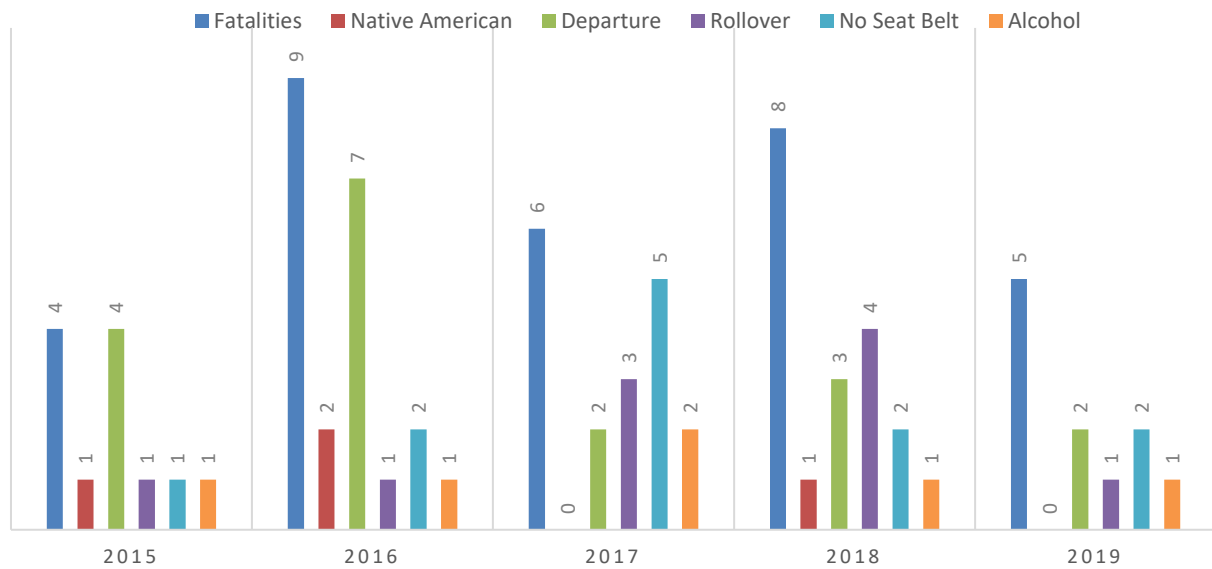
THURSTON COUNTY INJURIES - 126 FATAL THRU INJURY C ACCIDENTS



THURSTON COUNTY VEHICLE CRASH FATALITIES - 12



FARS DATA - FATALITIES FIVE SURROUNDING THURSTON COUNTY



Safer Roads
Ahead



EMPHASIS AREAS

1. Road Safety Audit
2. Data Collecting
3. Road Safety Improvement
4. Road Signs
5. Community Education

Description of Emphasis Area 1: (What is the problem? Why is this emphasis area strategic?)

The last reported road safety audit was conducted in 2006. Road safety audits are what help examine any existing safety performance in the community by identifying weaknesses. It is appropriate to complete a new audit for the safety of our community.

Goal for Emphasis Area 1:

Obtain an up-to-date Road Safety Audit from BIA, State of Nebraska and Thurston county roads department.

Strategies for Emphasis Area 1:

Construction Engineer will lead implementation on Emphasis area and will request a Road Safety Audit through BIA, NDOT, and Thurston Country within 24 months. They will continue to obtain and complete an audit every 5 years.

Description of Emphasis Area 2: (What is the problem? Why is this emphasis area strategic?)

The Winnebago Tribe currently does not have a data management system for accidents/crash records on Reservation. The current applicable system is restricted through the BIA and is only accessible through Winnebago's Chief of Police.

Goal for Emphasis Area 2:

Search and obtain a data management software that can fully address the problems of collecting and storing data in the community as a whole.

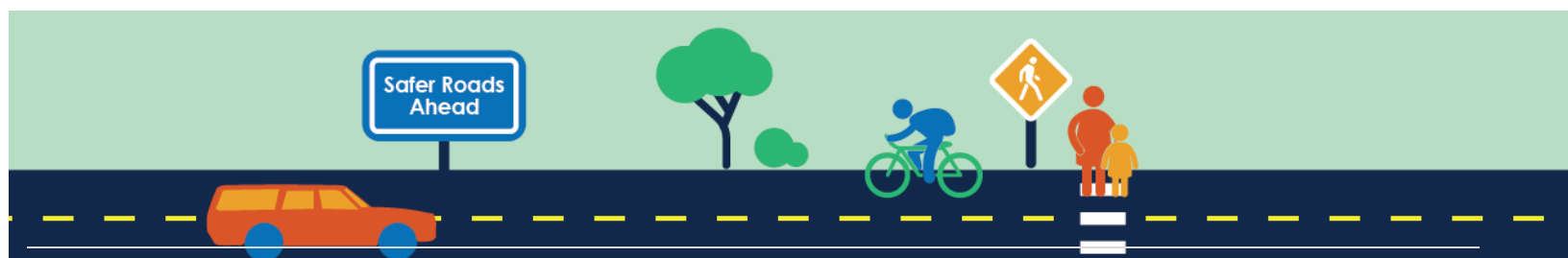
Strategies for Emphasis Area 2:

Research and select data management software and the equipment associated with tracking data. The Tribe's data specialist will conduct workshops every 2-3 months with community stakeholders to build trust and collect more transportation related data.

Description of Emphasis Area 3: (What is the problem? Why is this emphasis area strategic?)

Many BIA, Tribal, Township, and Thurston county routes are in a state of disrepair. Many of these roads have not been reconstructed or renovated since they were first initially built, for example.

- Turning lane onto the Whitestocking Lane from U.S. Highway 77, and Industrial Road entrance into the Heritage Food Store south on Highway 77. Both viewed as a concern of where the speed limits are too high for entrance and departure of vehicles while maintaining pedestrian safety. and transportation safety.
- Road improvement is a need near Appleton Road for student transportation and other similar roads for the Winnebago Tribe Land Management employees to access land. Road improvement is a need to near Appleton Road for student transportation and other similar roads for the Winnebago Tribe Land Management employees to access land.
- The turning curb into Educare's entrance near the corner of Frenchman and St.Cyr Street is suggested



described be widen for vehicle entrance (community describes entrance to be too small to turn at the STOP sign for other vehicles to enter/exit).

- A new entrance requested West of Educare along U.S. Highway 75 (adjacent to Sheridan Dr.) would also benefit the safety of Children/Parents, Educare staff and traffic during peak times of community business hours.
- A new entrance requested west of Educare along U.S. Highway 75 (adjacent to Sheridan Dr.) would also benefit the safety of Children/Parents, Educare staff and traffic during peak times of community business hours.
- Poor visibility entering cemetery on U.S. Highway 75.

Goals for Emphasis Area 3:

- **Goal 1** - Add a turning lane and possible speed limit signs for entrance and entering/exiting transportation from on U.S. Highway onto Whitestocking Lane, and U.S. highway 77 onto Industrial Road entrance near the Heritage food store. And reduce speed limit for oncoming traffic
- **Goal 2** - Winnebago's Tribe Roads department is to assist with keeping roads graded and open safely for transportation traffic to travel through.
- **Goal 3** - Widen curb for exiting and entrance near Educare entrance near the corner of Frenchman and St.Cyr Street.
- **Goal 4** – Add a new entrance to the west edge of Educare along U.S. Highway 75 adjacent to Sheridan Dr.
- **Goal 5** – Improve visibility for safe entering U.S. highway 75 from cemetery road.
- **Goal 6** – Following a road safety audit, new routes needing construction/modified are prioritized and shared with partners so that more funding opportunities can be sought out in order to further develop projects and design of projects in the next 24 months.

Strategies for Emphasis Area 3:

Road constructions and alterations will be assisted through Winnebago Tribe's roads department and Construction Engineer to collectively define projects for improvements and maintain transportation safety as a whole.

Description of Emphasis Area 4: (What is the problem? Why is this emphasis area strategic?)

Many of the Tribal, BIA, and Thurston county routes within the Winnebago Reservation have improperly installed traffic signs. Some of which are lacking maintenance (e.g. vegetation) that potentially can cause vehicle/pedestrians accidents.

Goal for Emphasis Area 4:

Upon completion of road safety audit, prioritize all routes to develop proper planning and designing for sign replacement and installation of projects within 6 months to one year of receiving road safety audit.

Strategies for Emphasis Area 4:

Regularly contact Thurston county board of supervisors regarding issues pertaining to the county roads. They will discuss these issues at scheduled board meetings to conceptualize improvement strategies within their program.

Description of Emphasis Area 5: (What is the problem? Why is this emphasis area strategic?)

The village of Winnebago has community members of all ages that can be seen walking to and from school, home or to the convenience store; Physical safety and education is the utmost important.



Drivers in the community can be unaware of transportation safety such as stopping for buses, entering and exiting roundabout, yielding, and other safety precautions for traffic and pedestrians.

Goal for Emphasis Area 5:

Coordinate to provide education and training on traffic safety to community members, annually.

Strategies for Emphasis Area 5:

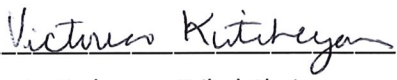
Law Enforcement will utilize social media and the community display board to notify community members of educational opportunities. They will also coordinate with other tribal entities to provide educational services for members to attend.

EVALUATION & IMPLEMENTATION

This is the third Transportation Safety Planning document. The experience in pulling together this plan was informative and insightful for the Planning and Development Department and the Winnebago Tribe as a whole. This is a living document that is reviewed by the Physical Resources, Law Enforcement and Winnebago Comprehensive Health System on a semi-annual basis.

- How often will these goals be evaluated to measure success?
Annually
- When should revision of the plan be considered?
Every 5 years.
- Will a committee be formed that meets periodically to oversee implementation?
No.
- Will the Tribal Council hold any departments accountable for progress on the plan goals?
Yes.
- Is further involvement needed from safety partners from entities outside the Tribal Government?
Yes.

The above Transportation Safety Plan was presented and approved by the Winnebago Tribal Council July 18, 2022.


Victoria Kitcheyan, Tribal Chairwoman

