



Prairie Island Indian Community Safety Action Plan

FY 2024 Safe Streets and Roads for All
Planning and Demonstration Grant
Application



Project Name	Prairie Island Indian Community Safety Action Plan
Project Type	Planning & Demonstration
Project Costs	\$150,000
FY 2024 SS4A Requested	\$120,000 (80 percent)
Local Cash Match	\$30,000 (20 percent)

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Supporting Information can be found at:

<https://www.srfconsulting.com/prairie-island-indian-community-ss4a/>

Project Introduction

The Prairie Island Indian Community (herein known as the Tribe) is requesting \$120,000 through the FY 2024 SS4A Planning and Demonstration grant program for the development of a comprehensive Safety Action Plan (herein known as the Plan). The Prairie Island Indian Community, located on the shores of the Mississippi and Vermillion Rivers, just north of Red Wing in southeastern Minnesota's Goodhue County, consists of approximately 534 acres of original reservation land and 2,774 acres of other trust land close to the existing reservation. Much of that land is located on the 100-year floodplain, including 1,295 acres of non-buildable land and open water. The Tribe has purchased additional off-reservation properties, totaling more than 1,700 acres, that are not currently in federal trust.

Selection Criteria #1: Safety Impact

- Total count of roadway fatalities using MnCMAT dataset from 2017-2021 = 0

Selection Criteria #2: Equity

- One hundred percent of the population resides within Federally Recognized Tribal land (see [map](#)).

Selection Criteria #3: Additional Safety Context

Scope of Work

The Tribe will hire consultants who specialize in transportation safety countermeasures to assist in developing the Safety Action Plan over a [12-month period](#). The scope of work consists of ten tasks representing the [traditional eight components](#) of plan development (as defined in the SS4A NOFO) and additional Project Management and Report Development tasks. A summary of all tasks is noted below, and the corresponding detailed budget is linked [here](#):

- **Task 1 – Project Management:** This task includes overall management of the project as well as coordinating tasks between Tribal staff and the Consultants over the one-year project duration.
- **Task 2 – Leadership Commitment and Goal Setting:** This task includes official commitment by Tribal Council towards achieving an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating all roadway fatalities and serious injuries.
- **Task 3 – Planning Structure:** This task includes development of a task force with oversight of the Action Plan development, implementation, and monitoring.
- **Task 4 – Safety Analysis:** This task includes collection of crash data across 76 miles of paved roads and 14.7 of gravel/unpaved roads within the tribal jurisdiction (state, county, BIA, and local roads) to establish existing conditions and historical trends. A GIS database will be developed and maintained to analyze crash locations, severity, contributing factors, and crash types. Analysis of systemic and specific safety needs will be performed to generate both reactive as well as proactive solutions. Based on the analysis, a High-Injury Network (HIN) will be developed.
- **Task 5 – Engagement & Collaboration:** Robust engagement will be conducted through three in-person events as well as several virtual events. Due to the rural nature of the location, efforts will be made to reach the public through community meetings, pop-up events, door-to-door outreach, interactive online mapping, social media, and other established engagement strategies.
- **Task 6 – Equity Considerations:** This task includes conducting equity impact assessments and developing strategies based on the results of engagement and outreach activities.

- **Task 7 – Policy and Process Changes:** This task includes review of current policies and procedures, identifies opportunities to prioritize transportation safety, and adopt them in the new plan.
- **Task 8 – Strategy and Project Selections:** This task will identify and prioritize targeted strategies and countermeasures by location, deployment timeframe, and funding opportunities.
- **Task 9 – Progress and Transparency:** This task will measure progress over time after the Action Plan is developed through annual public reporting on progress toward reducing roadway fatalities and serious injuries and will post the Plan online.
- **Task 10 – Action Plan Report Development:** This task includes preparation of the draft and final Action Plan.

Roadway Safety Issues

Between 2017 and 2021, zero fatal crashes were reported on the Reservation. According to the Minnesota Crash Mapping Analysis Tool (MnCMAT), one serious injury and four minor injuries occurred within the Reservation during that same five-year period. Contributing factors to the crashes recorded included speeding and aggressive driving. Most of the crashes were rear end crashes with one angle crash taking place at an intersection and two crashes resulting from hitting a fixed object. Two crashes took place at night with one of those occurring during a snow event.

The Tribe faces challenges that are unfortunately common on Indian Reservations across the country. These challenges include lack of infrastructure, poverty, limited economic opportunities, and substance misuse – all of which contribute to roadway safety issues. Additionally, there is a lack of good quality data that impedes the decision-making process of the Tribal Council when making transportation-related investments. Through the development of this Safety Action Plan, the Tribe will have an opportunity to identify and prioritize transportation safety and develop equitable solutions through low-cost, high-impact proven safety measures that will solve the unique challenges faced by the Prairie Island Indian Community.

Development of Action Plan/Identification of Projects and Strategies

As outlined in the Scope of Work section above, the tasks funded through this SS4A grant funds will lead to the development of the Safety Action Plan based on [Safe System Approach](#). The Tribe recognizes that transportation-related deaths and injuries are preventable. The Tribal Council fully supports this initiative and will commit to achieving an ambitious goal of reducing and eliminating all roadway fatalities and serious injuries. In addition, low-cost, high-impact [proven safety countermeasures](#) from the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) such as speed advisory signs, curve warning signs, intersection lighting, pavement markings, sidewalk additions, etc. will be identified based on the safety analysis and High-Injury Network (HIN). These strategies will be prioritized and implemented as solutions to address fatal/serious crashes as well as near-miss crashes.



To further understand the safety concerns on all roadways within the Tribal boundaries, the project team will develop a Safety Plan Stakeholder Group that will involve engaging with a variety of public and private stakeholders, including key partners such as members of the Tribe, non-Indian residents that live on ceded lands, MnDOT, and various townships within the Reservation. Equity, engagement, and collaboration will help shape the list of high priority locations and evidence-based strategies to be included in the Plan.