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>> The broadcast is now starting. All attendees are in listen-only mode.
>> Welcome to today's America Walks webinar. Tribal Transportation Planning and Pedestrian Safety. The first webinar in our two-part Walking Towards Justice in. I am Ian Thomas and managing -- is Kelsey Card. I want to take a moment to thank our sponsors without whom these webinars would not be possible. They are the Everybody Walk Collaborative. U.S. Centers for Disease Control and their program, Healthy Nation. Association of Professional and bicycle professionals. AIG and better Health. Before I introduce today's topic and I want to let, you know, that closed captioning is available under the tab marks questions and you will go to webinar control panel and remind that you can send us your questions and comments in the same area of the go to webinar panel. During the panel discussion we will answer as many as we can and those we don't have time for we will ask our panelists to provide written responses we will post on the website along with the webinar recording. As I mentioned today's webinar on Tribal Transportation Planning and Pedestrian Safety is the first in our two-part of Walking Towards Justice in Indian -- our second, Missing and Murdered Indigenous Women and Girls at the end of the today's program. As a may recall Walking Towards Justice is our occasional webinar format take racial, and explore how specific injustices impact walking and walkability and explore solutions to those situations and we have the assistance of a group read activity of a relevant book. And again more about that later. Today we're focusing on Tribal Transportation Planning and Pedestrian Safety and the shocking
statistic in American Indians and Alaska narrative are more likely than being killed while walking than the average American. I am delighted Tabitha Harris to moderate, with the Tribal Injury Prevention Resource Center, which serves 574 tribal nations. Previously Tabitha served as Indian Health Service, tribal -- Program Manager for the Choctaw nation and Federal Assistance Program. Tabitha over to you.

>> TABITHA HARRIS: Thank you, Ian. Hello, everyone. I am glad to be here. Thank you for joining us for this webinar series. Today we're going to talk about Tribal Transportation Planning and Pedestrian Safety. Hopefully you can take away something unique you can implement into your tribal communities. I am going to give a review you our panelists. First we have Misty Klann. We have Margo Hill with the Eastern Washington University Tribal planning program director. Next we have Sharon Hausam with the Pueblo of Laguna planning Program Manager. And then we have HollyAnna DeCoteau Littlebull. Before that I forgot to give you a little tidbit about -- Tribal Injury Prevention Resource Center, we're a program funded by the CDC that works with tribal nations across the U.S. Automobile safety. Seat-belts and -- car seats. We work with tribes in the area of providing training and technical assistance so with COVID going on we're operating 100% online so if you have any training needs or any technical assistance needs please feel free to contact us at the Tribal Injury Prevention Resource Center and we will do our best to help you. So with that, we're going to dive in with our first speaker. And our first speaker is Misty Klann. She is the Program planning specialist for the Office of the Tribal Transportation at the Federal Highway Administration working in partnership with the Bureau of Indian Affairs planning oversight -- she is a member of the Navajo Nation and currently ready in Mesa, Arizona.

>> MISTY KLANN: Thank you my name is again is Misty Klann. My role in the webinar is to provide some context a backdrop to the information that will be shared by the rest of the presenters today. As Tabitha included in the introduction I am the planning program specialist for the OTT. OTT is part of the Federal Lands highway in partnership with BIA, Department of Transportation and BIA regional office responsible for the stewardship and oversight. Two agencies collaborate on many functions related to tribal transportation as represented by the many circles in varies shapes and sizes. Largest and primary circle is the TTP. The TTP Tribal Transportation Program Tribal Transportation Program prior formula shares. Tribes do not have to compete for 2% planning, but application and review process is involved to compete for tribal transportation safety and bridge program funds. Following the enactment of the law we have regulations guiding
use of TTP. For the temperature that is primarily 25 CFR part 170 regulations cover. Various option for tribes. How tribe delivers transportation programs depends on capacity. Options ranging from direct service in which BIA. My intent here is just a quick visual review of transportation planning and how challenging it can be. This is no exception in tribal communities. What I am emphasizing here is that there are many variables and factors for a community to consider in transportation planning. As we know it can be trying when those variables and factors are not all perfectly manageable. To funnel out projects and activities that will be identified on a improvement program or tip.

>> The tip is not a guarantee that a project gets delivered, but in a project or committee doesn't even make the tip even the opportunities to document the priority is lost.

So how do we keep Pedestrian Safety and other needs TIP. TIP has documented five emphasis topics addressed at national level. Tribal areas. One these five is pedestrian safety. I would like to highlight two points from the slide one is that a large percentage of pedestrian fatalities occur in dark conditions typically after 5 p.m. Data shows that this is also true on a national basis. Top-right coned of slide shows you.

[ See PowerPoint slide ]

2 to 32% -- I don't know the exact figures, but when I participated on road safety assessment teams of for tribal areas, we frequently found similar situation in which tribe often had more crash data not accounted for in the state systems. So we had to be sure to incorporate the tribe's data in the final RSA findings. This map is showing pedestrian fatalities and tribal areas. States with the highest are the darkest. Arizona, New Mexico, and Oklahoma. Nationally, five states, Arizona, California, Florida, Georgia and Texas accounted for almost half, 46% of pedestrian deaths. Further New Mexico has highest rate of pedestrian deaths per resident population.

This infographic shows -- occur on local streets. Tribal communities, oftentimes state highways by set communities or are the main thoroughfare.

This graph shows state highways as second highest type of roadway. Analyze 346 crashes this graph represents. It complements -- occur on roads not at an intersection or marked crosswalk. Nationally 72% do not occur at an intersection shown in the bottom-right. Also implying open roads. In the urban areas, 65 urban and road fatalities likely represent those that occurred along local streets and in the rural areas the state highways. According to the Pedestrian Safety and American Indian report, many fatal crashes occur in this order -- to rural
collector and local rural roads and streets; in other words, from high to low capacity, from high to low speeds. The point is that the probability of a fatality is greater on a higher capacity roadway. According to American Indian report 50% of all American Indian Alaska native pedestrian fatalities, occurring as speeds more than 50 miles an hour. This infographic -- according to the dataset, males 21 to 30 years of age account -- close in range to the Pedestrian Safety and American Indian reports incidence --
[ See PowerPoint slide ]
Both publications show a higher percentage of -- according to NHTSA -- was reported in about half of traffic cashes resulting in pedestrian fatalities in 2017. An estimated 32% of fatal pedestrian crashes involved a pedestrian with a blood alcohol of -- or higher. Fatalities occurred in 21 to 54 years of age. I think it is safe to say from the infographics that the use of cellphone has steadily increased, quintupled from 2010 to 2017 and past few years 4,000 percent increase in wireless data usage. Not only do we have phones, we're using them a lot. From navigation to smart Health apps, socializing our lives are increasingly integrated with the use of what the phones have to offer. As amazing as they are I share these graphs, because smartphones are another point of distraction on the roadway. And further analysis is needed, but data ironically is in its infancy. So why is pedestrian fatalities so prevalent in tribal communities? The answer is each tribal communities is different in their circumstances and their challenges are unique. Pedestrian safety -- study identified these items as barriers to pedestrian safety efforts. Most are self-explanatory, others such engineers -- building technical capacity in general. Now we're back to our question. How do we keep pedestrian safety and other needs in focus so that they don't escape or stick to the sides of that planning funnel? Again I want to repeat that each tribal government and its people and environment is different so transportation planning challenges are unique to their circumstances. However, based on my experience in working with tribes on transportation planning, I have found a few considerations. I have organized this slide so it emphasizes how pedestrian safety challenges or other issues for that matter can be kept in the conversation through these broad areas. Which is not at all inclusive.
In orange I noted the processes.
First is partnership working together we can LRPT.
It must be accurate and complete of quality, meaningful, useful, relevant and has to have integrity and reduces assumptions.
I realize this is a tall order, but I think the planning process facilitates making it possible. The second is stakeholders which to me is again like partnering. I have found in tribal planning efforts asking special interest groups bring valuable perspectives. I observed youth groups sometimes called youth councils such that if a different path was constructed it would not have been effective use of TTP funds, but not met needs of primary users. Last item I have listed here is visioning. This, again, because each community is unique. Who best than the members of that community to decide what the best solutions are. And it begins with a big picture. Is it a vision for having a safe and accessible network for non-motorized -- or access to jobs and healthcare? For that particular community does it mean better pedestrian facilities? I like to say from Robert Eiger, product development cycle there's no better place in my opinion than in planning to start and repeat. I say no better time than planning so why is that? As this graph shows and the planning phase your stakeholder influenced risk and uncertainty is high, but the cost of making any changes is low. Construction the opposite is true when planning is minimized or eliminated in transportation project delivery, this often results in canceled projects, significant issues or delays, increased costs, perhaps political consequences, or rarely delivering the project that might not even be effective as I referenced on the trail Project. So I think I more than maxed out my time and I will turn back to Tabitha at this time. Thank you.

>> TABITHA HARRIS: Thank you, Misty. Next up we are Margo Hill. Margo is a Spokane tribal member and was raised on the Spokane Reservation. Where she also teaches urban and regional planning. Previously, Margo worked in a legal field to protect tribal sovereignty, provide legal counsel to the tribal Council and revision of -- codes. Now I will turn over to Margo.

>> MARGO HILL: Welcome to our webinar. And I am going to just share with you some of the challenges for tribal transportation and pedestrian safety in Indian Country. We have top-notch tribal planners out there that are working hard in tribal communities yet we face these unique challenges in Indian Country so I am going to try to quickly explain some of these issues. We face challenges not only the geography and topography, but the engineering aspect we have no shoulders on the highways for people to walk safely. So some of the challenges come within Indian Country. Federal policies, history, how we were dispossessed of our land. We have fee and trust property creates checkerboard patterns. Who is responsible for pedestrian safety? And understanding that tribes have many challenges regarding funding. We don't have our own Civil Engineers in many
cases. Most tribes have to contract that out. And it's very expensive.
This is one example of a reservation. The Colville is large land-based reservation 1.4 million acres. Many state highways going through the reservation state routes like 97. And there's problems through these major highways on the reservation. Highway 155. This reservation has three counties. So when you have those multiple jurisdictions, it can cause stress in and a lot of confusion, who's responsible. And as an attorney I come from a Indian law perspective. Federal Indian law is very complex area of law, but you have to understand a little bit to understand land tenure, which is the basis of all India land use why Indian Country: When we create law in Indian Country if we have bad facts it creates bad case law for all other tribes and when look at statutory -- cannons of construction I encourage you to look at Judge Canby. I teach these courses over three months so it's hard to give you a little snapshot of Indian law in 10 or 12 minutes. As mentioned every tribe's history is different. Some were established by treaty bilateral agreement by the government and tribe and some by executive Order a unilateral agreement from the President to the Tribe. You need to understand the words the treaty or the Executive Order that explains that tribe's history for land use and land tenure. Later in the webinar we're going to have HollyAnna from the Yakama Nation and that tribe, their treaty language if interpreted by the U.S. Supreme Court just last year so these are very relevant cases. We still look at treaties and examine their language. The Yakama Nation has a unique mobility pattern in which the Supreme Court made a decision regarding field tax, the Cooper Dam case. I won't read it out, but Indian Country it has a very specialized meaning. Rights of way. Those allotments maybe off the main reservation. We have lands out in -- Heights or Twila so sometimes in you will be dealing with Indian Country and not been the boundaries, but still have reservation land, Indian Country and land we reserved to ourselves. To understand Indian Country, you must understand that there are 3 separate sovereigns, these layers, if you will. You will have the tribe, the Spokane Tribal Government and court maybe BIA police and federal laws. If you have major crime murder rape, arson, then you have the U.S. District attorneys coming in and you have FBI agents that investigate the case and then the county. Your state laws, you will have a county court and maybe a sheriff. If dealing with criminal laws and dealing with a non-Indian you may have to call in a local sheriff. A slide I like to illustrate you have the layers, you have tribal and state and federal laws. It makes tore a very complicated planning situation in which transportation planners have to work through these different layers to do
any kind of land use planning. In the legal realm when talking about property law you have a bundle of sticks kind of like your bundle of rights. If you have the simple absolute you have all of those rights, you can grant a right of way -- lease, sell is, is the fee and absolute. In Indian Country we have multiple types of landholdings. We have fee simple salute. No encumbrance, fee title is land taxed by the U.S. Government. Trust land is commonly held land tenure on Indian reservation held by United States Government for the trust or Spokane -- so causes so much jurisdictional issues. Every land use question the answer will depend on who owns title to the property. So here's an example of the -- Umatilla India reservation and you have tribal trust land and fee land, non-Indian ownership and having this checkerboard pattern really is difficult challenge that transportation planners have to deal with. When we look at the checkerboard pattern jurisdictional patterns. A problem with no jurisdiction over non-Indians that might be perpetrating the violence. If a civil law you have a very difficult-to-understand Montana test. And there's different prongs on how to to understand if the tribe has jurisdiction. United States Supreme Court has -- read cases making it difficult to understand how we interpret law. If you have non-Indians or tribal folks living on the reservation polluting the water or land you have to look at other federal laws like the Clean Water Act. This is infographic one of our friends Kelly out of the National Indian Justice Center in California developed and you can see that the different problems from land ownership what's the status of land, right of ways, liability, who has liabilities? Federal? Tribal? Local county? Who are the type of road users? Regulatory jurisdiction issues. Sometimes you have PL 280 states and tribes like Yakama Nation decided to retrocede that issue and who was going to patrol the roadways. And, of course, we know from federal law some of the state rights of way -- we have civil and layers of criminal jurisdiction. Some tools we can consider, we can with, with intergovernmental -- cross-deputation, working with sheriffs departments very well. Sometimes we go into MOUs and MOA and contract out emergency services or fire services so there's a lot of good working relationships in country. However we still have challenges. There's implicit bias. And working with the Yakama Nation had to litigate an issue to have a section, section D of the reservation recognized. In last slide I want to show you model that we created that eastern Washington University. When we talk about tribal transportation safety we know the Very Center of the issue is everybody's individual choice. We need to make sure our tribal members aren't working at night that we create safe roadways where we have a
shoulder. And where people are wearing bright reflective clothing when walking at night, that we reduce the number of people that are drinking and driving and lessen the chance of pedestrians getting hit. It takes all of us, the Tribal Council who provide treatment to our tribal members. They're our people -- you are EMS folks who are on the scene to scoop up folks to get to hospital and tribal transportation folks to get good engineering practices on the reservation so we have signage and good roadways. Then the outside of the circle, again, is working with local state jurisdictions. I will go ahead turn back over to you.

>> Thank you Margo. Next we have Sharon Hausam. She is the planning Program Manager for the Pueblo of Laguna. She is the adjunct faculty at the University of New Mexico where she teaches planning on Native American land and instructor for the -- Sharon is also affiliated with the indigenous design and planning Institute. The. Hand over to you Sharon.

>> SHARON HAUSAM: Thank you, Tabitha and for having me the panel today. I will talk about the Pueblo of Laguna route project. Pueblo of Laguna is in New Mexico. Located in four different counties so we have some of those jurisdictional issues Margo was talking about. And the primary residential area of the Pueblo of Laguna is in -- County New Mexico. There are six distinct villages in Pueblo of Laguna ranging in population from about 200 people in the village of -- to about 1200 people in the village of Laguna, considered the capital of the Pueblo. You can see down on the bottom middle of this map. Pueblo has a most tribes do, transportation safety and health issues. Of course, traditionally, all transportation on the Pueblo's land would have been by walking and now there's motorized transportation and competition between -- and there's aggravated by the fact the roads through the Pueblo are not designed to support pedestrians and bicyclists. A lot of them also as Margo was pointing out, are state highways. One of the main drivers honey this bike and pedestrian planning project is a bicycle fatality on the main state road that runs through the Pueblo New Mexico Highway 24, other roads deemed so unsafe because of lack of shoulders that would allow for safety that running, walking and jogging are prohibited on the roadway. In addition to pedestrian safety itself this is a contributing factor to the health problems on the Pueblo. Problems of obesity and health issues exacerbated by -- strong interest in increasing walking activity and also biking on the Pueblo for transportation as well as recreation related to health conditions. Another aspect. Bicy-
clinging and pedestrians needs the connectivity between the -- themselves and the commercial facilities. So what this map is showing is just the different facilities in the area of the village of Paraje. Post office, library. Village of Paraje there’s an area designated for a community campus a health clinic and also a lot of housing in the area there are some low-income housing subdivisions. The main commercial area for the Pueblo which has a grocery store is also located in the village of Paraje is as a high school. But we have a tremendous number of also of unsafe intersections in the area.

This intersection I will come back to, but in the bottom photo you can see there’s a gas station and a convenience store. The top photo, the arrow is pointing to the small green sign, which directs people to the elementary school and the middle school. And this is a five-way uncontrolled intersection. Quite uncomfortable to get across as a pedestrian and even in a vehicle.

So the planning program undertook village comprehensive plans with each of the six villages. And had that community input, Misty was talking about visioning and the goals of the community. And so this is what we did. We went out to each village and asked them about their vision for the community.

This is a sample just from the village of Paraje and you can see two of the goals there. One is community members of all ages are physically fit. And another goal is all modes of travel whether by private vehicles, transit, walking or assisted devices are safe and all the villages have comprehensive plans now. And all of the villages spoke to the importance of these goals. That is what led the Pueblo of Laguna to seek funding to do bike and pedestrian route planning. We had directive from the six villages. And we received tiger 2 funding. This was back in 2010 to do planning and design for bike and pedestrian routes. And we continued the tremendous amount of community involvement. One the key things we did was have a community biking and walking advisory group made up of each of the six villages. We also it workshops and focus groups and field tours to different areas where bike and pedestrian facilities were needed and did a survey. Survey results reiterated the barriers to walking and biking. Really related to safety. People are also concerned about snakes and dogs. But some of the key issues are narrow roads with no shoulders and vehicles and no sidewalks or trails. You can also see in the pie chart that people want to walk or bike for exercise and for transportation.

The bike and pedestrian route planning process looked at existing routes. The key element in this map really is that most of these routes show up as red which means poor condition for biking and walking. And people are walking along roadways.
So what the plan going through that process and then looking at existing continues, the plan has a wide range of recommended improvements. And all kinds of different treatments for those roadways to improve for bike and pedestrian safety.

There are recommendations for multipurpose asphalt paths, natural surface paths, a shoulder bikeway in one of the longer connections where people are less likely to walk, but still bike. Sidewalks, signed routes and then other possibilities as well.

Prioritize the recommendations the Pueblo also developed a system of trail improvements and what you see on this map the green routes are what are called Pueblo routes and those served transportation purposes. Village routes are more small-scale and recreational. And then the linking routes are a midrange route. And this led us then to a route priority map overall.

The next prioritize the routes and move them forward into engineering design. We had 3 contracts to do that upfront. One of them was for road known as Casablanca road and that road itself was currently in design so we piggybacked is the trail along it with the road design. We also had a design for a roundabout and a road diet, if not familiar that means taking generally a four-lane road, removing some of the vehicle lanes and creating bike and pedestrian along the side instead. We had a third contract to design the rest of the priority routes and gets those to where they would be shovel-ready to get to construction funding. When the design process went through, of course, the engineering, with surveys and different levels of design, looking at right of way. We had to get lighting agreements in place. Most of the priority transportation routes are along those state highways. The state does not want to pay the bill affair lighting on the trails. So there has to be an agreement in place to manage that. And the states' design process also requires thorough certifications that other utilities will not be affected by this and then, of course, environmental clearances as well.

If using federal funding for these, so all of these need to go through as well.

Include cultural clearances: And particularly given that this is an tribal lands. This is the schematic of that roundabout and key feature notable here are the crosswalks. Roundabouts -- are safer -- slow traffic down and, of course, slowing traffic down is one way of reducing pedestrian injury and fatality. We have a feature inform the middle of the roundabout, recognizing heritage and culture and this is part of historic Route 66. This is a sketch of the road diet. This one is not built yet, but you can see in the top-left slide that we have four lanes of traffic, two in each direction. And if you look in the graphic design, the sketch on the bottom-right some of that has been
changed to bike and pedestrian travel and the upper-right shows that as well.
So we have been successful in getting funding now that we have this fully community-supported plan and designs that got the project shovel-ready. We have been able to get funding to actually build some of these trails. This was the first one to be built. This one provides access to the middle school. And we were able to combine funding through the BIA Transportation program. This is a BIA road and also through a program that New Mexico has, the Tribal infrastructure Fund. We were able to combine the same sort of funding for Casablanca Road and rainfall Road again on the BIA inventory and they were slated for construction. So we combined that BIA tribal transportation Program funding with state funding to get the trails built at the same time we were building the roadways. Roundabout was funded with a different source of funding. Federal Highway Administration, Highway Safety Improvement funding and that funding actually went to the New Mexico DOT for construction, but the construction was done based on the plans that the Pueblo developed using the TIGER 2 finding. And this improvement required some of the crash data Misty was talking about. We have received a second TIGER grant. We may be the only community in the country to get two TIGER grants. One of the settings has been built one enter construction now. And another will be under construction with TIGER 7 funding. We also have recreational trails program funding and transportation alternatives programming through the State New Mexico to get these built. A lot of the success of this project is really due to partnership. I mentioned the community biking and walking Advisory group representatives from each of the six villages. We worked with all the programs and departments in the Pueblo. We had excellent consultant on the planning and engineering side. We worked with different entities at the Pueblo, the agencies, Federal Highway Administration and DOT and Counsel of government and Bureau of Indian Affairs and rivers and Parks and conservation assistance program. The key elements for our success in the project really started off with that community involvement, the community's vision through the Comprehensive plans and then in the bike and pedestrian route plan all of our partnerships, the prioritization getting that engineer design work done as much as possible before we even had money for construction combining trail projects with current road projects and that combination of the BIA TTP money and state money getting things packaged for funding. Adopted the plan in 2012. With that I will turn back over to Tabitha. Thank you.
>> TABITHA HARRIS: Thank you Sharon. Now we will go to Holly-Anna Littlebull. Yakama Nation Department of Natural resources engineering program. HollyAnna has also authored and coauthored
Washington state laws and codes, including a quickly needed child restraint law. HollyAnna turn over to you.

>> HOLLYANNA DeCOTEAU LITTLEBULL: Thank you.

[ Speaking a Language Other Than English ]

Hello, my name is HollyAnna DeCoteau Littlebull and I like to thank everyone coming today and share our pedestrian program we have here at Yakama Nation. Yakama Nation is in Yakama County and Klickitat County, they show the highest number of Native American Alaska native fatalities in Washington State from 2010 through 2016. Going through Parker -- and going south towards Golden dale and 220 going through -- the epicenter of the fatalities and critical injuries is in Toppenish here. Interested in getting a lot of data so -- we knew there were pedestrian fatalities, but without data weren't able to back up and make informed decisions. One the things that helped us is when eastern Washington -- to show pedestrian deaths occur a little over 80% of the time from 4 p.m. to 5 a.m. You can see times of death there. So the other thing that we started looking at was not only pedestrians, but pedocyclists and other types of fatalities. But this one is more for the heritage Connectivity Trail, a grant we could get because of safety plan approved last August by Tribal Council. Mapped in brown is where the outlined in pink and you can see the communities there.

[ See PowerPoint slide ]

We started looking at working with Washington DOT closely and evaluating possible segments to look at and we're piggybacking on two Roundabout projects happening. This one here shows from right about here at McDonald Road and Highway 97 a roundabout is going to be put in maybe piggyback on that project to create the first walking trail into Toppenish. All according to the survey that was done that talking to the people and see what they wanted. Then we took and mapped all the data that we were able to get from Washington State, from the County, from the Tribe, because as Margo mentioned, we have multiple jurisdictions within the reservation.

We have -- Toppenish city police, Union gap, sheriff's department, state patrol and tribal police. You can see here that the red area marks the epicenter of where all the fatalities are occurring between 2010 and 2016. And the red line ends at the McDonald Road and Highway 97 and the orange is the second highest where the fatalities are occurring along Highway 97 Union Gap to Toppenish. Toppenish from -- going out to white Swan. Approximately 22 miles, Toppenish to -- what I did went to go find pedestrians in their normal routes of travel where they are traveling and as you can here, this woman here is walking along and she is got her knee on the seat of her wheelchair and she is
pushing herself and as you can see she is exiting out of the pedestrian zone and onto the lane of traffic. And this is adjacent to IHS. This woman was seen getting off a bus across the street and she is literally running through traffic to across the road in Toppenish on east Fork Road. Another woman got off the bus at -- stop and I like this picture, because it shows all the different hazards you really can't see if you are not there. Showing the entrance into Highway 97. Fort Road crossing at odd angle. We also have Linden Street where the Tribal school is. This young man I saw leaving tribal school and walking north along Linden Street and no sidewalks. He's having to walk where the lane of travel -- and you could Kirkwood elementary in the background. This was before you can see the area on the left pointed to the entrance to tribal school. And another pedestrian and then young man in the background. I really like this one, because this is right off the Highway 97, Ward Road. As you can see there's all of this congestion, egress and -- there's no shoulder, no sidewalk, no crosswalk. And the school zone it's listed as 35 miles an hour. So this is one intersection that we're really looking at.

This is another one that we're looking at. This is where that red line ends on Highway 97 where it starts to turn orange as you can the box culvert goes over the irrigation drain and canal. Guardrails push the pedestrian closer into the line of traffic and as you can see, this elderly woman is walking against traffic and walking as far right as she can, but you can see back behind her, where there's the clearance between her and the guardrail and lane of traffic is little over two feet so she is pushed really close into traffic and traffic is going -- the limit is 55 miles an hour, but because of no state patrol there's speeding going on. Wapato. I saw this woman leering the areas the pink has no sidewalks and green has sidewalk. She makes this route twice a day. I saw her again crossing the frontage street. This is looking from the head start -- you can see there's no shoulder. There's not very much room to walk. And sure enough I found her at the head start and to my surprise was she not pushing one child in the stroller, but she had two children, the older brother was holding the younger Brother on his lap and she makes this route twice a day.

So one the things that we started using and this is one of the most stolen posters that we make is because we want people to not be like Bigfoot and be seen. So we're using the dual language. Then we do community outreach. At all the events we can get to.
This is our team. You can see Margo there and our team at Washington DOT we built a great working relationship with. They
joined us for the treaty Day parade last year. And that's my presentation. And my contact information.
[ See PowerPoint slide ]

>> TABITHA HARRIS: Thank you HollyAnna now we have reached the end of the webinar series so now move into the discussions. So I have a couple of questions -- if you have still have questions submit them into the chat.
We will get them filtered through. My first question I have is for Misty. Is says what agency or entity within a tribal government collects crash data that's more comprehensive than state-level crash data for tribal lands as mentioned?
>> You kind of cut out, but the gist of the question is where else can we get data; is that correct?
>> Correct.
>> Typically, when I worked on RSA teams, so we worked with the tribal police department and health departments to collect some of that information and oftentimes typically we worked with health professionals and police and emergency contacts.

>> Okay and before that, I forgot to have the panelists -- I'm sorry -- could you please turn your webcams on? So the next question I have is --

>> Tabitha I was going to offer maybe an opportunity for your youth to get involved and some of your college students at Eastern Washington University we had a number of our college students from the -- tribe, work on data and research in mark and map some of the fatalities along their reservation highways an opportunity to go back to their tribe and document because they know the community and they know tribal law enforcement. So I encourage your college students to offer summer internships for tribal students.

>> Anyone else have anything to add to that to where you can locate other crash data for tribal communities?

>> HOLLYANNA DeCOTEAU LITTLEBULL: A lot of my data comes not only from west Portland area Indian youth Board, but use Whisker and FARs data as well. I find for whatever reason all of the data doesn't add up when you at up the state and tribal data. Sometimes there's discrepancies there so when you check the other systems that helps make the data more accurate.

>> TABITHA HARRIS: Another question was that does Indian Country land include control on state highyway right of way?

>> MARGO HILL: I would answer yes, it's a concurrent duration. When I served at my tribe's attorney, they could not find legal right of way, which is the problem in most on most reservations, you have a Federal agency, the Bureau of Indian Affairs, who has a -- department and people don't always bother to get legal rights-of-way in Indian Country is another part of not having any
shoulders or having any protective safety and the state highways, nobody wants to pay tribal people for the Rights of way for the safety shoulder. The tribal always does items best. We do not have a tax base that's coming in to fill our coffers to fix the roads, but we often have field tax agreements in which we generate some revenue and that we put back into creating safe roadways and providing for law enforcement.

>> If I could add to that, Tabitha. Rights of way -- right-of-way -- exactly how the State of New Mexico came to place the road of Pueblo of Laguna land is iffy. So the Pueblo is working with the Department of Transportation to try to clarify that. But in the meantime, it does become an issue when putting in bike and pedestrian trails and also for the environmental clearances and what the states' authority is to manage those environmental clearances.

>> Anybody else have any comment?

Panelists?

Our next question is for everyone. Do you have to deal with any archeological issues?

>> I can start, but we definitely went through a process of doing cultural resource surveys for all of our bike and pedestrian routes. At the time we started this process, we were going through the state historic preservation Office, but since then, the Pueblo of Laguna has created a tribal Historic Preservation Office which made the process go a bit smoother. We didn't have any sites within the routes that were prioritized for construction at the Pueblo of Laguna.

We had some other cultural resource issues that became very interesting. Turns out that having New Mexico Highway 124 also be Historic Route 66 complicated our process substantially. But we didn't have any archeological sites per se on the bike and pedestrian routes.

>> Anyone else want to comment on that question?

>> We have our own archeological department and we also have a Historic Preservation Officers as well that work within the Tribe. And so we work really closely with them knowing that we're going to have projects in the future so that they are onboard with us and knowing that these projects are coming up so it really complicates issues, especially if you know some of the areas used to have village sites on it. That makes a huge complication. But it's a process.

But it's doable.

>> Another question was: Has there been any partnership or outreach with state rates -- to school, the National Program? Or is the possibility of your state safe routes to school department -- have there been any partnerships with either resources.
I will start with that. We are currently working on Linden Street, which is where the tribal school is to make that the tribe Council adopted a school zone. Not flying onto the street that's less on a quarter mile away for the school. And so it's really difficult to see vehicles that would slow down from 55 miles an hour to 20 miles an hour within that area. But if we get that project to go through that will also provide safety for Toppenish High School.

Another question is: How do you coordinate with your counties when the county road is your biggest hazard, but they do not provide any engineering or -- audits. It's hard to get funding without audits or permission from the county first.

HOLLYANNA DeCOTEAU LITTLEBULL: Yakama Nation and Yakama County are currently working on a memorandum of agreement for working on building on projects that we have so the first one we worked on was on South Wapato and progressive and collaboration between county and tribe to make one the most dangerous intersections safer. We built agreements on single projects, but now we want to make the project to go furthermore and the county has joined our monthly tribal traffic safety committee meetings. So being there on a monthly basis hearing about the projected we want to work on in the future. And projects that are going closer to coming forth to breaking ground, it's really helped having not only Yakama County, but also Washington State Department of Transportation attending our meetings.

I agree. I think it's the partnership building that relationship is critical as HollyAnna suggested.

I think that a lot of times RSA's -- road safety assessment -- but I find that if you find a mutual interest to all the parties and then you kind of walk through and have a good discussion on the recommendations and even because the RSA's will provide immediate measures and then you will have some midterm and longterm measures identified in the audits or safety assessments so I think if you talk through your partner on what gets documented and what both parties feel comfortable with, then you have a more willing partner to collaborate with you on an issue that's in both in your interests.

We will have to take two more questions. Is there a need to conduct a driver public information campaign to educate them about the changes to the trails or lanes to improve safety?

Repeat the question, please.

Is there a need to conduct a driver public information campaign to educate them about the changes to trails -- lanes, that are designed to improve safety?

I will say a good idea to -- about roundabouts, we look for information materials and we didn't get any developed in time,
but I would highly recommend if putting in roundabouts you provide educational materials how to use them.

>> Piggyback off that question: How did you educate the community pedestrians and drivers on using the new facilities roundabout -- get the safety campaign about out there.

>> I see the Yakama Nation some of the portion and staff, they were at basketball tournament and at community events. Yakama treaty days, HollyAnna and her staff invited Washington-safety Commission and Eastern Washington university out we participated in -- parade. Distributed pamphlets and the information had a tribal-appropriate design. We went to the people and were in their gymnasiums and when they had bouncy houses for the kids we vivid with parents. HollyAnna and Yakama Nation traffic safety staff talked about roundabouts. There was a lot of resistance to roundabouts in Indian communities, because in the Yakama City, there were the double roundabouts that were not labeled very well and were confusing to me. Because the staff did such good job educating the community and working with the community and met them where they played and lived and worked, I think it went really well.

>> When I worked at the State Arizona Department of Transportation there was a new roundabout that was put in place on a major state highway. And I was involved in creating a how-to guide published in both the English version and one completely in Navajo targeted to the elderly. And so we made it fun and we made it simple. And we made it so that all of the language was on that particular flyer was all in Navajo.

>> Nice.

Thank you for that. I want to thank all the panelists for participating in our webinar today. And sharing their expertise. Their experiences and their unique takes on tribal communities. Now, I am going to turn over to Margo Hill, she will introduce the next webinar topic.

>> MARGO HILL: I am really excited to invite all of you to our second part in our Walking Towards Justice in Indian Country. That will be August 12th when we will focus on Murdered Indigenous Women and Girls. We have thousands of indigenous Girls and women's that go missing on our roadways in North America. And we want to shed some light and look for SP some transportation solutions to help protect women as they travel on our roadways and highways and walking ways. We will have Jessica McDerm -- author of Highway of Tears. A true story of the racism and pursuit of justice for Missing and Murdered Indigenous Women and Girls and we will also have Carina Miller from the warm springs nation. We will a -- Laura a Native American
professor in indigenous planning and community development. And we will have -- pleased to announce that U.S. Congresswoman Debbie Holland from New Mexico demonstrated her leadership in this area. She is sponsored legislation on indigenous Missing and Murdered Indigenous Women and Girls. Joining us in this panel we will consider the unique mobility patterned and risk factors of indigenous girls and women. We will discuss federal policies, law enforcement, media response, and what communities are doing to stop this injustice. We will hear the stories of females that went missing along a stretcher of Highway 16 in Northwestern British Columbia, called the Highway of Tears. This book gives a voice to women and girls missing and what's the legislative response in the Americas and United States. Consider possible transportation solutions on how we can protect all women who walk and travel on roadways. I am really excited. I encourage you please read our two books. No. 1 we have a book the Roundhouse -- roundhouse -- eyes of young son.
[ See PowerPoint slide ]
It's a fun exciting story that's told from young people's perspective. Like a coming-of-age. Goes through the federal Indian law and jurisdictional issues. Then we have the Highway of Tears as I mentioned by Jessica. I can't tell you how much I enjoyed both of these novels. Jessica is an investigative reporter and worked really hard to tell the stories of these indigenous women. Louise -- I listened to them on Audible -- great summer read. I recommend them. I invite to you join us on August 12th send out the notice for America Walks. So until we see you again.Ian.

>> IAN THOMAS: Thank you, so much, Misty, HollyAnna, Sharon, for a wonderful webinar I appreciate your expertise and experiencing and sharing insights into the issue of tribal planning and pedestrian safety and some great suggestions for addressing these problems.
I also want to thank our sponsors. Again for supporting our webinar series.
They're all illustrated here.
[ Reading PowerPoint slide ]
>> IAN THOMAS: Just give everyone a heads-up for upcoming webinars with America Walks. July 8.
[ See PowerPoint slide ]
Margo Hill back as the guest moderator on August 12th. So with that I will thank you all for your time for participating in today's webinar and just leave you with a screen of those two books that we recommend you read before August 12th in order to be prepared for a great webinar on the very distressing condition of Missing and Murdered Indigenous Women and Girls. Please
complete the survey. When you log off the webinar and we look forward to seeing you next time.
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