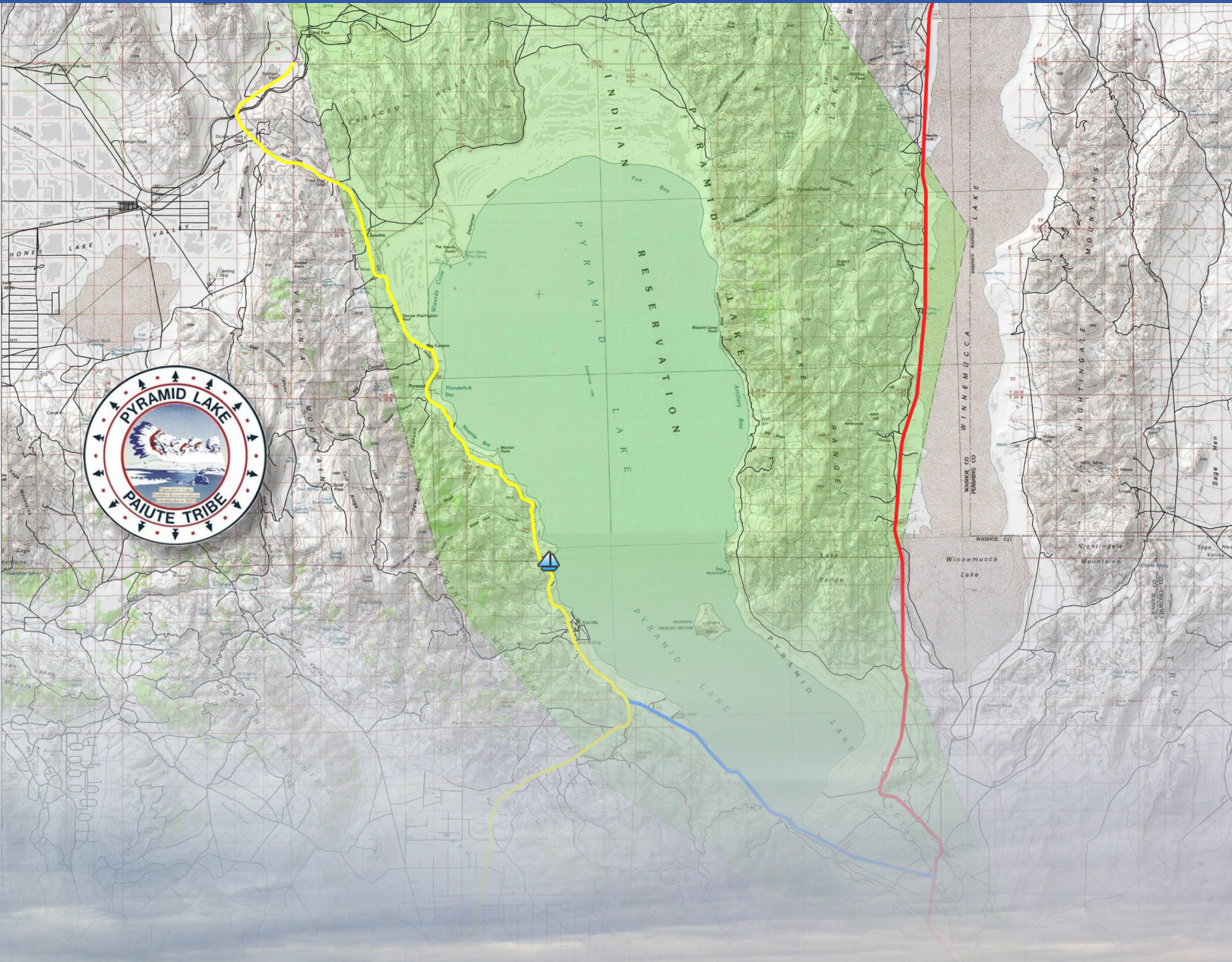


Strategic Transportation Safety Plan

Pyramid Lake Paiute Tribe



December, 2015

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List of Abbreviations

BAC - Blood Alcohol Content
BFGP - Boating Facilities Grant Program
CEA - Critical Emphasis Area
COOP - Continuity of Operations
CPSP - Child Passenger Safety Program
DMV - Department of Motor Vehicles
EDC - Everyday Counts Program
FARS - Fatality Analysis Reporting System
FHWA - Federal Highway Administration
HDST - Head-Start
HSIP - Highway Safety Improvement Program
IHS - Indian Health Services
LCSD - Lyon County School District
LPA - Local Public Agency Program
LWCFP - Land & Water Conservation Funds Program
MOU - Memorandum of Understanding
MVC - Motor Vehicle Crash
NCSA - National Center for Statistics and Analysis
NDOT - Nevada Department of Transportation
NDOW - Nevada Department of Wildlife
NHP - Nevada Highway Patrol
NPS - National Parks Service
NVDSP - Nevada Division of State Parks
RTCP - Rivers, Trails, and Conservation Program
RTP - Recreational Trails Program
SHSP - Strategic Highway Safety Plan
STSP - Strategic Transportation Safety Plan
SR - State Route
SR2S - Safe Routes to School Program
TIGER Grant - Transportation Investment Generating Economic Recovery Grant
TTPSF - Tribal Transportation Safety Fund
WCSD - Washoe County School District

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INTRODUCTION

The Pyramid Lake Paiute Tribe is committed to improving overall transportation safety within the reservation for years to come. Through the process of developing this document, the Tribe has identified numerous transportation safety issues and has created a framework of strategies which will address these issues. This plan focuses on a multitude of issues from Bicycling Safety and Boating Safety to Roadway Design and the Decision Making Processes. At the core of this document are the vision and mission statements which have guided the process of creating this plan. Building upon these, input from stakeholders and the public was paramount to identifying important transportation safety issues and developing emphasis areas. Additionally, available crash data from the Nevada Department of Transportation (NDOT) and Tribal Police was gathered and analyzed to assist in identifying high crash locations and transportation safety issues.

The result of this effort is an array of ambitious strategies to reduce crashes, injuries, and fatalities within the reservation, improve safety for all modes, increase safety education efforts, and gather more detailed and precise crash data going forward. Implementation of the plan will improve transportation safety for the Tribe, and its visitors. In order to carry out all the strategies, the Tribe must continue to work closely with safety partners and ensure coordination between Tribal departments. In addition to the strategies included within the text of this document, the flowchart including next steps and the funding guide are intended to lay the foundation for full implementation of this plan. The plan is intended to be a living document which will be updated approximately every five years in order to continue to improve transportation safety within the reservation.

VISION

The Pyramid Lake Paiute Tribe established the following vision and mission statements as guiding principles of the Strategic Transportation Safety Plan (STSP). These statements provide concise and focused messages intended to lead the Tribe towards a safer transportation network. These statements were finalized following input from the public, stakeholders, and the Tribal Council.

Vision Statement

“To create, maintain and improve the transportation networks within the Pyramid Lake Reservation so that all transportation users reach their destinations safely.”

Mission Statement

“Using an interdisciplinary approach, the Pyramid Lake Paiute Tribe will identify transportation safety challenges on the Pyramid Lake Reservation and develop strategies to eliminate or reduce the potential for transportation related crashes and boater incidents causing injury or fatalities.”

SAFETY PARTNERS

All Tribal departments were included in the planning process including the Tribal Council. The Tribe has a working relationship with the following agencies and will continue to work with them on transportation safety activities.

- Nevada Department of Transportation (NDOT)
- Nevada Department of Wildlife (NDOW)
- Washoe County School District (WCSD)
- Lyon County School District (LCSD)
- Washoe County Sheriff
- Nevada Highway Patrol (NHP)
- Indian Health Services (IHS)
- REMSA
- Regional Transportation Commission of Washoe County
- Tribal Departments: Transportation, Community Health, Emergency Response, Fisheries, Tribal Transit, Natchez Elementary School, Pyramid Lake High School, Tribal Roads Department, Tribal Council

PROCESS

The planning process initiated with this Safety Plan project was based off two Federal Highway Administration (FHWA) documents (*Developing Safety Plans, A Manual for Local Rural Road Owners & Strategic Highway Safety Plan for Indian Lands*). A flowchart showing the process through which this plan was developed is provided on page 4. The flowchart includes strategies, next steps, and potential funding opportunities.

Using this process, the Tribe was able to establish leadership, analyze safety data, determine emphasis areas, identify strategies, prioritize and incorporate strategies, and create a series of next steps to begin implementation of identified strategies. Throughout the entirety of this process, input was sought from stakeholders and the public in order to ensure a truly representative plan. A stakeholder meeting was held at the beginning of the process, June 17th, 2015, in order to help identify initial issues and concerns. This stakeholder meeting included representatives from numerous Tribal departments and local agencies including:

- The Tribal Police
- Pyramid Lake High School
- Pyramid Lake Fisheries
- Pyramid Lake Fire Rescue
- Tribal Transportation Department
- Tribal Health Clinic
- Tribal Social Services
- Lyon County School District

Following the collection and analysis of data, interactive display boards were created and made available to the public at the public meeting, held on the 28th of July, and at various Tribal Department meetings. These interactive boards encouraged engagement and input from the public and staff for the purposes of identifying issues and honing the project vision and mission statements. Additionally, a survey focused on transportation safety was created and was made available at the public meeting, at the Tribal office, and over the internet. Results from the survey can be found in the Data Summary section of this plan. A presentation of the planning process and collected data was also made at the Tribal Council on the 21st of August. A copy of all meeting agendas, attendee lists, and posted meeting flyers can be found in **Appendix A**. An example of the survey and a copy of the responses can be found in **Appendix B**.

Strategic Transportation Safety Plan Process Flowchart - Pyramid Lake Paiute Tribe

Vision & Mission

Identified Issues/Concerns

Emphasis Areas

Strategies

Funding/Next Steps

VISION STATEMENT
 “To create, maintain and improve the transportation networks within the Pyramid Lake Reservation so that all transportation users reach their destinations safely.”

MISSION STATEMENT
 “Using an interdisciplinary approach, the Pyramid Lake Tribe will identify transportation safety issues within the Pyramid Lake Reservation and develop strategies to address potential aspects of each issue in order to reduce transportation related crashes causing injuries or fatalities”

Funding Acronyms Guide
 Refer to page 30 for full Funding Guide

EDC - Everyday Counts Program
 TTPSF - Tribal Transportation Safety Fund
 CPSP - Child Passenger Safety Program
 RTP - Recreational Trails Program
 HSIP - Highway Safety Improvement Program
 LPA - Local Public Agency Program
 NTAP - Nevada Transportation Alternatives Program
 SR2S - Safe Routes to School Program
 LWCFP - Land & Water Conservation Funds Program
 BFGP - Boating Facilities Grant Program
 TIGER - TIGER Grants
 RTCP - Rivers, Trails, and Conservation Program

- Boating Accidents Underreported
- Crash data reporting system insufficient
- Emergency response confusion
- Data sharing between agencies problematic
- Texting While Driving
- Non-Vehicle User Safety
- Lack of Sidewalk Facilities
- No sidewalks near Natchez School
- No safe on-road bike facilities
- No safe bike paths
- Lack of Shoulders on Roadway
- Commercial Trucks on SR 447
- Need Additional DUI Enforcement
- People being intoxicated and careless
- Lack of Car seat & Seat Belt Programs (Funding)
- Children not secured in car seats
- The “Y” Intersection
- No guardrail at the “T”
- Speed limits at Pelican Point too high
- Speeds in residential areas too high
- Cattle on the roads
- Need More boat docks
- Need more rangers (Ranger Auxillary)
- Need buoys to mark underwater hazards
- No emergency boat ramp on eastside of lake
- No Youth Driving Program
- Young drivers speeding & poor driving skills
- No Sidewalks or bike paths for children
- Drunk Driving on road and lake
- Speeding in residential areas

Decision Making Process / Data Collection

Roadway Design / Run Off the Road Crashes

Occupant Protection/ Child Restraint

Impaired Driving

Driver Behavior and Awareness

Drivers Under the Age of 35

Pedestrian Safety

Bicycle Safety

Lake Safety

- Emergency Response (EMS)
- Implement Geo-Referenced Data Gathering System for Emergency Responders
 - Develop Digitized Database for Pyramid Lake Incidents
 - Update Data Collection Protocol for Emergency Responders

- Engineering/Enforcement
- Implement crash mitigation techniques at high crash areas/problem areas
 - Implement speed mitigation techniques at high crash/problem areas
 - Conduct Road Safety Assessment(s) on State Route(s)/problem Areas
 - Construct Shoulders or Pull-Outs on State Routes 445, 446, 447

- Education/Enforcement
- Develop & Enforce Occupant/Child Protection Law
 - Implement Occupant/Child Protection Education Campaign

- Enforcement/Education
- Increase DUI checkpoints/enforcement
 - Develop & Enforce .08 BAC Law
 - Implement Anti-Drunk Driving Campaign

- Enforcement/Education
- Develop & Enforce Distracted Driving Law
 - Increase Speed Limit Enforcement
 - Implement Driver Awareness/Anti-Texting Campaign

- Education
- Provide Youth with Drivers Education Program/Materials

- Engineering/Enforcement
- Improve pedestrian access to schools
 - Eliminate Pedestrian Connectivity Gaps in Residential & Recreational areas
 - Extend & Improve Existing Multi-Use Paths
 - Increase enforcement at High Pedestrian crash areas during special events

- Engineering/Education
- Improve bicycle access to schools
 - Extend & Improve Existing Bicycle Paths/Multi-Use Paths
 - Construct Shoulders on State Routes
 - Conduct Bicycle Safety Rodeo

- Engineering/Enforcement/Education/EMS
- Design & Construct Additional Boat Ramps/Docks
 - Increase Safety Patrol (Pyramid Lake Rangers)
 - Develop GPS Database of Underwater Hazards
 - Deploy Buoys to Identify Underwater Hazards
 - Provide boating safety and swimming safety materials
 - Develop Digitized Database for Pyramid Lake incidents
 - Implement Geo-referenced Data Gathering System for EMS
 - Update data collection protocol for Emergency Responders

Funding: EDC
Next Steps: Create digitized database of Pyramid Lake incidents, Obtain geo-referencing data gathering equipment

Funding: TTPSF, EDC, SR2S, HSIP, NTAP, LPA, TIGER
Next Steps: Conduct engineering studies at problem locations (Dead Ox, T Intersection, Y Intersection, etc.), Work with Safety Partners to conduct Road Safety Assessment working group

Funding: TTPSF, CPSP
Next Steps: Work with partner agencies to increase education efforts and access to child restraints, Develop Occupant/Child Protection Law

Funding: TTPSF
Next Steps: Develop .08 BAC Law, Increase enforcement during high traffic events/time periods

Funding: TTPSF, EDC
Next Steps: Develop Distracted Driving Law, Develop/Adopt Driver Awareness/Anti-Texting Campaign, Increase Speed Limit Enforcement at Problem Areas

Funding: TTPSF
Next Steps: Conduct study to identify best practices for Driver’s Education curriculum development

Funding: TTPSF, EDC, RTP, SR2S, LWCFP, RTCP, HSIP, LPA, NTAP
Next Steps: Conduct Safe Routes to School Studies, Conduct Study to Identify Pedestrian Connectivity Gaps, Conduct Study to Design Multi-Use Path Extensions

Funding: TTPSF, EDC, RTP, SR2S, LWCFP, RTCP, NTAP, LPA, HSIP
Next Steps: Conduct Safe Routes to School Studies, Conduct Study to Design Multi-Use Path Extension/New Construction, Work with NDOT to conduct Bicycle Safety Rodeo

Funding: LWCFP, RTCP, TTPSF, BFGP
Next Steps: Develop Digitized Database for Pyramid Lake Incidents, Conduct study to identify Boat Ramp/Dock locations, Identify & Mark Underwater Hazards, Increase Safety Patrols

EXISTING EFFORTS

The Pyramid Lake Paiute Tribe has several programs in place that help to enhance transportation safety within the reservation. In addition to the existing programs, the Tribe has several potential programs which are currently being considered. The addition of the strategies included in this plan will help to coordinate existing efforts and create new programs which will further enhance the overall safety of the tribal transportation network. The existing efforts are listed below:

- The Tribe recently completed a Continuity of Operations (COOP) plan in 2013.
- The Tribal Police currently use the BRAZO system for data collection and reporting accidents to NDOT for input in the statewide crash database.
- The Tribe has a Memorandum of Understanding (MOU) with Washoe County for boating safety incident investigation, emergency rescue, and additional assistance on Pyramid Lake, as needed.
- The Tribe has a Memorandum of Understanding with the US Coast Guard for assistance during the Presidents Day fishing derby on Pyramid Lake.
- The US Coast Guard conducts boating safety training for Tribal Rangers, periodically.
- The Tribal Rangers are developing a volunteer Ranger Auxiliary unit to assist in monitoring lake activity.
- The Tribal Police conduct two DUI checkpoints annually.
- The Tribal Police conduct a “Click-It-Or-Ticket” event annually.
- Don Pelt, Emergency Response Coordinator, records crash data and incident data on Pyramid Lake.
- The Tribe splits road snow removal responsibilities with NDOT (State Routes cleared by NDOT, all others cleared by Tribal Roads Department).

DATA SUMMARY

Crash data for State Routes 445, 446, & 447 from 2012 to 2014 was obtained from the Nevada Department of Transportation (NDOT) for detailed analysis. Crash data was also gathered from the Tribal Police for the years 2012 to 2014. Data from NDOT is maintained by the State and includes information on location, time of day, driver factors, roadway conditions, crash type and more. This dataset is accurate and consistent with the national fatality database (FARS). Data gathered from the Tribal Police includes information on the year of crash, alcohol related, and severity of injuries.

The data collected helped to identify high crash locations and highlight driver behaviors which commonly contribute to crashes; alcohol, distractions/fatigue, and improper speed. Data for crashes and incidents on Pyramid Lake was also gathered for the year 2014 from the Tribal Emergency Response Coordinator. This manual input database includes information on fatalities, rescues, injuries, and near drownings. However, no other information was available for crashes and incidents on Pyramid Lake.

NDOT Data

Table 1. NDOT Crash Data within the reservation (2012-2014) based on type of crash.

Type of Crash	SR445	SR447	SR 446
Fatality	1	2	0
Injury	13	36	1
Property Damage Only	13	47	3
Total	27	85	4

Table 2. NDOT Crash Data within reservation (2012-2014) based on Driver Factor.

Reported Driver Factor	SR445	SR447	SR 446
Fatalities involving drinking	100.0%	50.0%	0%
Injuries involving drinking	38.5%	11.1%	0%
Injuries involving distracted/fatigued	7.7%	22.2%	0%
Property Damage involving drinking	0.0%	2.8%	0%
Property Damage involving distracted/fatigued	0.0%	27.8%	0%

This data shows that of the three fatalities within the reservation during the years 2012 to 2014, two were alcohol related. For crashes resulting in injuries reported by NDOT, nine of the fifty reported crashes involved alcohol. Distracted or fatigued driving also accounted for 22.2% of injury crashes and 27.8% of property damaged crashes on SR 447 during the same time period. A map of crash locations is provided on page 8 with a full page version included in **Appendix C**. The three most common causes of crashes, other than driver factors were:

Table 3. Top three causes of crashes (other than driver factors) within the reservation from 2012-2014

SR445	SR447	SR 446
Ran Off Road (44%) Object Avoidance (44%) Speed (7.4%)	Ran Off Road (44%) Speed (5.8%) Object Avoidance (4.7%)	Ran Off Road (50%) Object Avoidance (50%)

Tribal Police Data

Data from the Tribal Police includes information on fatalities and injuries, alcohol related injuries/fatalities, citations, DUI arrests, and speeding citations. This data does not include the date of crash, time of day, driver factor, vehicle factor, roadway condition, or location. Tribal Police data is shown below (Motor Vehicle Crashes are shown as MVC's).

Table 4. Crash Data from Tribal Police (2012-2014)

Fiscal Year	MVC Fatalities	Alcohol Related	MVC's	Alcohol Related	Injuries	DUI Arrests	Citations total	Speed
2012	0	0	29	9	9	44	1,152	810
2013	0	0	27	8	9	35	723	443
2014	1	0	27	6	9	16	420	271

Pyramid Lake Data

Data regarding incidents on Pyramid Lake is currently difficult to obtain and is managed through a manual input database. The information obtained from the Emergency Response Coordinator is shown below. This data includes no information on the date of the incident, location of incident, or additional factors. The lack of sufficient information in regards to the circumstances and details of incidents on the lake hinders the ability of decision makers and emergency responders to identify and address the underlying issues causing boating incidents. Furthermore, a lack of data complicates efforts to track the effectiveness of safety strategies at reducing crashes.

Table 5. Pyramid Lake Incidents (2012-2014) per Emergency Response Coordinator

Incidents	2014
Fatalities	3
Rescues with Injuries	3
Near Drownings	2

Indian Health Services – Seatbelt/Child Restraint Survey

The Indian Health Services conducted a seatbelt/child restraint survey at three locations throughout the Pyramid Lake Reservation between April and October 2015. The seatbelt survey was conducted at the intersection of SR 447 & 446 in Nixon (this location was monitored twice) and at the intersection of SR 447 & SR 427 in Wadsworth for a total of three hours. The survey results show that just 59.2% of drivers were seen wearing seatbelts in comparison to 90.5% of passengers who were observed wearing their seatbelts.

The child restraint survey was conducted at the Nixon Daycare, Wadsworth Daycare, and Wadsworth Head-Start (HDST) between 7 am – 8:30 am in September and October for each location. The results from this survey show that just 43.1% of observed motorists with children used appropriate child restraints. Conversely, a majority of motorists with children (56.9%) were observed not using child restraints. This data suggests that seatbelt usage and child restraint usage are significant transportation safety issues on the Pyramid Lake reservation.

Public Input

In addition to crash data, public input was gathered through a stakeholder meeting, a public meeting, interactive display boards, and a survey available online and in-person at the Tribal office and at all public events for this plan. Pictures of the interactive boards are provided on the next page. The results of the survey show many interesting findings about transportation safety issues on the reservation.

Although all survey respondents listed an automobile as their primary mode of transportation, walking accounted for nearly two thirds (64%) of the respondents secondary mode of transportation. Additionally, when asked to rate the level of safety for different modes of transportation throughout the reservation, walking and bicycling were ranked as the least safe. Of the respondents who answered this question, 77% characterized the current bicycling environment as either “unsafe” or “very unsafe” and 71% of respondents characterized the pedestrian environment in the same way. The survey results also show that Drunk/Drug-

Impaired Driving was the most important transportation safety issue to local residents, with 90% of respondents characterizing it as “very important. Child Restraints and Pedestrian Safety were ranked as the second and third most important transportation safety issues respectively. The transportation safety issues which were ranked as least important by respondents were Drivers Under the Age of 35 and Boating Safety. Respondents also identified specific transportation safety issues which were important to them and some provided input on ways to fix the specific problems. These responses helped in the identification of safety issues and in developing strategies to address them. All survey responses can be found in **Appendix B**.

Comment on the items below!

Preliminary Vision Statement
"To create, maintain and improve the transportation networks within the Pyramid Lake Reservation so that all transportation users reach their destinations safely."

Preliminary Mission Statement
"Using an interdisciplinary approach, the Pyramid Lake Tribe will identify transportation safety issues within the Pyramid Lake Reservation and develop strategies to address potential aspects of each issue in order to reduce transportation related crashes causing injuries or fatalities."

Help us guide the Strategic Transportation Safety Plan
Write your ideas for the preliminary Vision and Mission statements in the space below

Preliminary Vision & Mission Statements

Stakeholder Identified Concerns:

Roadway Safety

- Seasonal Road Conditions
- Road Clearance
- Non-Vehicle Users Safety
- Lack of sidewalk facilities
- Lack of Shoulders on Roadway
- Commercial Trucks on SR 447
- Need Additional DUI Enforcement
- Lack of car seat & seat belt programs (funding)
- Broken windshields from commercial trucks/rocks
- The "Y" intersection
- No guardrail north of the "Y"
- Speed Limits at Pelican Point too high
- Speeds in residential areas too high
- Cattle

Boating Safety

- Need more boat docks
- Need more rangers (Ranger Auxiliary)
- Need buoys to mark unsafe obstacles in water
- No Emergency boat ramp on eastside of lake

Help us identify other Transportation Safety concerns
Grab a marker and write items in the spaces below or note them on the map to the right

Roadway Safety

1. No guardrail north of the "Y" intersection
2. No guardrail south of the "Y" intersection
3. No guardrail east of the "Y" intersection
4. No guardrail west of the "Y" intersection
5. No guardrail north of the "Y" intersection

Boating Safety

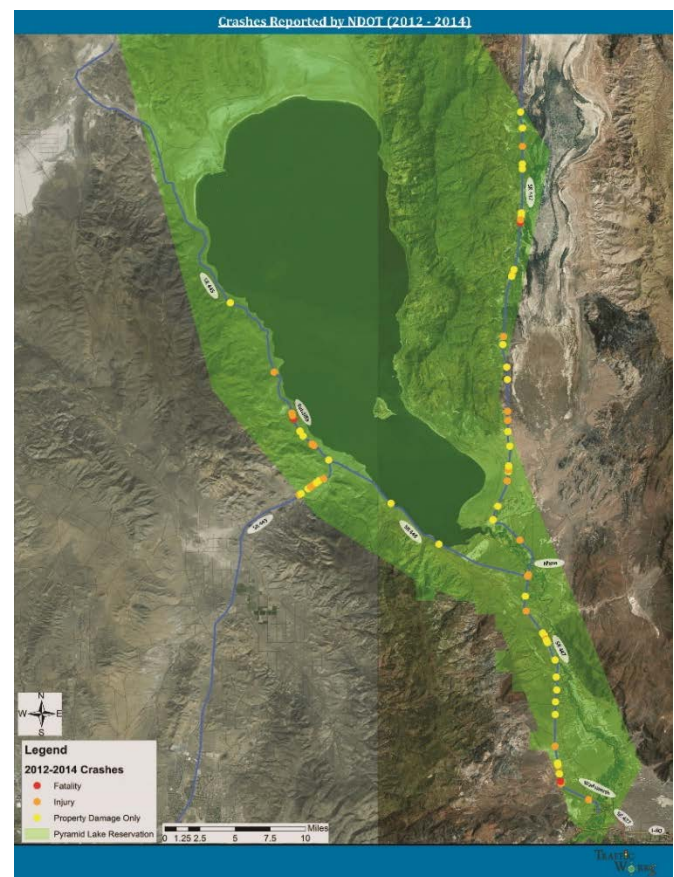
1. Need more boat docks
2. Need more rangers (Ranger Auxiliary)
3. Need buoys to mark unsafe obstacles in water
4. No Emergency boat ramp on eastside of lake

Boating Safety

Figure 1. (Left) Completed Vision & Mission statement interactive board

Figure 2. (Bottom Left) Completed Interactive Board

Figure 3. (Bottom Right) Crash Data Map Interactive Board



EMPHASIS AREAS

The following Emphasis Areas are based on data analysis, public input, and stakeholder recommendations. They are consistent with those described in the FHWA *Strategic Highway Safety Plan for Indian Lands* with the addition of a Lake Safety emphasis area due to the presence of Pyramid Lake within the reservation. The individual issues identified in the following Emphasis Areas were largely identified by local residents and stakeholders with supplemental issues being identified by staff through the analysis of available data. Following the identification of transportation safety issues on the reservation, some Emphasis Areas with similar issues were combined. Each Emphasis Area includes a table highlighting the strategies to address identified transportation safety issues, implementation goals, evaluation criteria, and responsible parties.

Decision Making Process/Data Collection

In order to continue to improve transportation safety, it is important for decision makers to have precise and detailed data available so that safety issues can more easily and accurately be recognized. A significant issue identified through the process of completing this Strategic Transportation Safety Plan was the lack of easily accessible and detailed data at the Tribal level. This issue stems from three underlying causes: Database Management, Data Collection & Reporting Protocol, and Data Sharing.

Database Management: Creating a digital database of crash data is beneficial for numerous reasons including data being more easily accessible and a greater level of protection compared to a manual database. The current system of incident data managed by the Emergency Response Coordinator is manual which results in a cumbersome process of data acquisition. The Tribal Police currently have a digital crash database called BRAZO which allows for easy data sharing and reporting.

Data Collection & Reporting Protocol: The ability to analyze factors that contribute to crashes including time of day, location, driver factor, and additional factors is key when identifying safety issues and developing strategies to address those issues. The current data collection & reporting protocol used by the Tribal Police and Emergency Response team does not require the inclusion of this key information in their respective databases. By foregoing the inclusion of such information the ability of decision makers to accurately assess the nature of transportation safety issues is greatly hindered. This is important for both roadway safety and boating safety as information about the location of incidents can help identify high crash locations or underwater hazards.

Data Sharing: While the Tribal Police currently record crashes and incidents in which they are the primary responding agency, the Tribe does not collect crash data from outside agencies. It is important for decision makers to have as much information as possible when dealing with transportation safety issues. Obtaining more information from safety partners and partner agencies will better assist the Tribe in identifying safety issues going forward.

Strategies (Emergency Response)

- Develop Digitized Crash Database for Pyramid Lake Incidents/Crashes

- Implement Geo-Referenced Data Gathering System for Tribal Emergency Responders
- Update Data Collection Protocol for Emergency Responders to include Location, Time of Day, Driver Factors, Roadway Conditions, and Additional Factors of crashes both on Roadways and Pyramid Lake
- Obtain Crash data from NDOT for most recent years

Responsible Parties: Tribal Transportation Department, Pyramid Lake Fire Rescue, Tribal Rangers, Tribal Police, Emergency Response Coordinator, NDOT, Safety Partners

Emphasis Area		Strategic Linkage				
Decision Making Process/Data Collection		Access to detailed and accurate crash data assists decision makers in assessing problem locations and making informed decisions about how to identify and address safety issues in the future.				
Objectives		Success Indicators				
Improve data collection protocol & access to data for decision makers		Greater access to data for decision makers and data collection protocol for emergency responders requiring greater level of detail.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
Enforcement						
Engineering						
EMS	Obtain Crash data from NDOT	Additional data resources for decision makers in future	Tribal Transportation Department	July 2016	Data obtained from NDOT	
	Develop Digitized Crash Database for Pyramid Lake Incidents/Crashes	Easier access to crash data on Pyramid Lake	Pyramid Lake Fire Rescue; Tribal Rangers	Dec. 2016	Digitized database created	Relative ease of identifying crash trends on Pyramid Lake
	Implement Geo-Referenced Data Gathering System for Tribal Emergency Responders	Easier access to georeferenced crash data for decision makers	Tribal Police	July 2017	Geo-Referenced Data Gathering System established	Assessment by Tribal Police, Tribal Chairman and Executive Team, and Tribal Transportation Department
	Update Data Collection/Reporting Protocol for Emergency Responders	Updated data collection/reporting protocol for Emergency Responders/More detailed information	Emergency Response Coordinator; Tribal Police	Dec. 2017	Data Collection / Reporting Protocol updated for Emergency Responders	Assessment by Emergency Reponse Coordinator, Tribal Chairman and Executive Team, Tribal Transportation Department

Roadway Design/Run Off the Road Crashes

The 2011 NDOT Strategic Highway Safety Plan (SHSP) identified lane departures and intersections as two of the five overall Critical Emphasis Areas (CEAs). For the purposes of this plan, these have been combined into a single Emphasis Area which is of significant importance due to a high number of crashes and safety concerns at problem locations. Available crash data and public input helped to identify high crash locations and problem areas throughout the reservation. These locations were identified on numerous occasions by reservation residents as being safety concerns. High crash/problem locations include Dead Ox, the intersection of SR 445 and SR 446, and the intersection of SR 447 and SR 446.

In addition to these specific locations, the lack of shoulders along State Routes 445, 446, and 447 was also highlighted as a safety concern. A lack of shoulders prevents Tribal Police from safely pulling vehicles over through portions of the reservation and also creates a hazardous environment for disabled vehicles requiring a pull-off. This is especially important during the annual Burning Man festival which results in a large influx of vehicle traffic along SR 447 as event goers travel to and from the event. According to NDOT crash data between 2012 and 2014, the leading cause of crashes along State Routes was cited as “Ran Off the Road” as seen in Table 6 below. Furthermore, the lack of a shoulder was also identified by residents as a cause of run off the road crashes. Another issue included in this emphasis area is the level of vehicle speeds through residential areas. Many residents were concerned that current vehicle speeds through residential areas was too high and that excessive speeds contributed to the unsafe pedestrian environments, especially for children.

Table 6. 2012-2014 Crash Factors (NDOT Crash Data)

SR445	SR447	SR 446
Ran Off Road (44%)	Ran Off Road (44%)	Ran Off Road (50%)
Object Avoidance (44%)	Speed (5.8%)	Object Avoidance (50%)
Speed (7.4%)	Object Avoidance (4.7%)	

Strategies (Engineering)

- Implement Crash Mitigation Techniques at High Crash Areas/Problem Areas
- Implement Speed Mitigation Techniques at High Speed Locations/Problem Areas
- Construct Shoulders on State Routes 445, 446, and 447
- Conduct Road Safety Assessment(s) along State Route(s)/Problem Areas

Responsible Parties: Tribal Transportation Department, NDOT

Emphasis Area		Strategic Linkage				
Roadway Design / Run Off the Road Crashes		Lane Departures and Intersections were identified in the NDOT Strategic Highway Safety Plan as two of the five Critical Emphasis Areas. Coordination with NDOT, Office of Federal Lands Highway				
Objectives		Success Indicators				
Reduce the frequency of Run Off the Road Crashes and improve roadway design to reduce injuries and fatalities.		A reduction in run off the road crashes throughout the reservation and reduction of crashes at high crash/problem areas.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
Enforcement						
Engineering	Construct Shoulders or Pull-Outs on State Routes 445, 446, and 447	Shoulders on State Routes for disabled vehicles, NHP/Tribal Police traffic stops, reduced run off the road crashes	NDOT; Tribal Transportation Department; Office of Federal Lands Highway	December 2020	Shoulders/Pull-Outs constructed along State Routes 445, 446, 447	Reduction in Run Off the Road Crashes along State Routes 445, 446, 447
	Implement Crash Mitigation Techniques at High Crash/Problem Areas	Reduced frequency of crashes at High Crash/Problem Areas	Tribal Transportation Department; NDOT	December 2019	Crash rates at High Crash/Problem Areas	Reduction in Crash Rates at High Crash/Problem Areas
	Implement Speed Mitigation Techniques at High Speed/Problem Areas	Reduced Speed at High Speed/Problem Areas	Tribal Transportation Department; NDOT	December 2019	Speeding Citations and Speed related crash frequency at High Speed/Problem Areas	Reduction in speed related crashes at High Speed/Problem Areas
	Conduct Road Safety Assessment(s) along State Route(s) / Problem Areas	Identification of Safety Issues along State Routes and problem areas	Tribal Transportation Department, NHP, NDOT, Tribal Police	December 2016	Road Safety Assessments Completed	Number of Road Safety Assessments Completed
EMS						

Occupant Protection/Child Restraint

Occupant Protection devices and Child Restraints such as seat-belts and child car seats have been proven to effectively save lives during crashes and as part of the 2011 SHSP, NDOT identified seat belts as a CEA. The Tribe currently does not have an Occupant Protection or Child Restraint law in effect for natives. Crash data involving seatbelt usage within the Pyramid Lake reservation was not available, however the local branch of the Indian Health Services department did recently conduct a seatbelt/child restraint survey which showed usage of both safety devices to be low. Results from this survey show that just 59.2% of drivers were observed wearing their seatbelts. Conversely, nearly all passengers (90.5%) were observed wearing their seatbelts. Child restraint usage was shown to be very low on the reservation with a majority of motorists with children (56.9%) being observed not using appropriate child restraints. This indicates that seatbelt and child restraint usage rates on the reservation are far below national averages.

According to a report from the National Center for Statistics and Analysis (NCSA), in 2002 “83% of fatally injured occupants on reservations were not restrained at the time of the crash compared to 62% nationally”¹. This issue was also identified by local residents as being a problem within the Pyramid Lake reservation. Results from the survey showed that Occupant Protection/Child Restraint was the second most important issue among survey respondents with 80% of respondents categorizing this issue as either “Very Important” or “Important”. Additionally, the need for more awareness about the importance of proper use of occupant protection devices and child restraints, as well as access to these devices, came to light through survey responses and the stakeholder input.

Strategies (Education/Enforcement)

- Develop & Enforce Occupant Protection/Child Restraint Law
- Implement Occupant Protection/Child Restraint Education Campaign

Responsible Party: Tribal Transportation Department, Pyramid Lake Health Services, NDOT, Tribal Law and Order Committee, Tribal Police

¹ Fatal Motor Vehicle Crashes on Indian Reservation 1975-2002 NCSA, April 2004, Figure 9, Page 15

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Occupant Protection / Child Restraint		Seat Belts were identified as one of the five Critical Emphasis Areas (CEAs) in NDOT's Strategic Highways Safety Plan. Coordination with NDOT Office of Traffic Safety, Office of Federal Lands Highway.				
Objectives		Success Indicators				
Increased use of and awareness about proper child seat & seat belt use		All tribal members use seat belts everytime they drive or ride in a motor vehicle; Tribal members with children of the appropriate age have and use child seats				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Implement Occupant Protection/Child Seat Campaign	Increased use of seat belts and child seats among Tribal members	Tribal Transportation Department, Pyramid Lake Health Services, Tribal Council	December 2017	Public awareness of child seat / seat belt importance	Public seat belt / child seat usage survey
	Work with Safety Partners to increase awareness of and accessibility to Child Restraints/Occupant Protection	Increased access to and knowledge of the importance of child seats / seat belts	Tribal Transportation Department, NDOT, REMSA Pyramid Lake Health Services	December 2017	Number of child seats issued & number of workshops performed	Public seat belt / child seat usage survey
Enforcement	Develop & Enforce Occupant Protection/Child Restraint Law	Increased use of seat belts & child seats by natives and non-natives within the reservation / increased awareness of the importance of seat belt & child seat usage	Tribal Transportation Department, Law and Order Committee, Tribal Police	August 2016	Law Passed	Annual statistics for citations
Engineering						
EMS						

Impaired Driving

Eliminating drunk driving and drug impaired driving is an area of emphasis across the nation including within the Pyramid Lake reservation. Impaired driving was identified as a CEA by NDOT in the 2011 SHSP. Between 2012 and 2014, two out of the three fatalities that occurred on State Routes within the reservation and nearly twenty percent of injury crashes involved alcohol according to NDOT crash data. According to data from the Tribal Police department, nearly 28% of Motor Vehicle crashes between 2012 and 2014 involved alcohol. Additionally, this issue was shown to be the most important transportation safety issue among survey respondents. The Tribal Police currently implement two DUI checkpoints per year along State Routes. Between 2012 and 2014 they made a total of 95 DUI arrests. The Tribe currently has a .10 Blood Alcohol Content (BAC) law, which differs from the .08 BAC laws of surrounding entities. Much of the concern about drunk / drug impaired driving from local residents centers on the high number of visitors to Pyramid Lake every summer. As many of the visitors come to Pyramid Lake to recreate during the weekend, alcohol is often involved and this results in a higher potential for drunk driving upon their egress from the lake. It is important for the Tribe to take measures to reduce the occurrence of drunk / drug impaired driving within the reservation from both native and non-native populations.

Strategies (Enforcement/Education)

- Increase DUI checkpoints/enforcement
- Develop & Enforce .08 BAC Law
- Implement Anti-Drunk Driving Campaign

Responsible Party: Tribal Police, Tribal Law and Order Committee, Tribal Transportation Department, Pyramid Lake Health Services, NDOT

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Impaired Driving		Impaired Driving was identified by NDOT as one of the Critical Emphasis Areas (CEAs) in the Strategic Highway Safety Plan; Drunk/Drug Impaired Driving was identified by tribal members as a "Very Important" transportation safety issue. Coordination with NDOT, FHWA, Office of Federal Lands Highway.				
Objectives		Success Indicators				
Reduce the frequency of drunk/impaired driving related crashes on roadways and on Pyramid Lake		The absence of crashes on roadways and on Pyramid Lake related to Drunk/Impaired Driving				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Implement Anti-Drunk Driving Campaign	Greater awareness of the dangers of Drunk / Drug Impaired Driving; Reduction of Drunk / Drug Impaired Driving related crashes	Tribal Transportation Department, Pyramid Lake Health, Tribal Council, Tribal Police, Pyramid Lake High School	May 2017	Number of Anti-Drunk driving events and volume of Anti-Drunk driving materials distributed	Annual Statistics for DUI arrests and citations, Public Opinion survey on dangers of Drunk Driving
Enforcement	Increase DUI Checkpoints / Enforcement	Occurrence of Drunk / Drug impaired driving eliminated within reservation	Tribal Police, NHP	December 2017	Increased number of DUI checkpoints/DUI Arrests	Annual Statistics for arrests and citations; Fewer violations
	Develop & Enforce .08 BAC Law	Increased awareness of BAC Law and decreased frequency of Drunk / Drug impaired driving	Tribal Transportation Department, Law and Order Committee, Tribal Police	August 2016	Law passed, Actively enforced by Tribal Police	Annual Statistics for arrests and citations; Fewer violations
Engineering						
EMS						

Driver Behavior and Awareness

As technology becomes a larger portion of everyday life, the number of distractions while driving continues to increase. From cellphones to GPS navigation, technology provides assistance to get where we are going but can create safety issues. Similar to the nation as a whole, distracted driving is an issue within the Pyramid Lake reservation. According to NDOT crash data, 38.7% of property damage or injury causing crashes on State Routes within the reservation between 2012 and 2014 involved drivers who were either distracted or fatigued. It is important to ensure that drivers refrain from using cellphones and other devices while driving in order to improve transportation safety within the reservation. By establishing laws that govern the use of cellphones while operating motor vehicles and enforcing these laws, the Tribe will be able to reduce the occurrences of distracted driving within the reservation. Additionally, it is important to educate drivers about the importance of paying attention to the road and to teach young drivers to develop good habits going forward.

Strategies (Enforcement/Education)

- Develop & Enforce Distracted Driving Law
- Increase Enforcement of Speed Limit at High Speed/Problem Areas
- Implement Driver Awareness/Anti-Texting Campaign

Responsible Party: Tribal Law and Order Committee, Tribal Police, Tribal Transportation Department, NDOT

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Driver Behavior and Awareness		According the NDOT crash data, distracted/fatigued driving was a contributing factor to 38.7% of crashes on the reservation between 2012 - 2014. This was also identified as an important issue by residents. Coordination with Zero Fatalities NV.				
Objectives		Success Indicators				
Reduced frequency of distracted driving and distracted driving related crashes		Distracted driving contributes to zero crashes within the reservation.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Implement Driver Awareness/Anti-Texting While Driving Campaign	Reduced frequency distracted driving; Reduction in distracted driving crashes	Tribal Transportation Department, Pyramid Health Services, Tribal Council	December 2017	Campaign implemented and Driver Awareness/Anti-Texting While Driving event/PSAs carried out	Number of Driver Awareness/Anti-Texting While Driving events/PSAs; Reduction in frequency of distracted driving & distracted driving crashes
Enforcement	Increase speed limit enforcement at high speed / problem areas	Reduction of excessive speed at high speed / problem areas	Tribal Police	December 2020	Reduced number of speeding complaints from residents, reduced excessive speeds in problem areas	Number of speeding citations at high speed areas / problem areas compared to previous years
	Develop & Enforce Distracted Driving Law	Reduced frequency of distracted driving; Reduction in distracted driving crashes	Tribal Transportation Department, Law and Order Committee, Tribal Police	December 2016	Law Passed, Number of Citations	Number of Citations
Engineering						
EMS						

Drivers Under the Age of 35

The Tribe currently does not have a Driver's Education program for young drivers on the reservation. The closest option for young drivers seeking a Driver's Education course is located in the Reno-Sparks area. Some parents within the reservation have used this option but it is neither convenient nor highly accessible. In lieu of a convenient and accessible Driver's Education program, many young residents on the reservation do not receive sufficient educational materials prior to applying for a license through the Nevada Department of Motor Vehicles (DMV). By developing a convenient Driver's Education program that is available on the reservation and which provides young drivers with driving education materials and instruction the Tribe will be better suited to ensure that young drivers are more aware of the rules of the road prior to applying for a driver's license through the Nevada DMV.

Strategies (Education)

- Provide Youth with Drivers Education Program/Materials

Responsible Party: Tribal Transportation Department, NDOT, Tribal Police, Pyramid Lake High School

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Drivers Under the Age of 35		Car crashes are a leading cause of death among youth. Coordination with Zero Teen Fatalities NV.				
Objectives		Success Indicators				
Develop safe teen drivers, improve youth drivers education opportunities, reduce crashes involving youth drivers		Young drivers on the reservation are well educated in roadway safety and have ample opportunity to learn proper driving skills and techniques. Frequency of crashes involving youth drivers significantly reduced.				
	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Education	Provide Youth with Drivers Education Program/Materials	Convenient and helpful educational resources for young drivers on the reservation	Tribal Transportation Department, Pyramid Lake High School	Dec 2016	Creation of Drivers Education Program, Distribution of Driving Education Materials
Enforcement						
Engineering						
EMS						

Pedestrian Safety

Pedestrian safety is an important issue for communities across the nation including the Pyramid Lake Paiute Tribe; this issue was identified as a CEA by NDOT in the 2011 SHSP. The current pedestrian environment within the reservation was identified by survey respondents as the second least safe portion of the transportation network. A majority of the roads within the reservation lack sidewalks and pedestrian travel was identified by current residents as being dangerous and cumbersome. A primary concern for residents was the lack of safe routes to school for children, which results in parents driving children to school in lieu of having safe and adequate pedestrian facilities. The lack of pedestrian facilities is also a concern for seniors as some older residents within the community are no longer able to drive and must rely on alternative modes of transportation. Although the Tribe has recently implemented a transit service throughout the reservation, some residents are restricted in their access to it due to the lack of pedestrian facilities. Additionally, the current multi-use path on the reservation, which is part of the Tahoe-Pyramid Bikeway, has been characterized as being unwelcoming to pedestrians. Creating a safer and more welcoming pedestrian environment (especially between pedestrian generators) will provide children with safer ways to get to school, seniors with greater accessibility to transit, and local residents with another option for transportation and recreation.

Strategies (Engineering/Enforcement)

- Improve Pedestrian Access to Schools
- Eliminate Pedestrian Connectivity Gaps in Residential and Recreational Areas
- Extend & Improve Existing Multi-Use Paths
- Increase Enforcement at High Pedestrian Crash/Incident Areas during special events

Responsible Party: Tribal Transportation Department, Natchez Elementary School, NDOT, Pyramid Lake High School

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Pedestrian Safety		Ranked as second most important safety issue by residents. Identified as Critical Emphasis Area (CEA) by NDOT in Strategic Highway Safety Plan.				
Objectives		Success Indicators				
Pedestrian crashes, injuries, and fatalities are reduced.		Reduction in frequency of crashes, injuries, and fatalities of pedestrians within the reservation.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Enforcement	Increase Enforcement at High Pedestrian Crash/Incident Areas during special events	Reduced Pedestrian Crashes/Incidents at High Crash areas during special events; Increased awareness of pedestrian safety issues	Tribal Police	December 2020	Reduction in pedestrian crashes during special events
Engineering	Improve Pedestrian Access to Schools	Sidewalks constructed along common routes for children walking to school	Tribal Transportation Department, NDOT, Office of Federal Lands Highway	December 2019	Students have safe routes with sidewalks to walk to and from local schools	Number of sidewalks constructed on common routes to local schools; Number of children walking to school
	Eliminate Pedestrian Connectivity Gaps in Residential and Recreational Areas	Improved overall pedestrian connectivity to common destinations and recreational areas; Reduced frequency of pedestrian crashes	Tribal Transportation Department, NDOT, Office of Federal Lands Highway, NPS, NVDSP	December 2020	The number of gaps in pedestrian connectivity in residential and recreational areas have been significantly reduced; Reduction in pedestrian injuries, fatalities, and crashes	Number of complaints from local residents due to lack of pedestrian facilities; reduction in pedestrian crashes, injuries, and fatalities
	Extend & Improve Existing Multi-Use Path	Multi-Use path more accommodating to pedestrians and accessible to those with disabilities	Tribal Transportation Department, NDOT, Office of Federal Lands Highway, NPS, NVDSP	December 2020	Existing Multi-Use path is more accommodating to pedestrians	Number of pedestrians using multi-use path
EMS						

Bicycle Safety

The importance of bicycle safety is growing among many residents within the Tribe as the bicycling environment was ranked as the least safe portion of the transportation network. A total of 77% of survey respondents characterized the current bicycling environment as either “Very Unsafe” or “Unsafe”. The lack of on-street bicycle facilities was also highlighted by residents and stakeholders throughout the engagement process as an area of concern, especially for children. Providing safe bicycle access to schools for children was viewed by residents as an important way to encourage an active lifestyle. In addition to the lack of on-street bicycle facilities, residents also lack safe bicycle access to many parts of Pyramid Lake. The current Tahoe Pyramid Bikeway does provide bicycle access but only to the southern tip of Pyramid Lake. In order to access other areas of Pyramid Lake, bicyclists must ride on either gravel roads or State Routes 445, 446, or 447 which currently lack shoulders on which bicyclists can ride. In order to ensure that bicyclists are able to travel safely within the reservation, especially between two activity generators, the Tribe must work to construct safe and accessible bicycling facilities.

Strategies (Engineering/Education)

- Improve On-Street & Off-Street Bicycle Access To Schools
- Extend & Improve Existing Bicycle Paths/Multi-Use Paths
- Construct Shoulders on State Routes
- Conduct Bicycle Safety Rodeo

Responsible Party: Tribal Transportation Department, Natchez Elementary School, NDOT, Pyramid Lake High School

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Bicycle Safety		The bicycling environment was ranked as the least safe portion of the transportation safety network by residents.				
Objectives		Success Indicators				
Safer bicycling environment within the reservation and a reduction of bicycle crashes, injuries, and fatalities.		Reduction in bicycling crashes within reservation.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Conduct Bicycle Safety Rodeo	Greater education of safe practices for bicyclists within reservation	Tribal Transportation Department, NDOT, Natchez Elementary School	December 2017	Bicycle Safety Rodeo Completed	Number of Bicycle Safety Rodeos Completed
Enforcement						
Engineering	Improve Bicycle Access to Schools	Safe bicycling facilities along common routes for children to bicycle to and from school	Tribal Transportation Department, NDOT, Office of Federal Land Highway	December 2019	Students have safe bicycle facilities on common routes to school within reservation	Number of Bicycle facilities constructed along common routes to schools; Public Opinion survey
	Extend & Improve Existing Off-Road Bicycle Paths/Multi-Use Paths	Reduction of bicycle crashes on State Routes and Local Roads	Tribal Transportation Department, NDOT, Office of Federal Lands Highway, NPS, NVDSP	December 2020	Bicyclists have greater access to Pyramid Lake via Off-Road facilities	Reduction in Bicycling crashes; Public Opinion Survey
	Construct Shoulders on State Routes	Reduction in bicycle crashes on State Routes	Tribal Transportation Department, NDOT, Office of Federal Lands Highway	December 2020	Shoulders Constructed on State Routes 445, 446, 447	Reduction in Bicycling crashes; Public Opinion Survey
EMS						

Lake Safety

Lake safety is highly important in the context of the Pyramid Lake reservation due to the high level of use that Pyramid Lake receives from residents and visitors year-round. With a total of three fatalities on Pyramid Lake during 2014, increasing safety for users of the lake is of the utmost importance. One issue related to lake safety is the current protocol for emergency response data collection. The existing system does not include location, time of day, date, involved parties, driver factors, weather, or other helpful information for identifying lake safety issues in the future. All records for emergency response incidents on the lake are kept in a manual database managed by the Emergency Response Coordinator. This system makes it hard to determine the common factors which contribute to boating and swimming accidents and the locations where these incidents occur. This system also results in a cumbersome process to obtain significant amounts of historical crash / incident data.

Lake safety is becoming increasingly important as the water level in Pyramid Lake has decreased significantly over the past decade and may continue to do so well into the future. As water levels in the lake fall, two significant problems are exacerbated: Underwater Hazards and Boat Launch Availability.

Underwater Hazards: As the water level falls, underwater hazards come closer to the surface and become hazardous to boaters. In order to provide adequate safety information, these underwater hazards must be identified and marked so as to prevent boating crashes. The water level also changes the location of the “No-Wake Zone” for safe swimming and fishing areas. This zone should be maintained with buoys and changed according to the water level.

Boat Launch Availability: Additionally, the decreasing water level has caused existing boat launch areas to become defunct and non-operational. Due to this, only one boat launch is currently operational on the lake and it has become overcrowded, especially during peak periods. With just one boat launch, Tribal Police are hindered in their ability to launch emergency response boats from the western shore which creates an emergency response issue. The Tribe does currently have a Memorandum Of Understanding (MOU) in effect with Washoe County for emergency response on Pyramid Lake. Additionally, the Tribe also has an MOU with the US Coast Guard for assistance during the Presidents Day Fishing Derby. Residents and stakeholders have indicated the need for additional boat patrols to reduce alcohol related boating incidents and to increase safety across the lake. Adequate launch facilities are needed for emergency response and enforcement.

Strategies (Education/Enforcement/Engineering/Emergency Response)

- Provide Boating and Swimming Safety Materials to Lake Users at Ranger Stations
- Design & Construct Additional Boat Ramps/Docks
- Increase Safety Patrol (Pyramid Lake Rangers)
- Develop GPS Database of Underwater Hazards
- Deploy Buoys to Identify Underwater Hazards & “No Wake Zones”
- Develop Digitized Database for Pyramid Lake Incidents
- Implement Geo-Referenced Data Gathering System for Tribal Emergency Responders

- Update Data Collection Protocol for Emergency Responders to include Location, Time of Day, Driver Factors, Roadway Conditions, and Additional Factors of incidents both on Roadways and Pyramid Lake.

Responsible Party: Tribal Police, Pyramid Lake Fire Rescue, Emergency Response Coordinator, Safety Partners

**Strategic Transportation Safety Plan
December, 2015**

Emphasis Area		Strategic Linkage				
Lake Safety		Pyramid Lake is a major destination for boaters in Northern Nevada and it is important to ensure that they are able to enjoy the lake in a safe way.				
Objectives		Success Indicators				
Crashes, injuries, and fatalities on Pyramid Lake are reduced		Reduction of crashes, injuries, and fatalities on Pyramid Lake.				
Education	Actions	Target Output	Responsible Parties	Date of Completion	Performance Measures	Monitoring and Evaluation
	Provide boating and swimming safety materials to lake users at Ranger Stations	Reduction of crashes, injuries, and fatalities on Pyramid Lake	Pyramid Lake Fire Rescue, Tribal Rangers, Pyramid Lake Fisheries, NDOW	December 2016	Boating and swimming safety materials are available at Ranger Stations	Crash, injury, and fatality statistics
Enforcement	Increase Safety Patrol	Reduction of crashes, injuries, and fatalities on Pyramid Lake; Reduction of alcohol/impaired boating	Tribal Rangers, Tribal Police	December 2016	Tribal Rangers and Ranger Auxillary regularly conduct patrols around and upon Pyramid Lake	Crash, injury, and fatality statistics; Alcohol/Impaired Boating Incidents
	Develop GPS Database of Underwater Hazards	Identification of Underwater Hazards	Tribal Rangers, Tribal Transportation Department	December 2016	GPS database of Underwater hazards created	Database to be updated each spring
Engineering	Deploy Buoys to Identify Underwater Hazards & "No Wake Zones"	Reduction of crashes, injuries, and fatalities related to underwater hazards	Tribal Rangers	May 2017	Buoys deployed to mark underwater hazards & "No Wake Zones"	Crash, injury, and fatality statistics; "No Wake Zone" updated annually
	Design & Construct Additional Boat Ramps/Docks	Reduced congestion at existing boat ramp; greater access for emergency boat launch	Tribal Transportation Department, Pyramid Lake Fisheries, Tribal Rangers, NDOW	December 2020	Additional boat ramps/docks constructed	Reduced Emergency Response time to incidents on Pyramid Lake
EMS	Develop Digitized Database for Pyramid Lake Incidents	Easier access to incident data for Pyramid Lake	Pyramid Lake Fire Rescue; Tribal Rangers	August 2016	Digitized database created	Relative ease of identifying incident trends on Pyramid Lake
	Implement Geo-Referenced Data Gathering System for Tribal Emergency Responders	Easier access to georeferenced incident data for decision makers	Tribal Police	January 2017	Geo-Referenced Data Gathering System established	Assessment by Tribal Police, Tribal Chairman and Executive Team, and Tribal Transportation Department
	Update Data Collection Protocol for Emergency Responders	Updated data collection protocol for Emergency Responders/More detailed information	Emergency Response Coordinator; Tribal Police	August 2017	Data Collection Protocol updated for Emergency Responders	Assessment by Emergency Response Coordinator, Tribal Chairman and Executive Team, Tribal Transportation Department

IMPLEMENTATION & EVALUATION

In order to gauge the extent to which implemented strategies improve transportation safety, evaluation criteria and performance measures have been developed for each strategy (see Emphasis Area Tables). Based on the unique character of each strategy, monitoring and evaluation procedures range from the analysis of data to an assessment of strategies by decision makers. While these performance measures are non-binding, the Tribe is dedicated to improving safety and will strive to achieve the overall vision and mission of this plan through attaining the specified performance measures. In order to ensure implementation of the strategies in this plan, projected completion dates are also associated with each strategy. While some completion dates may be ambitious, they are believed to be generally attainable. These completion dates help to create a timeline of implementation of strategies and completion of projects which will help to continually improve transportation safety within the reservation.

In order to implement many of the strategies in this plan within the projected completion dates, the Tribe must work cooperatively with many State and Federal agencies. As the three major roadways which run through the reservation are State Routes owned and maintained by NDOT, the Tribe will rely heavily on cooperation from numerous departments within the agency. Synchronizing future projects with upcoming grant funding cycles, planning document updates, and state and federal funding cycles will help to further implementation of the plan. In order to help in this process, a guide of potential funding sources is provided on the following page. This guide includes programs deemed to be most viable and most applicable for the strategies included in this plan. These potential funding sources include programs from entities including NDOT, FHWA, and the Nevada Department of Wildlife.

With the complex nature of many of the strategies detailed in the plan, the Tribe must continue to ensure that Tribal departments work synergistically. The development of laws, creation of projects, and implementation of programs may be assisted by the creation of a Safety Plan Implementation Committee comprised of heads of all departments involved and led by the Transportation Department. An oversight committee such as this would encourage decision makers to develop and adhere to an overall plan of implementation and would benefit from monthly updates from different departments on the progress of varying projects.

As the strategies detailed in the plan are implemented, transportation safety issues on the reservation will change. It is intended that this plan will work as a living document and will be updated every five years. This will ensure that transportation safety issues continue to be identified and addressed for years to come.

Grant Programs	Overview	Emphasis Area Addressed								Agency	Contact Info
		Occupant Protection/Child Restraint	Drunk/Drug Impaired Driving	Other Driver Behavior and Awareness	Drivers Under the Age of 35	Pedestrian Safety	Bicycle Safety	Lake Safety	Roadway Design/Conditions		
Tribal Transportation Program Safety Fund (TTPSF)	This program administered by the FHWA was created to fund transportation safety projects on tribal lands. This program allows eligible tribes to submit multiple applications per funding cycle for a variety of projects including Safety Planning, Engineering Improvements, Enforcements, and Education. Projects which are included on a Strategic Transportation Safety Plan are given additional priority.	X	X	X	X	X	X	X	X	Office of Federal Lands Highway	Manuel Sanchez (Manuel.Sanchez@dot.gov)
Child Passenger Safety Program (CPSP)	This NDOT program covers the cost of a Child Passenger Safety course for students and can also cover the cost of providing an instructor to teach the course. This program can also provide car seats and booster seats at no cost.	X								NDOT Office of Traffic Safety	Dorothy Pewitt (dpewitt@dps.state.nv.us)
Everyday Counts (EDC)	Applications accepted on a rolling basis, funds projects which use innovation concepts such as: Design-Build, Geospatial Data Collection, Road Safety Audits, Intersection & Interchange Geometrics, SHRP2 National Traffic Incident Management Responder Training, Construction Manager/General Contractor			X		X	X	X	X	FHWA	Ewa Flom (ewa.flom@dot.gov)
Recreational Trails Program (RTP)	This program administered by the Nevada Division of State Parks allows for the construction of recreational trails and for the conversion of abandoned rail lines into recreational trails.					X	X			Nevada Division of State Parks	Jenny Scanland (jscanland@parks.nv.gov)
Highway Safety Improvement Program (HSIP)	This program provides federal HSIP funds for safety projects. All projects must be included in the State Highway Safety Plan created by NDOT. These projects require a 5% match.					X	X		X		
Local Public Agency Program (LPA)	The LPA program is a reimbursement program which distributes money from a variety of federal funding sources including CMAQ, HSIP, NHPP, STP, and HBP. This program may be used for a variety of projects including safety projects, bicycle/pedestrian projects, traffic impacts, and maintenance/operating responsibilities. This is administered by NDOT and requires a 5% match. Applications submitted under this program will compete with other applications from around the state.					X	X		X	NDOT/FHWA	Juan M. Balbuena (juan.balbuena@dot.gov)
Nevada Transportation Alternatives Program (NTAP)	This program provides federal funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, Safe Routes to School programs, and environmental/vegetation management. Infrastructure projects have a maximum budget of \$650,000 and non-infrastructure projects (Safe Routes to School Education) have a maximum budget of \$125,000.					X	X		X	NDOT	Tim Mueller (tmueller@dot.state.nv.us) MJ Cloud (SR2S) (mcloud@washoeschools.net)
Safe Routes to School Program (SR2S)	These projects are administered primarily through the NTAP program. It is best to work with a Safe Routes To School Coordinator (MJ Cloud) to ensure that the project is well set up. It requires a 5% match and in-kind matching is allowed.					X	X		X	NDOT	Tim Rowe (trowe@dot.state.nv.us) MJ Cloud (mcloud@washoeschools.net)
Land & Water Conservation Funds Program (LWCFP)	This program provides funds for the development of a wide range of outdoor recreational facilities including boating facilities, hunting/fishing facilities, trails, and picnic facilities. These developments must be maintained into perpetuity.					X	X	X		Nevada Division of State Parks	Jenny Scanland (jscanland@parks.nv.gov)
Boating Facilities Grant Program (BFGP)	This flexible grant program can be used to construct boating facilities for recreational purposes. This program has been used to extend boat ramps at Lake Tahoe and Tribal Governments are eligible. Anything constructed through this program must be maintained into perpetuity.							X		Nevada Department of Wildlife	Teresa Jarrett (tjarrett@ndow.org; 775-688-1684)
TIGER Grants (TIGER)	This federal program has a minimum project cost of \$1 million for rural projects. Projects must be of regional or local significance and are subject to heavy amounts of scrutiny by the federal government. Available funds would allow for a large scale multi-modal/roadway safety project.					X	X		X	FDOT	TIGERgrants@dot.gov (202-366-0301)
Rivers, Trails, and Conservation Program (RTCP) (Advisory Only)	This program provides advisory services & counseling in conserve and improve access to rivers and natural areas, plan parks and trails, and create recreation opportunities through locally led partnerships.					X	X	X		National Parks Service	Deborah Reardon (deborah_reardon@nps.gov)

APPENDIX A
Public Involvement - Meetings & Hearings

SIGN - IN SHEET

MEETING: Transportation Safety Plan Meeting DATE: June 17, 2015 @ 9:00am

NAME/TITLE	DEPARTMENT	CONTACT INFORMATION
Albert Johnson Executive Director	Pyramid Lake Fisheries	ajohn@plpt.nsn.us
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7/28/15

Pyramid Lake Paiute Tribe Strategic Transportation Safety Plan – Public Meeting

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Johnnie M Garcia	775.574.1000	jgarcia@plpt.msn.us	Wadsworth, NV
Sharon Mendes	775-574-1000	sely-mendes@plpt.msn.us	Nixa MO
Cole Pfeiffer	775 322 4300	pfeiffer@traffic-works.com	Reno NV
Loren Chilson	775 322 4300	dilson@trafficworks.com	Reno NV



PYRAMID LAKE PAIUTE TRIBAL COUNCIL
SPECIAL MEETING
TRIBAL CHAMBERS - NIXON, NEVADA

August 21, 2015

6:30 p.m.

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

PUBLIC COMMENT

The public is encouraged to speak in a fair, consistent, informative, dignified and civil manner. Speakers will be allowed 5 minutes to comment. No threatening remarks or personal injunctive shall be allowed. Comments must not contain obscenity, defamation or slander, personnel issues, or open cases (Social Services and Tribal Court System). Refusal to cease and desist will result in removal of the person from the meeting.

CONSENT AGENDA

1. Approval Cathrn Foote Wedding Request
2. Wes Williams, Jr. July Invoice
3. Ernest Adler July Invoice
4. Renewal Fishing Guide, Chris Wharton
5. Donation Request, Sanoalani Hummingbird Matson
6. Approval of Resolution for submission with MSPI grant – Dawna Brown Health Clinic
7. Approval of Contract with Scott Roofing – Dawna Brown Health Clinic
8. Sumunumu Approval of 5 year grant submission

Higher Education
UNFINISHED BUSINESS

1. Gaming Ordinance Amendment – Gaming Commission/Law & Order Committee
2. Approval to Land Helicopter at Dago Bay – Fritz Pfnur

NEW BUSINESS

1. Update Meeting with BIA Corrections/Ranger Operations – COP Chris Parsons
2. Business Name - Joel Zuniga
3. Approval for an Authentic Firewalk - Claudia Weber
4. Request for Still Photography, Google Trekker & Travel NV Partnership - Sidney Martinez Travel NV
5. Tribal Transportation Safety Plan Traffic Works Overview – Transportation
6. Approval of Tax Commission's Recommendations for DMV Fees – Tax Department
7. Approval to Utilize the CL415 Scooper Aircraft during Fire Season – Don Pelt EMS
8. Approval for Nicholas Heredia to Publish Master's Thesis – Albert John PLF
9. Approval Request from Sheriff's office for Water Training with PD and FD – Don Pelt EMS
10. Formal Classification of Elder Associate Coordinator position – Human Resources
11. Parks and Recreation Funding – Janet Davis
12. Laira Foguet Film Request

COMMITTEE REPORTS

1. Election Committee
2. Law and Order Committee

COMPTROLLER'S REPORT – Eric Lawrence

EXECUTIVE TEAM

1. Tribal Programs Officer – Randy Hunter
2. Tribal Administrative Officer – Della John

ADJOURNMENT

Subject to change

Pushing for
Ranger Auxiliary
(Eyes bears)

1 supervisor 5 Rangers 1 dispatcher (funded) only have 1 Ranger now

Community Meeting

for the

Strategic Transportation Safety Plan

Date: Tuesday, July 28th, 2015

Time: 6:00 pm

Location:

**Wadsworth Community Center
551 8th Street
Wadsworth, Nevada**



Come share your knowledge of transportation safety issues around the reservation and help generate ideas for making our roads safer for all users!

Meeting will include:

- Introduction of the Strategic Transportation Safety Plan study
- Development of a community vision for the Plan
- Discussion of existing transportation safety issues
- Survey the needs of stakeholders and community residents
- Identify strategies to help improve transportation safety

Sponsored By:

Transportation Planning Department
Pyramid Lake Paiute Tribe

Contact:

Johnnie Garcia
Transportation Planner
jgarcia@plpt.nsn.us



APPENDIX B
Public Survey

PLPT Transportation Safety Plan

Public Meeting Transportation Safety Survey

Please answer the following questions as well as possible based upon your experience with the local transportation network on the Pyramid Lake reservation. If a question does not apply to you or you have not had experience with the applicable mode of transportation (boat, car, bicycling, etc.) please respond N/A or leave the answer space blank.

1. What is your main mode of transportation? Car Walking Bicycling Other
2. What is your secondary mode of transportation? Car Walking Bicycling Other
3. Do you live on the reservation? Yes No
 - a. If yes, how long have you lived on the reservation? _____
4. What trip do you make most frequently within the reservation?

5. How concerned are you about transportation safety within the reservation? (0 – Not Concerned, 5 – Very Concerned)
 0 1 2 3 4 5
6. In your opinion, how safe are the highways for automobile travel within the reservation?
(0 – Not Safe, 5 – Very Safe)
 0 1 2 3 4 5
7. In your opinion, how safe are the residential streets for automobile travel within the reservation? (0 – Not Safe, 5 – Very Safe)
 0 1 2 3 4 5
8. In your opinion, how safe is Pyramid Lake for boaters/swimmers/fishers (0 – Not Safe, 5 – Very Safe)
 0 1 2 3 4 5
9. In your opinion, how safe is the pedestrian environment within the reservation? (0 – Not Safe, 5 – Very Safe)
 0 1 2 3 4 5
10. In your opinion, how safe is the bicycling environment within the reservation? (0 – Not Safe, 5 – Very Safe)
 0 1 2 3 4 5

PLPT Transportation Safety Plan

Public Meeting Transportation Safety Survey

11. On a scale from 1 – 10 how important are the following transportation safety issues to you?

(1 – Not Important, 10 – Very Important)

- a. Alcohol/Impaired Driving _____
- b. Child Restraints _____
- c. Drivers Under the Age of 35 _____
- d. Reckless Driving _____
- e. Pedestrian Safety _____
- f. Boating Safety _____

12. In your opinion, what is the biggest issue with transportation safety within the reservation?

13. Please detail any ideas you may have to address this issue: _____

14. Please detail any additional issues you have with transportation safety within the reservation

15. Additional Comments: _____

Thank you for your input! Your input will be taken into consideration and used when developing strategies to improve transportation safety in the forthcoming *Strategic Transportation Safety Plan*.

In your opinion, how safe is Pyramid Lake for boaters/swimmers/fishers? (1 - Very Unsafe, 5 - Very Safe)

In your opinion, how safe is the pedestrian environment within the reservation? (1 - Very Unsafe, 5 - Very Safe)

In your opinion, how safe is the bicycling environment within the reservation? (1 - Very Unsafe, 5 - Very Safe)

On a scale from 1 - 5, how important are the following transportation safety issues to you? (1 - Not Important, 5 - Very Important)

Level of Safety	Level of Safety	Level of Safety	Alcohol/Impaired Driving	Drivers						
				Child Restraints	Under the Age of 35	Reckless Driving	Pedestrian Safety	Boating Safety	Bicycling Safety	
3	1	1	1	5	5	5	5	5	3	5
4	4	2	2	5	5	5	5	5	4	5
3	1	1	1	5	5	1	5	5	5	5
4	3	3	3	5	4	2	5	5	5	5
3	1	2	2	5	5	3	5	5	4	4
3	1	1	1	5	5	3	4	5	5	5
4	3	3	3	5	5	4	5	5	4	5
2	2	2	2	5	5	5	5	5	5	5
3	2	1	1	5	5	4	5	4	3	3
2	1	1	1	5	5	5	5	5	5	5
1	2	2	2	1	1	1	1	1	2	1
2	2	2	2	5	5	3	4	5	5	5
	3	3	3	5	5	3	5	5	3	5
3	2	2	2	5	5	2	5	5	5	5
4	1	1	1	5	5	3	5	5	2	5
3	2	2	2	5	5	2	4	4	5	4
1	1	1	1	5	5	1	5	5	5	5
3	1	1	1	5	5	3	4	5	3	2
4	5	5	5	5	5	5	5	5	5	5
3	3	2	2	5	5	2	3	3	3	3
3	2	2	2	5	4	3	3	4	3	4
3	1	1	1	5	5	2	5	5	4	5
2	2	1	1	5	4	3	4	4	3	4
3	1	1	1	5	3	5	5	5	5	5
4	2	1	1	5	2	1	4	4	5	4
3	3	3	3	4	2	1	4	4	3	4
1	1	1	1	5			5	5		5
2	1	1	1	5	5	1	4	5	3	5
3	2	2	2	5	2	1	4	3	4	3
3	3	5	5	5	4	2	3	3	1	3
3	3	3	3	3	3	3	3	3	3	3
85	62	59	148	129	84	134	137	115	132	

In your opinion, what is the biggest issue with transportation safety within the reservation?

Please detail any ideas you may have to address this issue:

Please list any additional transportation safety issues within the reservation:

Additional Comments

In your opinion, what is the biggest issue with transportation safety within the reservation?	Please detail any ideas you may have to address this issue:	Please list any additional transportation safety issues within the reservation:	Additional Comments
young drivers driving to fast through the community not stopping at stop signs	speed bumps on community side streets around corners like where there is a blind curve	no side walks around or to Natchez school where kids walk.	any improvement on streets adding speed bumps would be wonderful for the children safety
People driving too fast	Speed Bumps	Bike safety at night	
We need sidewalks. I would like to see sidewalks to the schools.	We need sidewalks. I would like to see sidewalks to the schools.	We need sidewalks. I would like to see sidewalks to the schools.	
Cattle on the roads.	Working with the Cattlemen's Association.	NA	NA
Speeding in residential areas.	More enforcement near the schools.		
Speeding in busy/residential areas	Sidewalks and crosswalks	Stray dogs running along the roads	I think boats speeding in designated swimming areas is an issue as well. Consumption of alcohol while boating or using jet skis needs to be addressed with citations if it doesn't already. Maybe police patrolling on the lake would be a good idea.
People being intoxicated and carelessness. speed on residential streets and school zones	More patrol.		Out people get upset with law enforcement when they get a ticket or they get stopped. We need to realize it's for our own safety.
Children not secured in car seats	Create a law governing child restraints	Livestock along highways	
impaired drivers no seat belt usage by children and adults	major seatbelt program build new docks on the lake build sidewalks when housing developments go up. work with NDOT to widen roads educate the public about safety issues and ways to avoid accidents.	need for speed bumps in community.	during burning man need for more patrols for the kids attending Natchez school. since there is a high volume of traffic during school hours.
narrow roads w/no shoulder no docks on the lake for boaters in emergency situations no buoys for safe swimming/boating areas no sidewalks for foot traffic and bike use by children in the neighborhoods		school zones in Wadsworth are vulnerable areas for children walking or on bikes.	
Speeders in residential areas, especially where children are present No bike paths No safe walk ways to Nixon bridge Some drivers speeding on Hollywood. No safe trails to bicycle, old RR tracks Drug users night walking in middle of roads	*more patrol of the areas *better laws to enforce ticketing speeders *speed bumps Post speed limit, share roadway signs Create bike trails Create pedestrian walkways more DUI checkpoints; more boat patrols.	loud music (noise) from vehicles, makes it difficult to hear emergency vehicles. Need a law for that! Nixon bus stop away from tribal building in Nixon. Establish a Sutcliffe bus stop at the old ranger station. Add bike racks to transportation vehicles	
DUI on roads and the lake		need bicycle lanes and pedestrian walkways	None.
drunk driving - visitors using the lake.	check points for drunk drivers	every driver must have a driver's license and insurance on their vehicles.	
I do not trust other drivers on the road.	I don't have any solutions		
No seat belt laws. Some roads are dangerous.	Repair of all the roads.	Flooding of roads.	
texting while driving	increase citations	sidewalks for children walking to school or to I80 store and post office	
Drunk Driving, No side walks or bike paths for children. No bike or pedestrian path along side main roadway 447/446/445, Lincoln Highway or Hillranch Rd. Semi truck traffic - overloads/going too fast Hate Burning Man Traffic People travel too fast on slow areas	More signs in neighborhoods, there are numerous children and people drive fast and crazy through the neighborhoods. We need more police officers enforcing the speed limit. Build bike path off of the existing Road + Right of Way Highways Emphasize school bus safety zones. build safe routes to schools.	The new development in Sutcliffe. Speed limit needs to change when the houses are built. The heavy large truck traffic sucks - they can push you off road + go too fast w/ heavy loads hauling.	Like the EMT flashy road signs! Like the transit program - need decal on vehicles
N/A	N/A	N/A	N/A
Alcohol use by visitors during peak holidays & weekends	More police presence		In the residential areas need speed bumps
Pedestrian & Bicycling safety 45 mph thru deadox it was originally posted when the speed limit was 55	bike lanes, signage flashing to indicate pedestrian crossing raise the speed limit	more signage for pedestrian safety during special events held on the reservation dangerous curve bottom of hill going North thru deadox. Maybe widen road.	culverts along 446 between little Nixon. Turn-offs.
does not include Sutcliffe	Make transportation available	no classes/admin and community No Drivers Ed for New Drivers	
At this time of year - weeds are very large/big on side of community roads, can't see small children/dogs.	cut the weeds seasonally		

Thank you <http://kwi> Date

Time Taken Country Cc Region Co First Name Last Name Email Custom Fix Participant tracking code

		2015-07-30 16:18	576	US		
		2015-07-30 16:21	184	US		
		2015-07-30 16:36	235	US		
		2015-07-30 16:38	707	US		
		2015-07-30 16:45	28	US		
		2015-07-30 16:55	269	US		
		2015-07-30 17:13	768	US		
		2015-07-30 17:56	27	US	AZ	
		2015-07-30 18:27	286	US		
		2015-07-30 19:14	160	US		
		2015-07-30 20:53	1605	US		
		2015-07-30 21:23	361	US		
		2015-07-30 22:51	615	US	MN	
		2015-07-31 0:25	449	US		
		2015-07-31 16:07	172	US		
		2015-07-31 16:11	369	US	AZ	
		2015-07-31 17:48	915	US	GA	
		2015-08-03 15:26	460	US		
		2015-08-03 16:43	464	US	AZ	
		2015-08-03 17:35	482	US		
		2015-08-04 20:15	262	US	AZ	
		2015-08-04 22:52	137	US		
		2015-08-05 5:23	279	US	NV	
		2015-08-10 17:50	372	US		
		2015-08-31 21:00	303	US	NV	
		2015-08-31 21:05	95	US	NV	
		2015-08-31 21:07	124	US	NV	
		2015-08-31 21:09	94	US	NV	
		2015-08-31 21:11	71	US	NV	
		2015-08-31 21:12	200	US	NV	

APPENDIX C
Crash Data Map

Crashes Reported by NDOT (2012 - 2014)

