

ROADWAY SAFETY INSTITUTE

Advancing roadway safety with user-centered solutions

UTC Project Information	
Project Title	Collaborating with American Indian Communities to Re-Interpret and Strategize About Transportation Safety Risks in Tribal Lands
University	University of Minnesota
Principal Investigator	Kathryn Quick
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Funding Source(s) and Amounts Provided (by each agency or organization)	Roadway Safety Institute (USDOT): \$199,372 Roadway Safety Institute-Office of the Dean, Humphrey School of Public Affairs: \$34,681 Roadway Safety Institute-Office of the Vice President for Research: \$42,387
Total Project Cost	\$276,440
Agency ID or Contract Number	UTC Grant Number: DTRT13-G-UTC35 CTS# 2015031
Start and End Dates	7/1/2014 – 02/28/2018
Brief Description of Research Project	<p>This research provides new sources of data and insights to address unusually high rates of MVC fatalities and injuries among American Indians. Prior research has not focused on roadway safety in reservations, which are home to 22% of American Indians. The contributions of the study are:</p> <ul style="list-style-type: none">• Data generation and methodological innovation: We developed qualitative research methods that create new data sources and facilitate in-depth analysis and problem-solving in particular reservations. They emphasize the perspectives of people with the most direct, informed knowledge of reservation conditions.• Priority reservation roadway safety concerns: The data indicate three key areas: pedestrian safety, road maintenance and repair, and cooperation among tribal, state, and local governments, based upon case studies done in cooperation with the Red Lake Band of Chippewa, Fond du Lac Band of Lake Superior Chippewa, Leech Lake Band of Ojibwe, Mille Lacs Band of Ojibwe, and Minnesota Advocacy Council on Tribal Transportation.• National priorities: Analysis of the 2016 Tribal Transportation Safety Data Survey or tribes and states indicate these priorities: improving road infrastructure, driver education and enforcement, and seatbelt and childseat use and education. This confirms that prior federal funding, technical assistance, and policies remain critically important.• Inter-agency coordination needs: Case study and survey data strongly indicate the vital importance of high-quality coordination between tribes and

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	<p>federal, state, and local governments in reservations. This is the first study to document the positive -- or negative -- consequences for roadway safety and resource efficiency of cooperative, complementary, or divisive relationships among these entities.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p> <p>Place Any Photos Here</p>	<p>The data collected for this project has already led to practical safety improvements in some tribal communities. For example, the Red Lake Nation has used the information to develop a comprehensive tribal transportation safety plan and to identify specific pedestrian safety concerns along a main highway through the reservation. The tribe used the study data to apply for and receive funding from the State of Minnesota to develop a new walking trail and street lighting on that highway to provide a safer walking environment for the reservation's residents.</p>
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	<p>Kathy Quick and Guillermo Narváez report an impact on tribal safety. The preliminary data collected in their case studies reveal important divergences in perceptions of risk among tribal governments and others with direct knowledge of the reservation environments as compared with transportation safety experts from outside the reservations.</p>
<p>Web Links</p> <ul style="list-style-type: none">• Reports• Project website	<p>http://www.roadwaysafety.umn.edu/research/search/projectdetail.html?id=2015031</p>

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