New methods for identifying roadway safety priorities in American Indian reservations

Kathy Quick, PhD & Guillermo Narváez, PhD
Humphrey School of Public Affairs, University of Minnesota
National Academy of Sciences
Transportation Research Board webinar, February 4, 2016

View archive of audiotaped session and slides here:
ABE80 Mission Statement and Scope

• **The Native American Transportation Issues Committee (ABE80)** is concerned with research and practice pertaining to transportation issues on or near tribal lands and communities or affecting tribal historical or cultural properties wherever located.

• Tribal transportation issues include all modes of moving people and goods from one place to another, all relevant agencies including tribal, state, federal, regional and local providers, and all relationships and interactive processes of various governmental units - tribal, federal, state and local - with regard to the development, planning and administration, coordination, and implementation of transportation laws, policies, plans, programs and projects.
Tribes & transportation safety: A high-stakes issue

• There are unusually high rates of MVC fatalities and injuries among American Indians, nationally:
  – Rate increased by 52%, compared a nationwide decrease of 2% (Poindexter 2004, 1975-2002 data).
  – MVC fatality rate is higher than for any other American population group (Pollack et al. 2012).
  – MVC are leading cause of unintentional injury for American Indians aged 1-44 (Raynault et al. 2010).

• Tribal, USDOT, and many state and local governments increasingly recognize that improving tribal transportation safety is a priority.
Particularly high stakes for teens

Figure 3

Motor Vehicle Traffic Deaths per 100,000 Teens, Ages 15-19, by Gender, Race, and Hispanic Origin, 2011

Explanations from prior research

- **Individual behaviors**: impaired driving, low rates of safety restraint use, speeding
- **Road conditions**: signage, lighting, signals, roadway design, surface repair, ice and vegetation management
- **Historic and structural disparities**: unmet health needs, poverty, distance to travel to jobs and services, limited or delayed access to emergency medical care
- **Institutional resources and policies**: enforcement, conflicts or gaps in road ownership and responsibility, possibly dry reservation policies
Distinguishing reservations

• Focuses our attention on roadways and jurisdictions.
• About 22% of American Indian and Alaska Natives live in reservations, trust lands, or tribal statistical areas (Census Bureau 2012-CN.06)
• Rural areas generally have higher crash and fatality rates than urban areas.

<table>
<thead>
<tr>
<th>State</th>
<th>Urban</th>
<th>Rural</th>
<th>Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Minnesota</td>
<td>131</td>
<td>34</td>
<td>256</td>
<td>66</td>
</tr>
<tr>
<td>U.S. total</td>
<td>14,987</td>
<td>46</td>
<td>17,696</td>
<td>54</td>
</tr>
</tbody>
</table>

• http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview
FAST 21

- Latest major federal transportation legislation (FAST21) prioritizes reservation roadway safety. It requires:
  - *Data quality study* within 1 year, in recognition that data are not being shared, not sufficient in quantity or quality or type, or are not sufficiently relevant to identify and address issues.
  - *Causes and options study*, within 2 years, to “identify and evaluate options for improving safety on public roads on Indian reservations.”
Multiple methods for data quality & analysis

- Engineering studies of road quality
- Geospatial & statistical study of crash patterns
- Qualitative analysis of accounts and sources of risk

- Another perspective on the “5Es” of roadway safety (Engineering, Enforcement, Environment, Education, and Everyone)
- ABE80 sessions to build and share knowledge on these topics. E.g.,
  - SafeTREC California Tribal Road Safety Data Project
  - Methodology to Assess and Compare the State Highway System with the Local Roadway System on the Wind River Indian Reservation
  - Proactive Five-Step Process Model for Effective Tribal Crash Reporting
Researchers

Kathy Quick

Public and nonprofit management, planning, and an array of complex policy areas

Involving diverse ways of knowing in problem definition and problem-solving

Building resilience through engagement and collaboration

Oriented to practice and theory

Guillermo Narváez

Anthropology of public policy

Transportation policy-making and finance

Tribal sovereignty, politics, and government-to-government relationships
Our goals today

Identifying methods gaps in existing research
Sharing data collection tools we’ve developed
Example: pedestrian safety
Discussion & invitation
Common explanations in prior research

- **Individual behaviors**: impaired driving, low rates of safety restraint use, speeding
- **Road conditions**: signage, lighting, signals, roadway design, surface repair, ice and vegetation management
- **Historic and structural disparities**: unmet health needs, poverty, distance to travel to jobs and services, limited or delayed access to emergency medical care.
- **Institutional resources and policies**: enforcement, conflicts or gaps in road ownership and responsibility, possibly dry reservation policies
Existing literature

- Only 20 peer-reviewed studies
- National, population-level, epidemiological studies
- No differentiation of reservation and urban areas
- Lots of “conventional wisdom” to address

Need for situated, qualitative, collaboratively produced data

- Attention to contextual conditions (legal, geographic scale, climatic, etc.)
- Probe distinctions of tribal and other rural transportation issues
- Be inclusive of American Indian communities, tribal governments, academics

Collaborating with American Indian Communities to Re-Interpret Transportation Safety Risks in Tribal Lands

- Focus on local interpretation and management of risk
- Identify safety risk priorities and options
- Share success stories
- Build and sustain relationships with tribal governments
Research project methods

• Coordination with Advocacy Council on Tribal Transportation (ACTT)
• Review of crash data
• Interviews with key stakeholders
  – 7 tribal governments
  – Interest groups; state, federal, county governments
  – Other researchers
• Partnerships with 4 tribal governments to gather local expertise on sources and management or risks
  – Reviewing existing data
  – Interviews w/key “5E” leaders (tribal government & other)
  – Focus groups and “virtual tours” with expert drivers
  – Gathering input from interested public at community fairs
Research questions

What can be done to improve roadway safety in reservations?

How do stakeholders in the context interpret and manage roadway safety risks in reservations?

How do tribal governance, sovereignty, and intergovernmental relationships impact roadway safety in reservations?

What methodological innovations can we contribute as our “technology transfer” to reservation roadway safety managers and other researchers?
Our goals today

- Identifying methods gaps in existing research
- Sharing data collection tools we’ve developed
- Example: pedestrian safety
- Discussion & invitation
What we see from conventional data

Standard practice is to use data submitted by enforcement agencies to state and federal agencies. These are valuable data on what has happened and been reported.

MnCMAT (MNDOT & MNDPS)  
2011: 23 crashes

FARS (USDOT & NHTSA)  
2011: 3 crashes
## Key stakeholders to contact

<table>
<thead>
<tr>
<th>1. Road &amp; Safety Experts – tribal government &amp; associated entities</th>
<th>Fond du Lac</th>
<th>Red Lake</th>
<th>Leech Lake</th>
<th>Mille Lacs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Construction and Maintenance</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Planning department</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Law enforcement (chief, highway safety officer)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Car Seat &amp; other Injury Prevention</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Emergency responders and/or ER room team</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Tribal government executive director</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other: Tribal Council member, drivers’ ed, courts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 2. Expert drivers                                            |             |          |            |            |
| Transit service, school bus drivers, casino shuttle drivers  | X           | X        | X          |            |
| Propane delivery                                             | X           |          |            |            |
| Road / snow crews                                            | X           | X        |            |            |

| 3. Related Jurisdictions                                     |             |          |            |            |
| County, city, and township public works dept                 | X           | X        | X          |            |
| MNDOT regional staff                                         | X           |          |            |            |
| County sheriff, city police, state highway patrol            | X           | X        | X          |            |
| Regional TZD & other related entities                         | X           | X        | X          |            |
| US Forest Service                                            | NA          | X        | X          | NA         |

| 4. Centers of Activity                                      |             |          |            |            |
| Casino, schools, other community centers                     | X           | X        | X          |            |

| 5. Interested reservation residents / enrollees              |             |          |            |            |
| Yes, 30                                                     | Yes, 76     | tbd      | Yes, 85    |            |
Interview template – road & safety experts

1. How are you and your agency involved in reservation roadway safety?

2. How would you describe roadway safety in the reservation?
   [Follow up: How much of a concern is roadway safety in the reservation? How does this compare with other areas?]

3. What are the major risks or hazards for roadway safety in the reservation?

4. What are you most interested in doing to improve safety?
   [Note: continuing or new activities]

5. What do you wish other people or organizations would do (or do more) to improve roadway safety in the reservation?

6. Please summarize your 1 or 2 key points from this conversation.

7. Are there other people we should contact?
# Interview template – Expert drivers & general public

<table>
<thead>
<tr>
<th>Question</th>
<th>Note / prompt</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. What are your ideas or concerns about being safe on the roads in the reservation?</td>
<td>If they need help to get started, ask this all as a set, to get them started, and then let them choose the priorities. Are there places where you often see pedestrians or bicyclists? Deer on the road? Dangerous curves? Icy spots? Speeding?</td>
</tr>
<tr>
<td>1. What do you think about the conditions of the roads that you frequent in the reservation?</td>
<td>Important note: The map is just a conversation starter! It is also easy way to record information about hotspots. However, do not worry about turning all of the input into a spatially specific idea. For example, if they say “We need Kids at Play signs in all of the residential areas, because kids play in the street a lot,” or “I don’t see enough police out to enforce speeding,” that is useful, general input.</td>
</tr>
<tr>
<td>2. What would you tell someone who is not from here, or a young person who is biking to school or just learning to drive, about being safe on the roads?</td>
<td></td>
</tr>
<tr>
<td>3. Are there places or times that you avoid traveling on the roads, or if you have to go you really don’t like to, or you take a lot of extra care? Where and when? Why?</td>
<td></td>
</tr>
</tbody>
</table>
Gathering community input at Leech Lake Band pow wow, September 2015
New kinds of data

- General opinions on the roads in the communities
- Who is and is not driving, and where
- Where people avoid driving because of risk
- Problems getting around (bike, ped, snow, etc.)
- Accidents and near misses they, friends, and family have had
- Seatbelt & restraint usage
New kinds of data (cont’d)

- Time of day patterns
- Icy spots, other snow & ice issues
- Ease / problems with getting police, snow plows, etc. to respond to concerns
- Poor visibility areas
- Animals: deer trails, dogs
- Driving behavior or culture – local and non-local
- Enforcement issues

Map mark-up from focus group with expert drivers, Fond du Lac Band, July 2015
Our goals today

- Identifying methods gaps in existing research
- Sharing data collection tools we’ve developed
- Example: pedestrian safety
- Discussion & invitation
**Preliminary results**

- Still analyzing summer / fall data collection
- 15 months of laying the groundwork
- 94 key informant interviews, 202 general community member interviews
- 77 researcher days of fieldwork in Minnesota reservations
- *Thousands* of miles on the road
- Multiple policy dialogues at national, state, and local levels
What’s special about reservations?

Generally, it is not clear that roadway safety issues on reservations are very distinctively different from other rural safety problems, except:

– Heightened concerns about pedestrian safety
– Special complications of navigating jurisdictional coordination boundaries
Fragmented nature of reservations

Fragmented land ownership and wide separations between villages, schools, and services.

**Example:** 4% of the land in Leech Lake Band’s reservation is under tribal ownership.

Everyday, embedded, and highly consequential insider / outsider dynamics of tribal enrollees & others on the reservation.
Driver behavior

• Contrary to *some* popular belief, key stakeholders do not mention residents’ DUI as one of their top challenges.

• What they *do* mention are drivers’

• Lack of awareness of pedestrians, combined with poor visibility, trails / shoulders / sidewalks to protect them

• Congestion, confusion, and speeding from non-locals, especially during peak tourism periods
Ex. Data on pedestrian safety in Fond du Lac Band of Lake Superior Chippewa

- Residents brought this up repeatedly as their area of highest concern.

- Tribal government leaders – in planning, police, public works, youth services, the elder council, and executive leadership – name pedestrian safety as a very high priority. They are concerned about safety and actively encouraging walking for health and recreation.

- Expert drivers (from transit, school bus, and propane delivery units) all name this as a very high area of concern and a distinctive need of the reservation.

- **Disconnect** with key leaders from jurisdictions with overlapping roadway engineering, law enforcement, or maintenance responsibilities, who did not see this as a key concern or something distinctive for the reservation communities.
Data from crash databases

Three collisions involving pedestrians 2006-2014 (Source: MNCMAT, Crash Mapping Analysis Tool of MNDOT and MN DPS Department of Driver and Vehicular Safety).
Data from tribal enrollees’ input

“Well, as soon as I get on the rez I know I need to start looking out for pedestrians. That’s really the only difference between off and on the rez when it comes to being safe on the roads.”

– Fond du Lac enrollee who lives off the reservation

Above: Resident using map to point out areas of concern -- including 3 ped safety issues – June 2015.

Right: Researchers’ immediate fieldnote summary of persistent points from the 21 people interviewed at Fond du Lac enrollee days, June 2015.
Data from virtual & actual drives

Left: Map mark-up from focus group with expert drivers, Fond du Lac Band, July 2015.

Right: Photo of residents participating in Take Back the Rez affinity and advocacy event, October 2012, on Big Lake Road.
Other preliminary results (all sites)

**Impaired driving**
- These data demonstrate the value of open-ended questions and innovations in data collection methods.
- *Contrary* to some conventional wisdom, key stakeholders do *not* mention reservation residents’ DUI as one of their top challenges.
- Is this a “nervous area” of government (Gooden 2014) people won’t discuss, is the conventional wisdom wrong, and/or do we need deeper research?
- Extreme concern – across the board – about texting while driving and other distractions.

**Signage**
- Useful to outsiders to alert them to pedestrians and help them find their way.
- Sometimes “the only way to know” you’re entering a reservation

**Safety restraints**
- Mixed results: May be worse (or not) on reservations, and in some areas seems to be improving. Good opportunity for research on positive cases.
Our goals today

- Identifying methods and gaps in existing research
- Sharing data collection tools we’ve developed
- Example: pedestrian safety
- Discussion & invitation
This research is supported through a grant from USDOT’s Office of the Assistant Secretary for Research and Technology to the Roadway Safety Institute (the University Transportation Center for USDOT Region 5), which is based at the University of Minnesota.

Thank you!

Kathy Quick, Assistant Professor, ksquick@umn.edu
Guillermo Narváez, Research Associate, gnarvaez@umn.edu
The Roadway Safety Institute is the University Transportation Center for USDOT Region 5, which includes Minnesota, Illinois, Indiana, Michigan, Ohio, and Wisconsin.
CONSORTIUM MEMBERS

University of Minnesota
Driven to Discover℠

The University of Akron

Illinois
University of Illinois at Urbana-Champaign

Southern Illinois University
Edwardsville

Western Michigan University

Roadway Safety Institute
<table>
<thead>
<tr>
<th>1. Road &amp; Safety Experts – tribal government &amp; associated entities</th>
<th>Fond du Lac</th>
<th>Red Lake</th>
<th>Leech Lake</th>
<th>Mille Lacs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Construction and Maintenance</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Planning department</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Law enforcement (chief, highway safety officer)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Car Seat &amp; other Injury Prevention</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Emergency responders and/or ER room team</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Tribal government executive director</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others: Tribal Council member, drivers’ ed, courts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Expert drivers</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Transit service</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Propane delivery</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School bus drivers</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Road / snow crews</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casino shuttle drivers</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3. Related Jurisdictions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County public works dept</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>City engineer</td>
<td>X</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>MNDOT regional staff</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County sheriff</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Township road supervisor</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City police</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional TZD &amp; other related entities</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>State highway patrol for the region</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US Forest Service</td>
<td>NA</td>
<td>X</td>
<td>X</td>
<td>NA</td>
</tr>
<tr>
<td>4. Centers of Activity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casino, schools, other community centers</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5. Interested reservation residents / enrollees</td>
<td>Yes, 30</td>
<td>Yes, 76</td>
<td>Yes, 9</td>
<td>Yes, 85</td>
</tr>
</tbody>
</table>
### Table 2. Questions for Interviews with Key Stakeholders, including script (list of questions) and tips for the interviewer. This is for use with specialists in engineering, public works, maintenance, enforcement, transit managers, injury prevention, and emergency responders. Typical time: 30-45 minutes.

<table>
<thead>
<tr>
<th>Question or script</th>
<th>Purpose/ notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Introduction</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Thanks for making the time! Ice-breaker (for example, make connection w/previous interactions or w/network that provided introduction). | Purpose: Warm-up  
Interview tip:  
• Address questions and concerns regarding interview, confidentiality, etc. |
| **General background on participant's role / agency** | |
| 1. What is your affiliation and current role?  
2. How is your agency / your role related to reservation roadway safety? | Purpose: Gather context of their comments and ideas  
Interview tip:  
• It is not important to go into a lot of depth here. It is good to move through this fairly quickly. |
| **Nature / extent of roadway safety risk** | |
| 3. How would you describe roadway safety issues in the reservation?  
4. *Either:* For example, is roadway safety a problem? If so, how big of a problem is it?  
*Or:* You work on a lot of issues. How important is roadway safety, among all of those areas? I am not asking because I am going to judge you, or try to talk you into making it more important. I am asking so that I understand the whole context of what you work in, to be sure I am not overestimating the importance of this issue. | Purpose: Gather their expertise and point of view on safety risks.  
Interviewing tips:  
• These are open-ended questions. Do not lead! An example of leading would be, “So this is not really a big deal here, right?” A better option would be, “Would you say this is a big problem, or not really?”  
• If you are hearing very general statements, ask them “What are the signs that you see of that problem?”  
• Listen for different ways of describing issues. Some people will share statistics, others general impressions, and others stories. All of these are important forms of information. |
| **Hazard identification and sources** | |
| 5. What are the major risks or hazards for roadway safety in the reservation? We're interested in what seems to be causing the problems you have observed and in whatever concerns or other hunches you have about transportation risks that might be a problem. | Purpose: Tapping their expertise to uncover key areas that need attention and their theories about root causes.  
Interview tips:  
• If necessary, prompt them to talk specifically about their area and experience. Discourage them from talking in generalities and redirect them to talk about what they do or observe in the reservation.  
• Avoid leading. It is important to get their perspectives on what the top causes are. However, once they have answered the question, probe gently to try to all of the “4E” (engineering, education & driver behavior, enforcement of highway safety, and emergency response services). For example, say “I don’t believe I heard you mention ____.” Then stop and give them time to think, without rushing them. |
<table>
<thead>
<tr>
<th>Question or script</th>
<th>Purpose/ notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Management and coordination suggestions</strong></td>
<td></td>
</tr>
<tr>
<td>6. What are you most interested in doing to improve safety? Maybe you are most interested in continuing to do something that is working very well, maybe there is something you would like to get started, or maybe there is something you wish that another agency would do. We’re interested in all of those areas, depending on what seems most important to you.</td>
<td>Purpose: Tapping their strategic and problem-solving wisdom. Identifying inter-jurisdictional coordination issues. Interview tips: • If you or they are running out of time, offer to come back to this another time. Skip ahead to question #8 re take-aways. • After they have responded, if they did not mention it, ask what would need to happen for them to accomplish their “wish list” or address those priorities. • Listen for all kinds of ideas, such as: more $, better data, political support, training, stronger cooperation with other entities, etc. Also listen to what kinds of partners (real or hoped for) they mention, ex. roads department, transit providers, EMS, etc.</td>
</tr>
<tr>
<td>7. What do you wish other agencies or jurisdictions would start doing, or do more of, for you to be successful with your road safety efforts?</td>
<td></td>
</tr>
<tr>
<td><strong>Wrap-up</strong></td>
<td></td>
</tr>
<tr>
<td>8. We’re getting close to the end of our time. We really appreciate your sharing your ideas with us. We want to make sure we’ve captured what is most important to you about safety in the reservation. So I’d like to invite you to summarize the 1 or 2 “take aways” that you want to be sure we understand from all that we’ve been discussing.</td>
<td>Interview tips: • This should be quick. Ask them to summarize in 1-2 sentences, if they need help to keep it short. • Get the contact information for other people, if possible. Clarify whether it is or is not okay to mention this person suggested it.</td>
</tr>
<tr>
<td>9. Your perspectives are so valuable. We are interested in talking with a lot of people. Can you suggest other people that we should contact?</td>
<td></td>
</tr>
</tbody>
</table>
Table 3. Map-Initiated Dialogues with Expert Drivers and Interested Residents. This is done with a large-scale, detailed map of the reservation road system, which we then mark up with post-it stickers as the study participant talks. We photograph the comments on the map and number and remove the post-it notes with other notes from that study participant, before removing the notes to provide a fresh, unmarked map for the next person. Typically, a conversation with an interested resident lasts 2-10 minutes (see lefthand image for example). With expert drivers, it is often good to do this with more than one driver at a time (e.g., a few school bus drivers in a small group), and to plan on 30-45 minutes give them lots of time to think about and share their detailed knowledge of the roads (see righthand image for example).

<table>
<thead>
<tr>
<th>Question</th>
<th>Interviewing tips</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. What are your ideas or concerns about being safe on the roads in the reservation?</td>
<td>If they need help to get started, ask this all as a set, to get them started, and then let them choose the priorities. Are there places where you often see pedestrians or bicyclists? Deer on the road? Dangerous curves? Icy spots? Speeding?</td>
</tr>
<tr>
<td>2. What do you think about the conditions of the roads that you frequent in the reservation?</td>
<td>Important note: The map is just a conversation starter! It is also easy way to record information about hotspots. However, do not worry about turning all of the input into a spatially specific idea. For example, if a person says, “We need Kids at Play signs in all of the residential areas, because kids play in the street a lot,” or “I don’t see enough police out to enforce speeding,” that is useful, general input. Even if your expertise tells you that street lighting would be better than a “Kids at Play” sign, for example, this is important as a suggestion that something needs to be done to protect children on the street.</td>
</tr>
<tr>
<td>3. What would you tell someone who is not from here, or a young person who is biking to school or just learning to drive, about being safe on the roads?</td>
<td></td>
</tr>
<tr>
<td>4. Are there places or times that you avoid traveling on the roads, or if you have to go you really don’t like to, or you take a lot of extra care? Where and when? Why?</td>
<td></td>
</tr>
</tbody>
</table>