|  |  |
| --- | --- |
| **UTC Project Information** | |
| Project Title | MPC-566 – Supporting Tribal Crash Data Utilization and Strengthening Institutional Capacity for Effective Traffic Safety Programs |
| University | North Dakota State University |
| Principal Investigator | Kimberly Vachal  Seguy Tchakounte-Wakem  Kelly Bengtson  Ihsan Ullah Khan  Ronald Hall |
| PI Contact Information | Kimberly Vachal, Ph.D.  North Dakota State University  Phone: (701) 231-6425  Email: kimberly.vachal@ndsu.edu  ORCID: 0000-0002-9577-0395  Seguy Tchakounte-Wakem, Research Specialist  North Dakota State University  Phone: (701) 231-8301  Email: seguy.tchakountewake@ndsu.edu  ORCID: 0000-0002-0225-3592  Kelly Bengtson, P.E.  North Dakota State University  Phone: (701) 231-5361  Email: kelly.bengtson@ndsu.edu  ORCID: 0000-0002-0772-6192  Ihsan Ullah Khan, PhD Candidate  North Dakota State University  Phone: (701) 231-7767  Email: ihsan.khan@ndsu.edu  ORCID: 0000-0002-0116-9284  Ronald Hall, Tribal Liaison  North Dakota State University  Phone: (701) 231-8301  Email: ronald.hall@ndsu.edu  ORCID: 0000-0002-6673-0765 |
| Funding Source(s) and Amounts Provided (by each agency or organization) | USDOT, Research and Innovative Technology Administration  $139,359.05  North Dakota State University – $74,700.00  North Dakota LTAP – $64,663.85 |
| Total Project Cost | $278,722.90 |
| Agency ID or Contract Number | 69A3551747108 |
| Start and End Dates | May 24, 2018 to July 31, 2024 |
| Brief Description of Research Project | Motor vehicle crashes are the leading cause of unintentional injury for the American Indian population ages 1 to 44. A fundamental aspect in this injury prevention is the ability to select evidence-based interventions based on high-quality data documentation of the injury events. The crash reporting process for four tribes in North Dakota were documented in an earlier Mountain-Plains Consortium study. During that study, researchers were able to supplement the state crash records with crash records held locally by some tribes. In addition, the project provided an opportunity for renewed communications among the crash data stakeholders and the newly named tribal liaison at the Upper Great Plains Transportation Institute. While the earlier study documented crash reporting practices for each tribe, unexpected benefits were achieved in the ancillary discussions related to planning, program, and education activities related to the crash data and traffic safety promotion. Objectives here propose a continuation of the crash reporting support as well as performing several small demonstration, assessment and education/outreach tasks that will be documented in the tribal tool box. Expanded efforts in the tribal liaison position will contributed to enhanced communications and tribal participation in training and research based on individual community transportation needs and priorities. The impact of the ongoing COVID-19 pandemic in tribal communities will also be considered in supporting public health and economic aspects of transportation. |
| Describe Implementation of Research Outcomes (or why not implemented)  Place Any Photos Here | The findings and documentation of this project were promptly used and most of the recommendations were acted upon including: 1) Proactive actions by Spirit Lake Nation in trying to better understand and research the existing conditions; and 2) Continued coordination between the various internal departments of Spirit Lake Nation. |
| Impacts/Benefits of Implementation  (actual, not anticipated) | The citizens and visitors may enjoy the safe and enjoyable use of adequately designed and well-maintained pedestrian facilities not only within Fort Totten but all the way up to Devils Lake. At the same time, the danger posed by unleased and potentially dangerous pet dogs is minimized. |
| Web Links   * Reports * Project Website | MPC Final Report – [Fort Totten Walkability Assessment and Recommendation Review](https://www.ugpti.org/resources/reports/details.php?id=1165) |