TRANSPORTATION SAFETY PLAN

Bay Mills Indian Community
Brimley, Michigan

July 2022

Tom Fronk BIA Midwest Region
The Bay Mills Indian Community is committed to improving the overall safety of its transportation system. This Transportation Safety Plan has been developed with input from a variety of agencies and from individuals within the Community in cooperation with the Bureau of Indian Affairs.

Bay Mills Indian Community will prioritize our needs and seek funding opportunities to improve roadway safety issues as our community profile aligns with the National Roadway Safety Strategy. The NRSS is to advance equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality.¹

The Eastern Upper Peninsula of Michigan, a tri-county area of Chippewa, Luce, and Mackinac counties, population region is primarily white, with a significant Native American minority, 14% compared to less than 1% of the total U.S. population.²

Accordingly, per U.S. EDA criteria, our plan falls within an economically distressed community. Chippewa, Luce, and Mackinac Counties service areas of the Bay Mills Indian Community have higher unemployment rates than the national rate and lower per capita income than the nation.³

People who are American Indian and Alaska Native have roadway fatality rates more than double the national rate on a per population basis.⁴

This verifiable and measurable data further support our Tribe’s need to make safety improvements as outlined within this Transportation Safety Plan.

Our strategy is to conduct a safety analysis with a timeline to address safety concerns. BMIC has a goal of zero roadway fatalities and reducing serious injuries. This goal applies to our roadways for all modes of roadway traffic, including all motorized vehicles, bicycles, and pedestrian traffic.

Our task is to meet annually to analyze crash data reports, incident reports, measured outcomes, and any other information to determine whether we are meeting our target goal of reducing injuries and zero roadway fatalities. BMIC will also identify new safety concerns that impact our community roadways.

The direct participants in the transportation safety planning effort are listed in Attachment B. The plan outlines existing safety programs and policies and identifies issues and projects that can be implemented to further improve transportation safety for the Bay Mills Indian Community, its people, and visitors to the tribal lands and facilities.

² http://www.eup-planning.org/2020-2025-ceds-general-regional-data
³ https://www.statsamerica.org/distress/dist.aspx
⁴ https://www.transportation.gov/nrss/usdot-national-roadway-safety-strategy
The Bay Mills Indian Community has a number of safety programs and has developed relationships with other government entities to help assist in safety improvements:

- There is a car seat program put on yearly by the Tribal Health Clinic.
- The Tribal College provides classes for CPR.
- The speed limit for the Bay Mills residential areas is set at 15 MPH.
- Bay Mills leadership got the speed limit for Lakeshore Drive set to 35 MPH where it goes through tribal areas.
- Police compile injury crash info and submit online to the state.
- A Road Safety Audit for Lakeshore Drive was completed in 2017.
- In 2016 the Tribe applied for and received a safety grant from the FHWA Tribal Transportation Program to build a trail along part of Lakeshore Drive.

In an effort to further enhance safety efforts and save lives, the following opportunity areas have been identified as a priority for the Bay Mills Indian Community over the next three to ten years. Prioritization is based on most immediate safety needs.
BAY MILLS INDIAN COMMUNITY

Layout of Housing, Community, and Transportation Features
Description and Strategic Linkage: Lakeshore Drive is the thoroughfare that provides the primary access to the Bay Mills Community tribal lands. Numerous and frequent driveways and intersections cause conflicts especially in the northern half of the Community. A sharper than normal curve increases driving hazards, as does a busy tourist area at the Veterans’ Memorial and the Old Indian Burial Grounds.

Strategy: The following strategies are expected to reduce vehicle conflicts and crashes in the future by altering the roadway, roadway access, and surrounding elements.
Enlarge 90-degree curve just north of the intersection of Lakeshore Drive and Bay Mills Point Rd.

- **Issue Champion:** Justin Carrick
- **Implementation:** Within six months, coordinate with Chippewa County Road Commission and Tribe purchasing right of way and obtaining funding for design and construction of a re-aligned roadway curve. In the short-term coordinate clearing brush to increase curve visibility and placing rocks.
- **Timeframe to Achieve:** 5-10 years

Defining pedestrian circulation and parking near Veterans’ Memorial and Old Indian Burial Grounds

- **Issue Champion:** Justin Carrick
- **Implementation:** Within three months, coordinate with Chippewa County Road Commission and Tribe ways to designate parking for visitorsto the area and pedestrian connections to Veterans’ Memorial and Burial Grounds.
- **Timeframe to Achieve:** 3-5 years

Consolidating the current two-part access of eastbound Tower Road to Lakeshore Drive

- **Issue Champion:** Justin Carrick
- **Implementation:** Within three months, coordinate with Chippewa County Road Commission and Tribe the process of closing off the southern access and finding funds for design and construction of a consolidated roadway intersection.
- **Timeframe to Achieve:** 3-5 years

Defining and staggering vehicular access points to Lakeshore Drive

- **Issue Champion:** Justin Carrick
- **Implementation:** Within six months, coordinate with Chippewa County Road Commission and Tribe concerning the number and proximity of driveways and access points in the Mission area of Lakeshore Drive.
- **Timeframe to Achieve:** 5-10 years
Location of safety issues on Lakeshore Drive

Two entries
Tower Rd to Lakeshore Dr

Pedestrian and parking issues near Veterans’ Memorial and Cemetery

Sharp Curve
Enlarge sharp curve on Lakeshore Drive to 350 ft radius

Currently the curve on Lakeshore Drive has a curve radius of about 300 ft. Design standards recommend a 350 ft radius for a 35 MPH speed limit.

**Description and Strategic Linkage:** Pedestrians should have a separate path of travel from motor vehicles.

**Strategy:** The following strategies are expected to reduce pedestrian/vehicle conflicts.

Construct sidewalks in residential areas.

- **Issue Champion:** Justin Carrick
- **Implementation:** Within nine months, inventory residential locations without sidewalks and budget for their construction.
- **Timeframe to Achieve:** 5-10 years
Off-Road Vehicle (ORV) Connections over Waishkey River in Brimley

ORV/snowmobile trail at 6 Mile Rd over river.

Width of concrete walk surface on bridge is insufficient for ORVs (same condition both sides).
The current trail crossing over the Waishkey River is 6 Mile Rd bridge and is a raised concrete walk on each side of the bridge, about 4 ft wide. The narrow width forces pedestrians off the raised walk in order to let ORVs pass, and often means that ORV riders must walk in the roadway while holding their vehicles up on the concrete walk.

**Strategy:** The following strategies are expected to reduce vehicle conflicts and crashes in the future by providing a new facility for ORVs to cross the river that is separate from the flow of traffic and pedestrians.

**Pursue trail crossing at a new bridge facility designated just for trail users**

- **Issue Champion:** Justin Carrick
- **Implementation:** Within six months, coordinate with local snowmobile club and state DNR to pursue trail right-of-way and funding for a new bridge for the trail crossing.
- **Timeframe to Achieve:** 3-7 years

**Pursue a redesigned 6 Mile Rd bridge trail crossing, using either the existing bridge or a replacement bridge**

- **Issue Champion:** Justin Carrick
- **Implementation:** Within six months, coordinate with Chippewa County Road Commission and State DOT.
- **Timeframe to Achieve:** 3-7 years
Fatal Snowmobile Crashes near main Tribal Community 2008-2018

1. **Snowmobile struck by car crossing Lakeshore Drive at trail crossing, February 2010**

2. **Snowmobile and car hit traveling in opposite directions on Plantation Rd. February 2016**

3. **Snowmobile leaving driveway hits car traveling on 6 Mile Rd. February 2008**
APPENDIX:

KEY STATISTICS FOR FATAL CRASHES, FROM 2008 TO 2018

Here is a series of critical crash statistics for the Bay Mills Indian Community. Statistics include drivers who are both tribal members and non-tribal people.

30% of the fatality crashes in the Bay Mills Indian Community involved snowmobiles. Statewide less than 1% of crash fatalities are from crashes involving snowmobiles\(^5\)

For Michigan as a whole in 2017, 36% of fatalities\(^6\) were related to drivers impaired by alcohol. 30% of fatalities in the Bay Mills Indian Community from 2008-2018 were related to drivers impaired by alcohol, a slightly lower rate.

Half of the fatalities on the Bay Mills Indian Community were single car or “run off the road” crashes. There are four main causes of run off the road crashes:

1. Distracted driving
2. Alcohol or drug impairment
3. Speeding, driving too fast for a curve, or overcompensating
4. Falling asleep or a sudden medical condition

Corrective roadway improvements to reduce run off the road impairment include:

A. Edge or centerline rumble strips
B. Chevrons or other signage for curves
C. Reflectorized pavement markings
D. Widen shoulders

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7 2018 Year End Traffic Crash Statistics, Michigan Department of State Police, Lansing MI, March 28, 2019
Speeding was a factor in 40% of fatalities on the Bay Mills Indian Community between 2008 and 2018. Statewide for Michigan, 23% of fatalities were in speeding related crashes.

\[\text{Michigan Avg 23\%}\]

33% of fatalities in crashes on the Bay Mills Indian Community were people who were not using seat belts. Statewide for Michigan 54% of fatalities are people who were not wearing seat belts. A study of seat belt wearing rates for the Indian Community could be conducted to verify the seat belt utilization rates on the Indian Community. Public Service Announcements could be used to increase seat belt use even more.

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Fatals crashes on the Bay Mills Indian Community peak in the winter and July/August. Public Service announcements aimed at reducing crashes could be timed to begin in the spring and fall for maximum effectiveness.

The peak time for crashes for the Bay Mills Indian Community between 2008 and 2018 was in the afternoon.
PEDESTRIANS

There was one pedestrian fatality on the Bay Mills Indian Community between 2008 and 2018. For Michigan, 15% of fatalities are pedestrians. This fatality occurred on Lakeshore Drive just south of the intersection with Bay Mills Point Rd.

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Bay Mills Safety Plan
Kick Off Meeting Agenda
December 13, 2018

9:00 a.m. Introductions

9:10 a.m. Defining a Safety Management System
SMS Background and Overview
FHWA SMS Implementation Plan
Discussion of Tribal Safety Plans
Q&A

10:00 a.m. Tribe existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)
Documentation of existing programs and approaches

10:45 a.m. Development of a Tribal Safety Plan
Identification and Discussion of Safety issues and concerns
Safety approaches to include
Safety approaches to develop
Integration with other safety plans

11:00 a.m. Identification of implementation steps
Identification of responsible parties/champions for specific elements
Questions/Discussion of process and continued efforts

11:45 a.m. Wrap Up
Bay Mills Safety Plan
Follow Up Meeting Agenda
April 23, 2019

9:00 a.m.  Introductions

9:05 a.m.  Review of items from previous meeting.

9:30 a.m.  Review of safety fund project topics from kickoff meeting

1.  Intersection Improvements
    - Lakeshore Dr & Bay Mills Point Rd
    - Lakeshore Dr & Tower Rd

2.  Roadway access & definition for Lakeshore Dr near Vet Memorial, Old Indian Burial Grounds, and College drives

3.  ORV crossing of Waishkey River @ 6 Mile Rd

4.  Any topics from the SMS tribal safety plan to expand into tribal project (see summary page 2)

5.  Any other potential projects to consider

11:30 a.m.  Wrap Up
## ATTACHMENT B

December 13, 2018

**Bay Mills Indian Community**  
**Transportation Safety Plan**  
**Follow Up Meeting attendees**

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<thead>
<tr>
<th>Name</th>
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<tr>
<td>Derek Waldorf</td>
<td>MDOT</td>
<td>Transportation Engineer</td>
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<td>Randy Touchtone</td>
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<td>Wade Teeple</td>
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<td>Brandon Kerfoot</td>
<td>Ojibwe Charter School</td>
<td>Transportation Supervisor</td>
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<td>Justin C Carrick</td>
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**Main contact for the Band for safety planning:**

Justin C Carrick  
906-248-8118  
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April 23, 2019

**Bay Mills Indian Community**

**Transportation Safety Plan Kickoff attendees**

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