

# Lummi Nation Safe Streets and Roads for All Baseline Performance Measurement Report

**Application Title:** Lummi Tribe Safety Treatment Plan

**Federal Award No:** 693jj32440682

**Designation:** Planning and Demonstration

**Recipient:** Lummi Indian Business Council

**Description of Project:** Develop traffic safety treatment plan and implement demonstration activities including performing a Road Safety Audit.

**Baseline Performance Measurement Date:** September 1, 2024

## Study Area

The study area includes the Lummi Indian Reservation and land owned by the Tribe (influence area). The Lummi Reservation is situated to the west of Bellingham, WA and to the south of Ferndale, WA.

## Safety Performance

Crash data was requested and collected from the Washington State Department of Transportation from 2019 through 2023. There was a total of 377 crashes that occurred within the study area. Individual crash records were not reviewed to confirm details surrounding each crash. As we initiate the Safety Action Plan, additional data will be requested from the Lummi Indian Business Council.

## Fatalities

There was a total number of 5 fatal crashes from 2019 through 2023 within the study area. Fatal crashes account for 1% of all crashes. The total number of fatalities within the study area is summarized by year in **Table 1**.

Table 1. Fatal Crashes per Year

Crash Severity	2019	2020	2021	2022	2023	Total
Fatal Crash	2	2	0	1	0	5

The locations of the fatal crashes are shown in **Figure 1**.

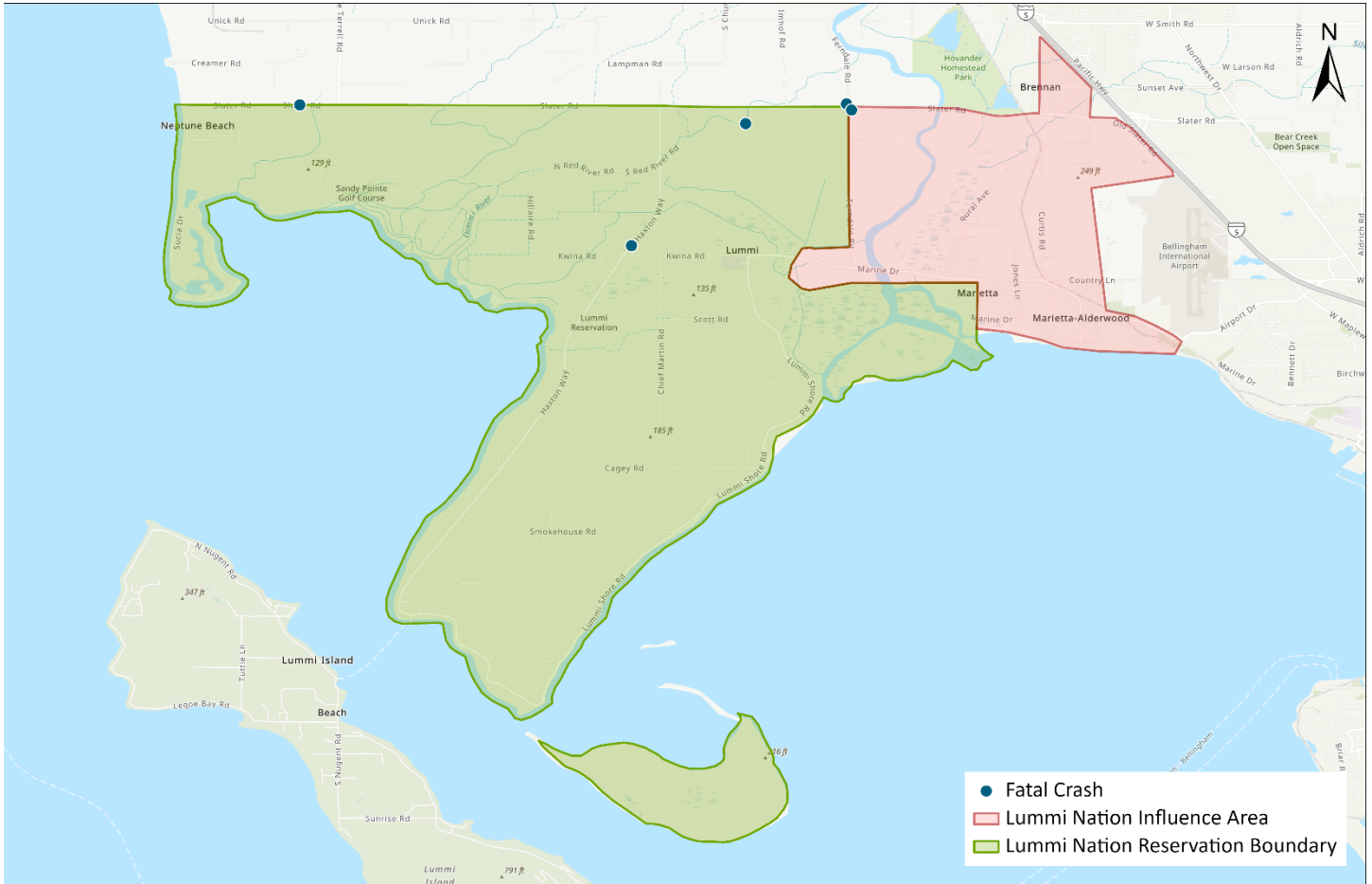


Figure 1. Fatal Crash Map

### Serious Injuries

There was a total number of 22 serious injury crashes from 2019 through 2023 within the study area. Serious injury crashes account for 6% of all crashes. The total number of serious injury crashes within the study area is summarized by year in **Table 2**.

Table 2. Serious Injury Crashes per Year

Crash Severity	2019	2020	2021	2022	2023	Total
Suspected Serious Injury	7	2	7	3	3	22

The locations of the serious injury crashes are shown in **Figure 2**. Some of the serious injury crashes occurred at the same location.

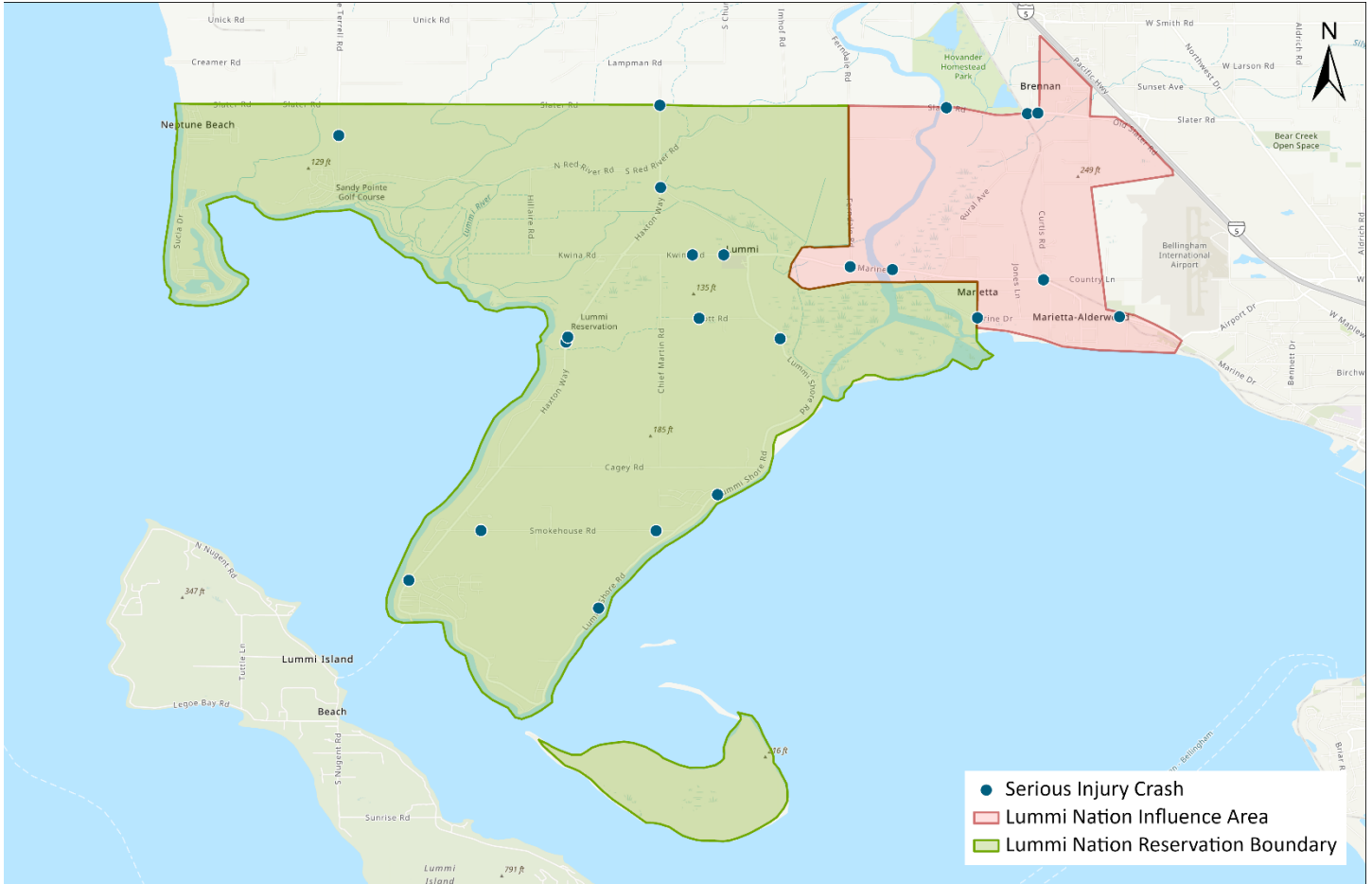


Figure 2. Serious Injury Crash Map

## Crashes by Road User Category

### Pedestrians and Bicyclists

There were 6 pedestrian and 5 bicyclist related crashes from 2019 through 2023 within the study area. Pedestrian and bicycle related crashes are summarized annually in **Table 3**.

Table 3. Crashes by Road User (Pedestrian and Bicycle)

Road User	2019	2020	2021	2022	2023	Total
Pedestrian	3	1	1	1	0	6
Bicycle	2	1	2	0	0	5
<b>Total</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>

### Vehicle Type

Crashes by vehicle type for the 2019 through 2023 were analyzed. The most frequent crash by vehicle type are *Passenger Car* Single Vehicle Crashes, which accounted for 27% (103 crashes) of all crashes. The second most frequent crash by vehicle type were *Pickup, Panel Truck, or Vanette under 10,000 lb.* Single Vehicle crashes, which accounted for 22% (82) of all crashes. Crashes by Road User (Vehicle Type) are summarized in **Table 4**.

Table 4. Crashes by Road User (Vehicle Type)

Vehicle 1 Type	Vehicle 2 Type / Pedestrian / Pedalcyclist	Total
Bus or Motor Stage	Passenger Car	1
Motorcycle	Single Vehicle Crash	1
Not Stated	Passenger Car	2
	Pickup, Panel Truck or Vanette under 10,000 lb.	1
	Single Vehicle Crash	1
Passenger Car	Motorcycle	1
	Not Stated	3
	Passenger Car	24
	Bicyclist	2
	Pedestrian	3
	Pickup, Panel Truck or Vanette under 10,000 lb.	38
	Truck - Double Trailer Combinations, Truck & Trailer, Truck (Flatbed, Van, etc.), Truck Tractor & Semi-Trailer	4
	<b>Single Vehicle Crash</b>	<b>103</b>
Pickup, Panel Truck or Vanette under 10,000 lb.	Moped	1
	Motorcycle	2
	Not Stated	1
	Passenger Car	44
	Bicyclist	3
	Pedestrian	3
	Pickup, Panel Truck or Vanette under 10,000 lb.	44
	Truck & Trailer, Truck (Flatbed, Van, etc.), Truck Tractor, Truck Tractor & Semi-Trailer	7
	<b>Single Vehicle Crash</b>	<b>82</b>
School Bus	Single Vehicle Crash	1
Truck (Flatbed, Van, etc.)	Farm Tractor and/or Farm equipment	1
	Pickup, Panel Truck or Vanette under 10,000 lb.	2
	Single Vehicle Crash	1
Truck Tractor & Semi-Trailer	Single Vehicle Crash	1
<b>Total</b>		<b>377</b>

*Equity*

The tools used for the equity review are the Climate and Economic Justice Screening Tool (CEJST), and the Equitable Transportation Community (ETC) tool.

*Climate and Economic Justice Screening Tool (CEJST)*

The Climate and Economic Justice Screening Tool (CEJST) is used for USDOT’s Justice40 programs. CEJST was developed by the White House Council on Environmental Quality and is a binary metric representing disadvantaged census tracts. A community is considered disadvantaged on the CEJST map if it is at or above the threshold for one or more environmental, climate, or other burdens, and at or above the threshold for an associated socioeconomic burden. The eight scoring components include:

- Climate Change
- Energy
- Health
- Housing
- Legacy Pollution
- Transportation
- Water and Wastewater
- Workforce Development

Land within the boundaries of Federally Recognized Tribes and point locations for Alaksa Native Villages are considered disadvantaged. **Figure 3**, from the CEJST tool, shows the entire study area as disadvantaged.

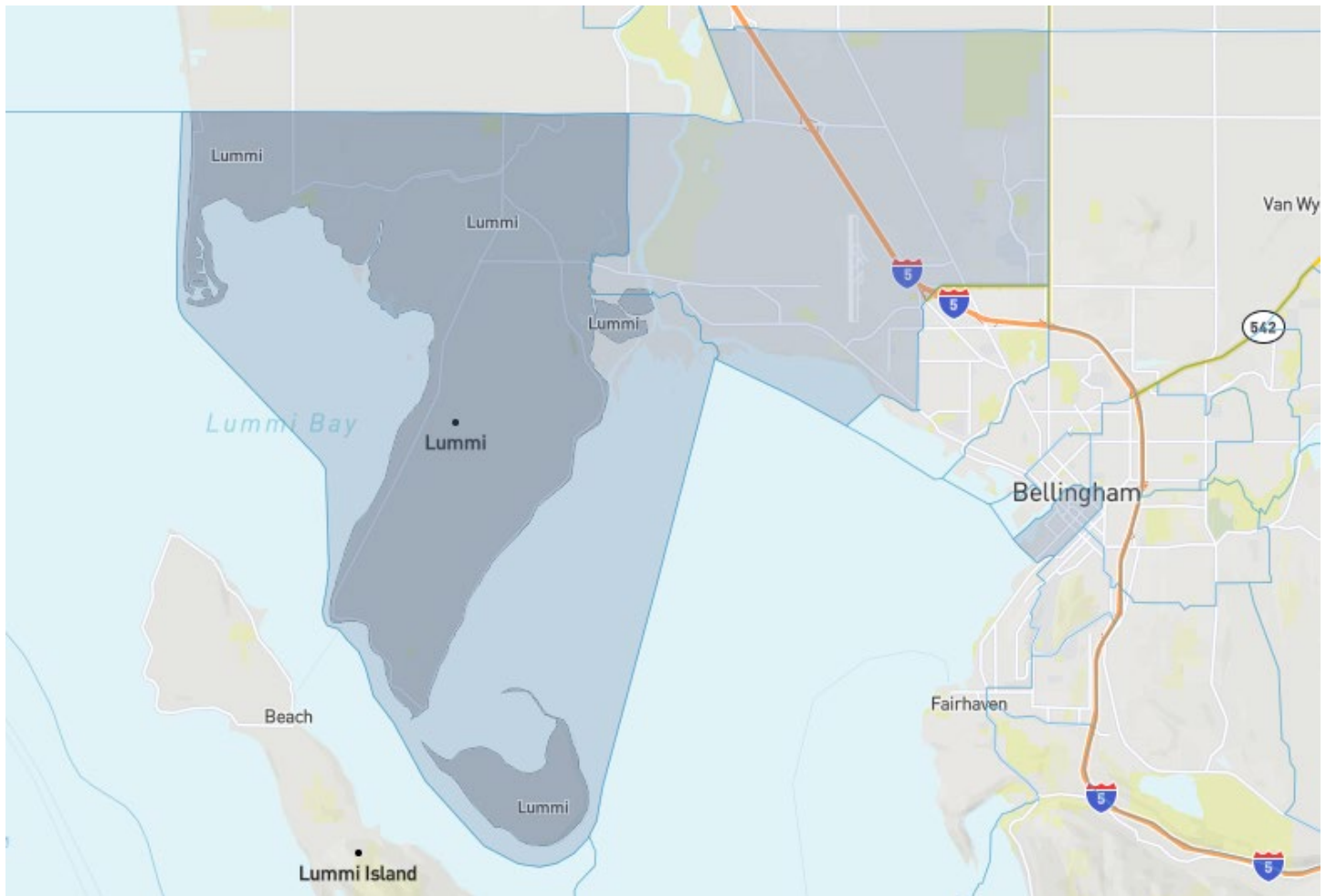


Figure 3. Climate and Economic Justice Screening Tool  
<https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

## *Equitable Transportation Community (ETC) Tool*

The Equitable Transportation Community (ETC) tool<sup>1</sup> explores whether communities experience a burden due to lack of historic investments in transportation. The ETC tool helps assess how projects will reverse or mitigate existing burdens of disadvantage. The ETC explorer includes a binary metric of disadvantage but is intended as a dynamic tool to explore data at a state and national level. ETC includes five components. The five scoring components include:

- Transportation Insecurity
- Environmental Burden
- Social Vulnerability
- Health Vulnerability
- Climate and Disaster Risk Burden

The ETC screening tool shows that there are no disadvantaged census tracts that fall within the Lummi Nation study area.

## **Cost**

The Lummi Indian Business Council will use the awarded grant to develop a Safety Action Plan and implement Demonstration Activities. The fee for the Action Plan and Demonstration Activities planning is \$750,000. The cost of Demonstration Activities equipment is \$258,316.00.

## **Outcomes and benefits**

### *Quantitative project benefits*

Quantification of evidence-based projects or strategies implemented will be provided upon completion of the project.

### *Qualitative Project Benefits*

Qualitative description of evidence-based projects or strategies implemented will be provided upon completion of the project.

### *Project Locations*

Project locations where demonstration activities will be conducted will be identified during the process of the Safety Action Plan.

## **Lessons Learned and Recommendations**

Descriptions of lessons learned and recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets will be provided upon completion of the project.

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<sup>1</sup> <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>