

# TRIBAL TRANSPORTATION SAFETY PLANS

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KLJ

# Goal of Safety Planning

- Reduce the frequency of fatal and serious injury transportation incidents through coordination of efforts by:
  - Elected officials / Council
  - Public
  - Administrators
  - Educators
  - Enforcement
  - Engineers
  - Emergency Medical Responders
  - And others...

# Benefits of Safety Planning

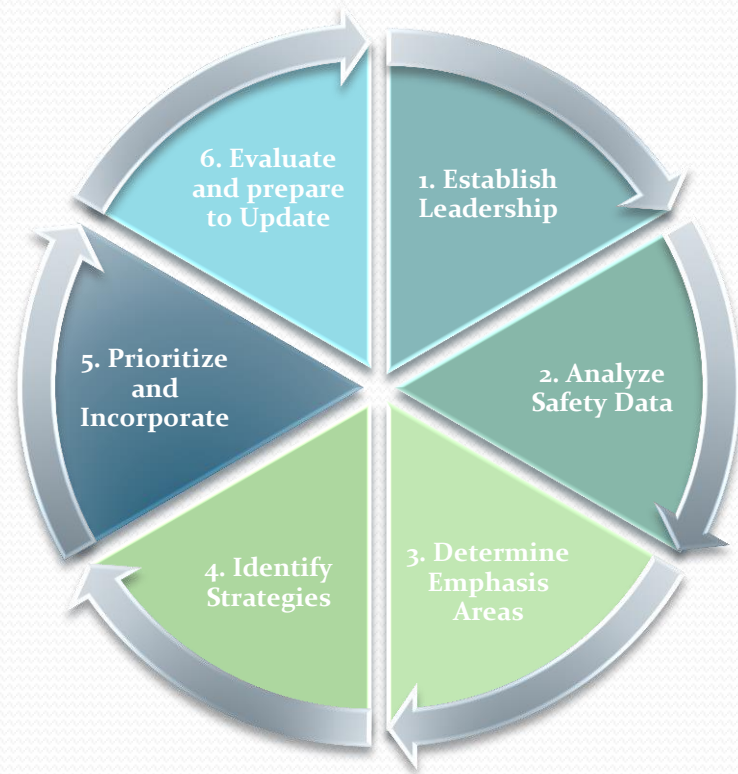
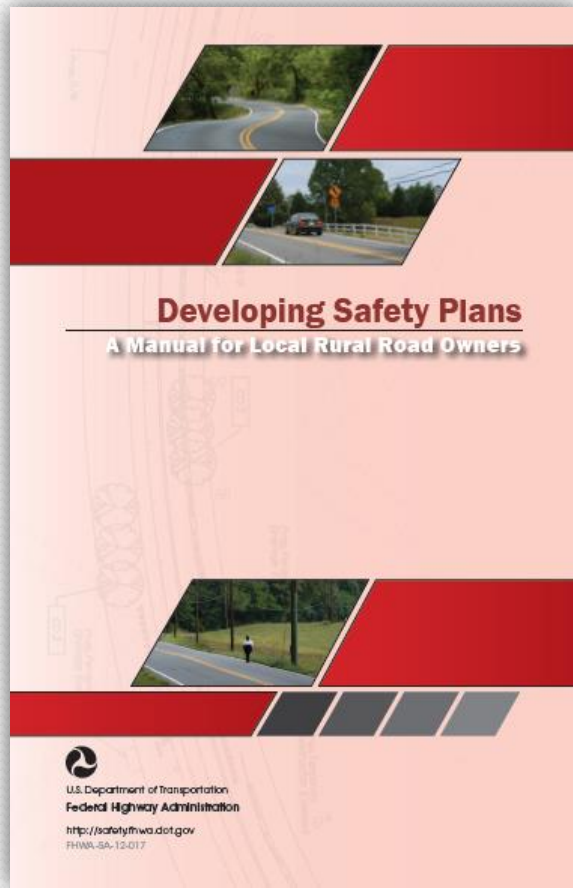
- Opportunity for coordinated efforts & shared resources within a community toward common goal
  - Common goals across multiple agencies
- Establish communication & form partnerships with Tribal, Local, State, and Federal officials
- Tool to leverage funding and resources
  - Enhanced efforts
  - SOAR and TTP Examples.
- Action Plan!

# Safety Plan Focus

- Not focused on any one funding source or program
- Focused on the modes that are most significant to the community **Its your plan!**
  - Roads
  - Trails
  - Pathways
  - Air
  - ATV



# Safety Planning Process



# Getting Started

- TTP Safety Funds available to develop plan
  - \$12,500 for new plan
  - \$7,500 to update plan
  - Ranking – Step 1 develop a plan!
- Assistance Available
  - In house
  - FHWA – Federal Lands
  - TTAP
  - Consultants
- MT Funding
  - All Tribes applied and received 2013 funds

# Data Needs

- Past plans had little data
- Data driven programs
- Data sharing and availability
  - MDT
  - Tribal
  - BIA
  - Opportunities
- IHS
  - Darcy Merchant

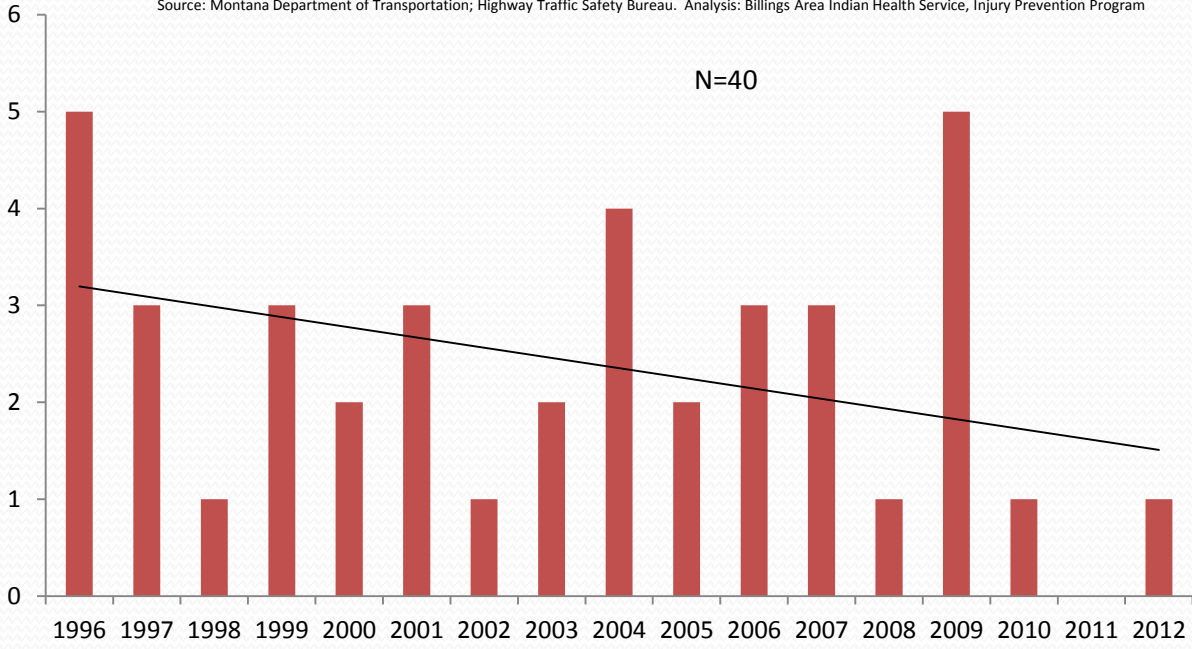
# Data Uses

- Identify Strategies
- Supporting Data
- Tell a story!
- Let the data drive your plan
- But don't let it limit you either
- Other sources
  - IHS
  - EMS
  - Tribal Police
  - Personal Knowledge

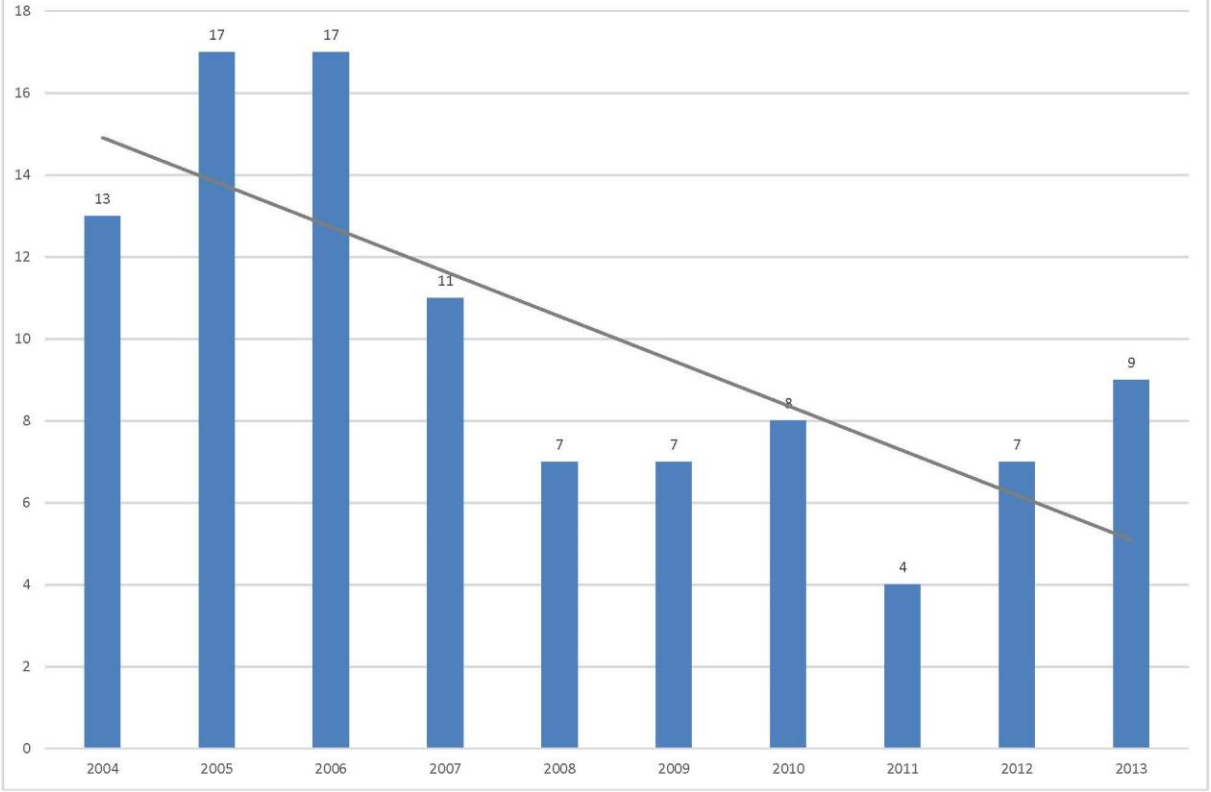


# Frequency of Fatality-related Motor Vehicle Crashes, by Year, Northern Cheyenne Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program



Frequency of Occupant Fatalities, by Year, Flathead Reservation  
(2004-2013)



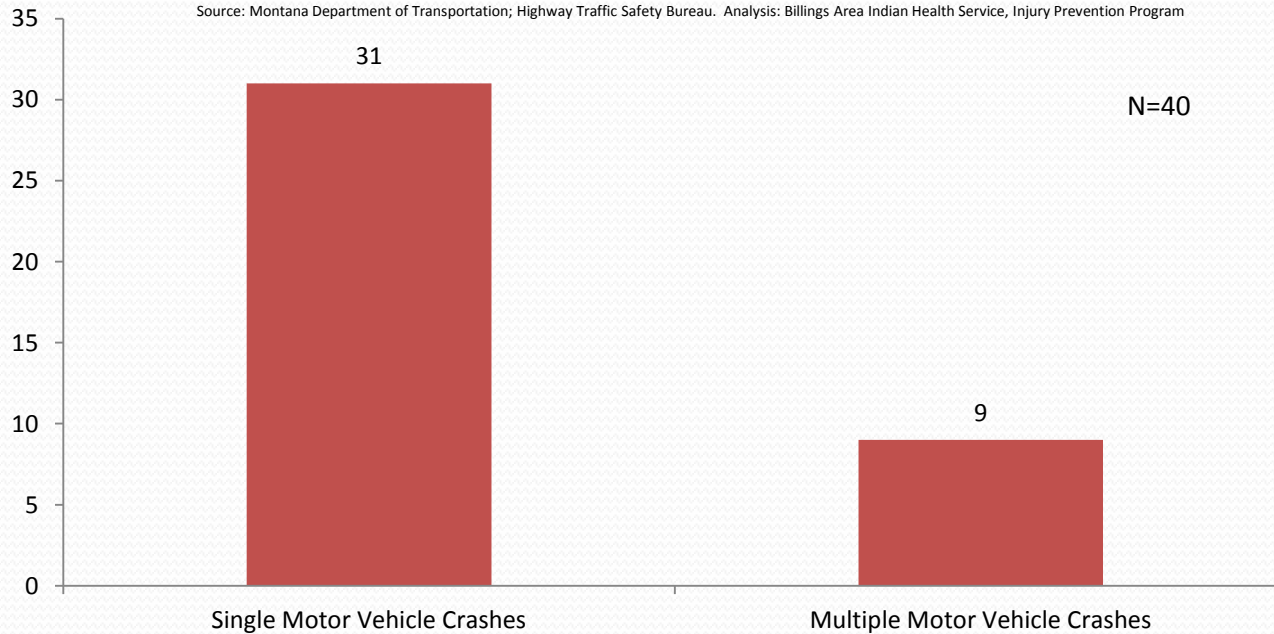
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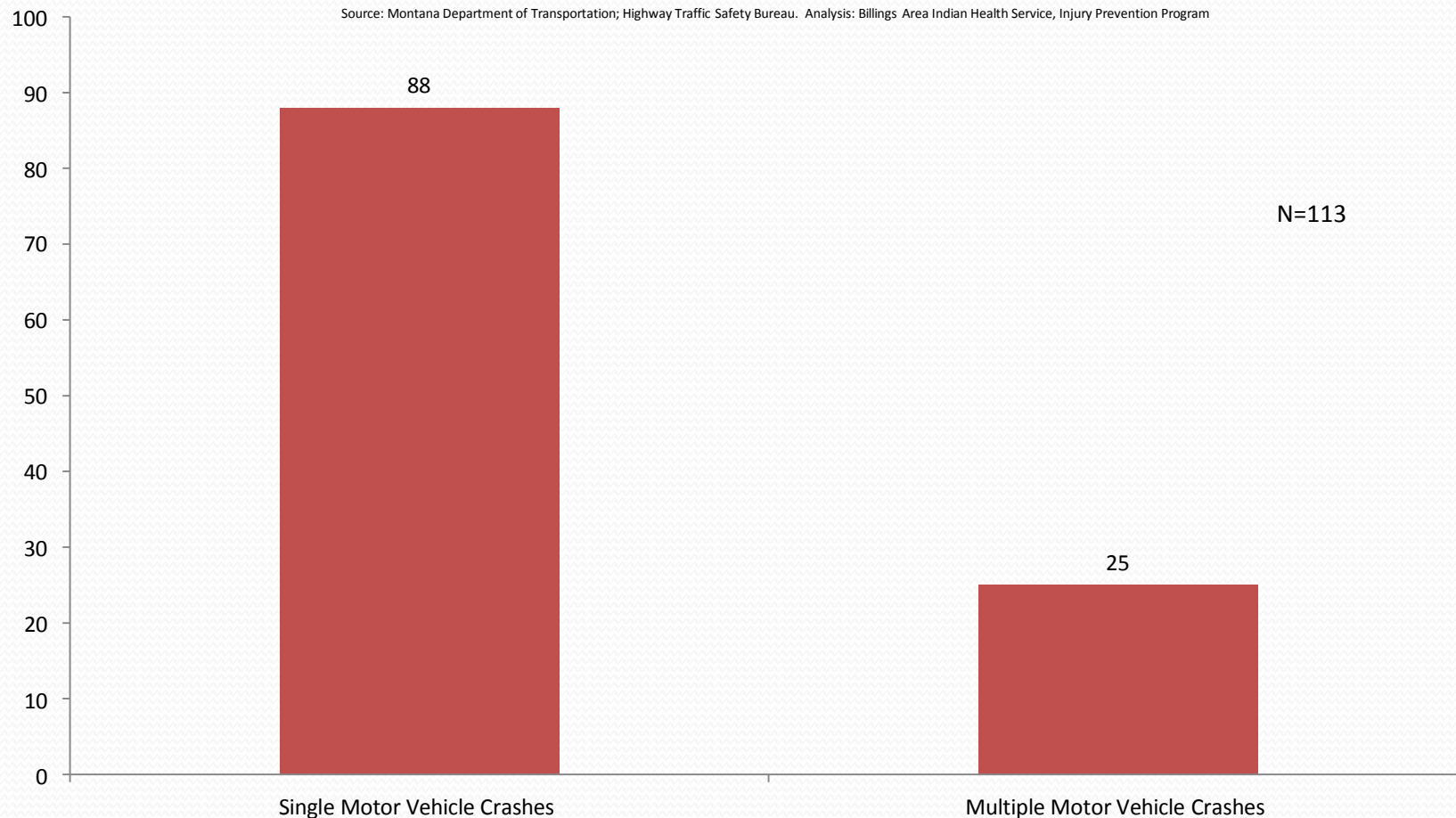
## Frequency of Fatality-related Motor Vehicle Crashes, by Single or Multiple Vehicles, Northern Cheyenne Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program



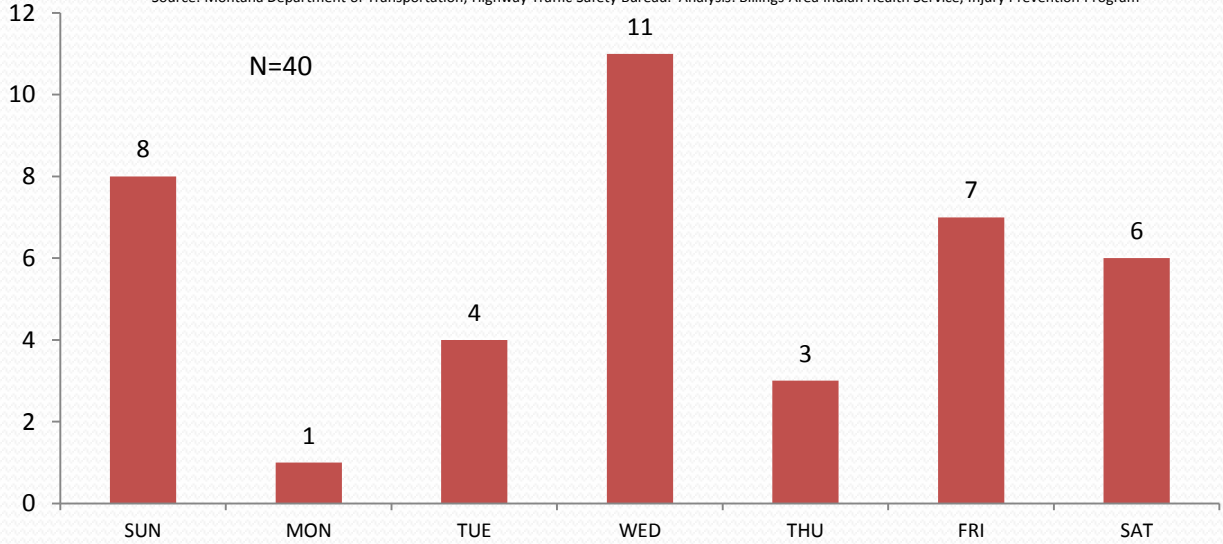
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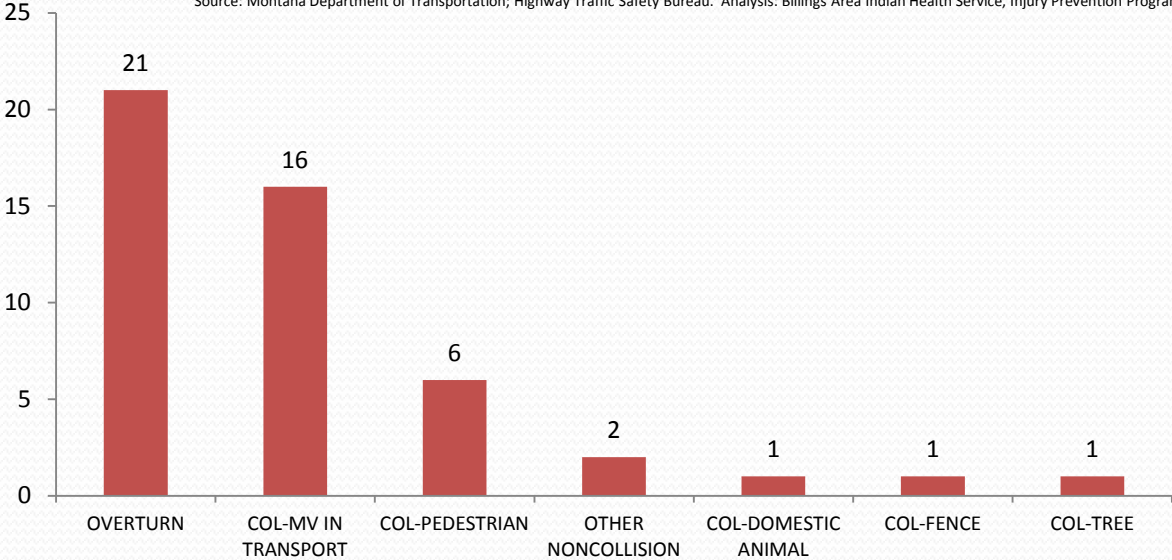
# Frequency of Fatality-related Motor Vehicle Crashes, by Day of Week, Northern Cheyenne Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program



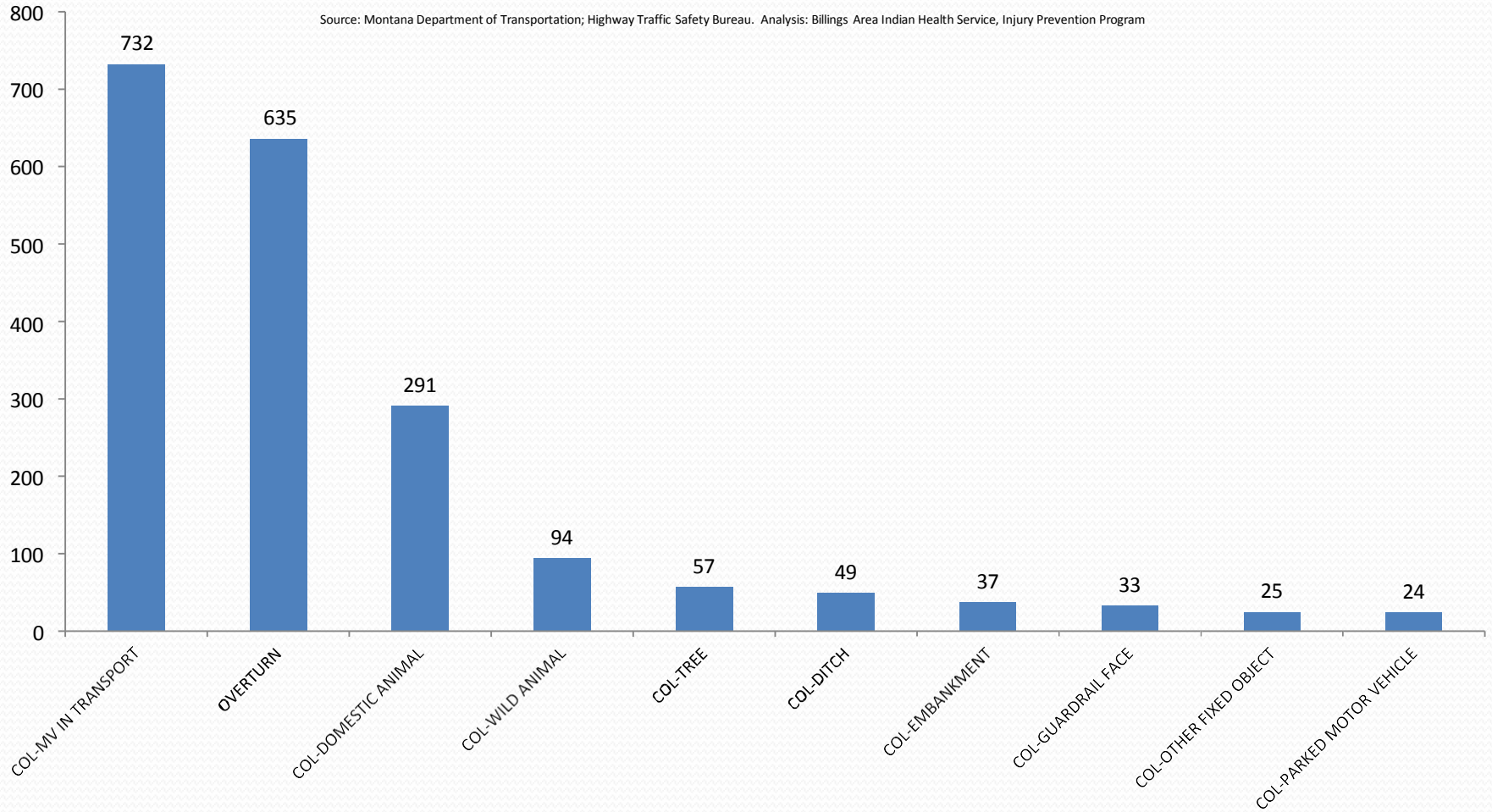
# Frequency of Fatality-related Motor Vehicle Crashes, by Most Harmful Event, Northern Cheyenne Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program



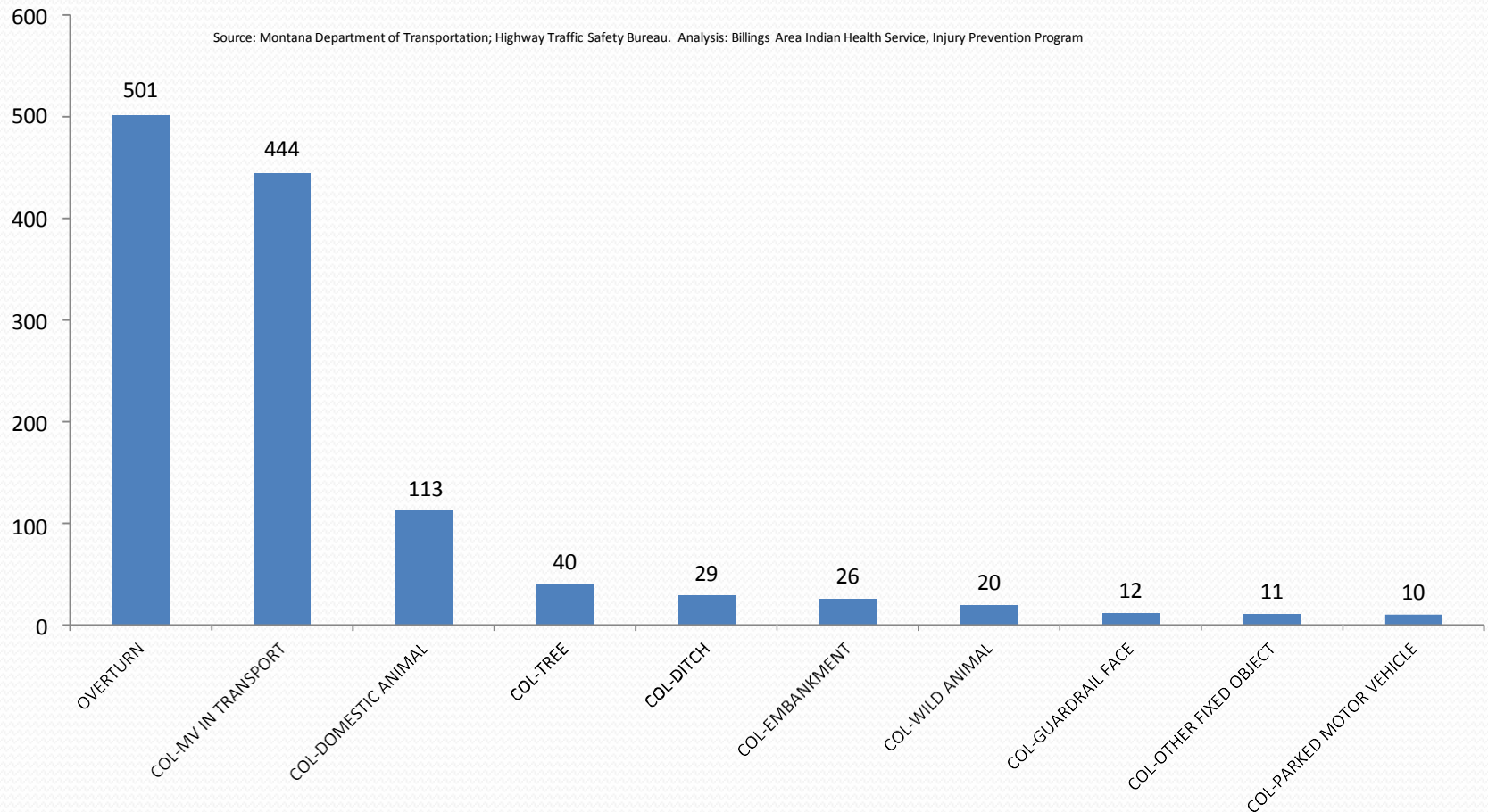
## Frequency of Motor Vehicle Crashes, by Top 10 Most Harmful Events, Blackfeet Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program



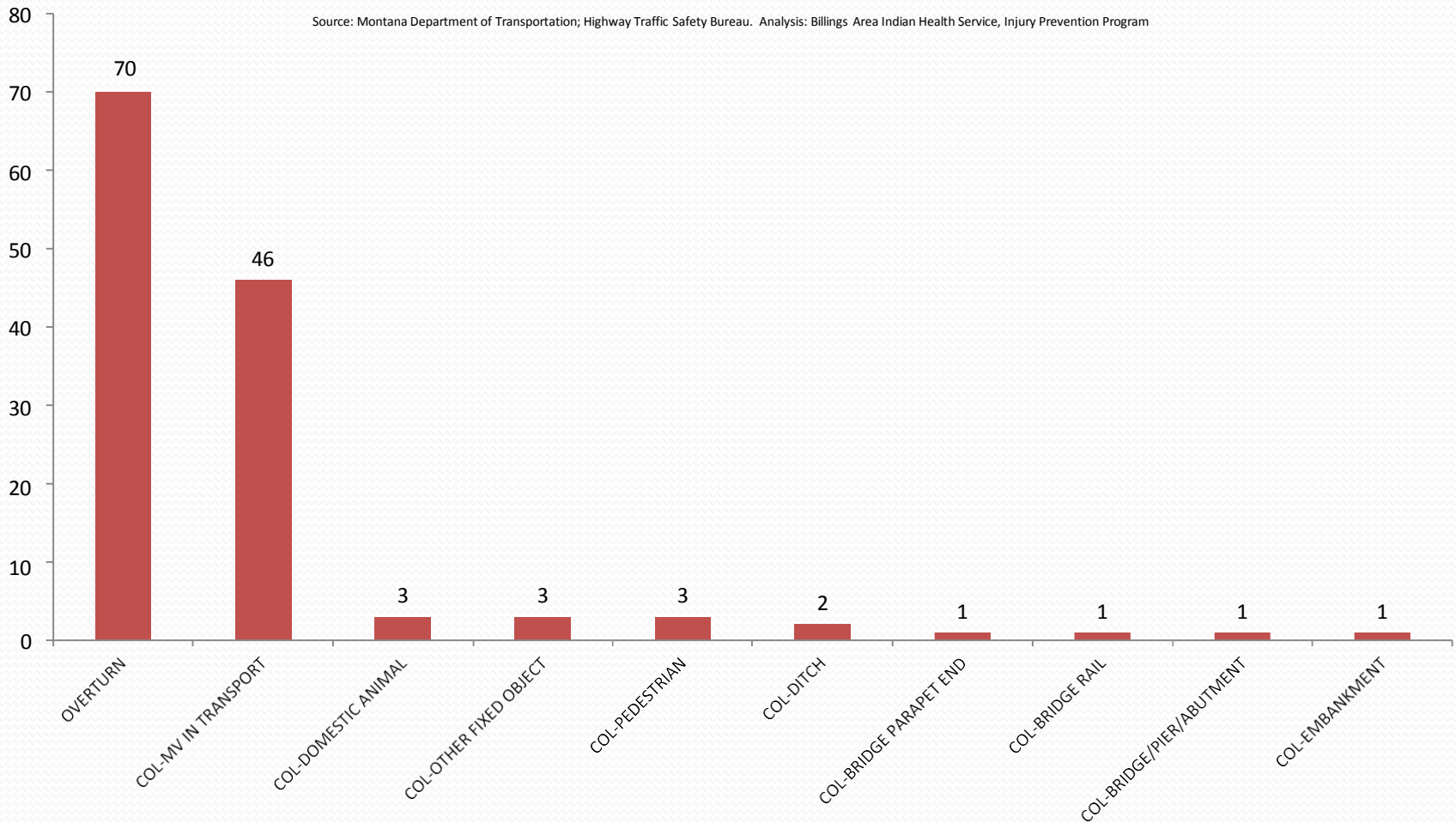


# Frequency of Injury-related Motor Vehicle Crashes, by Top 10 Most Harmful Event, Blackfeet Reservation, 1996-2012

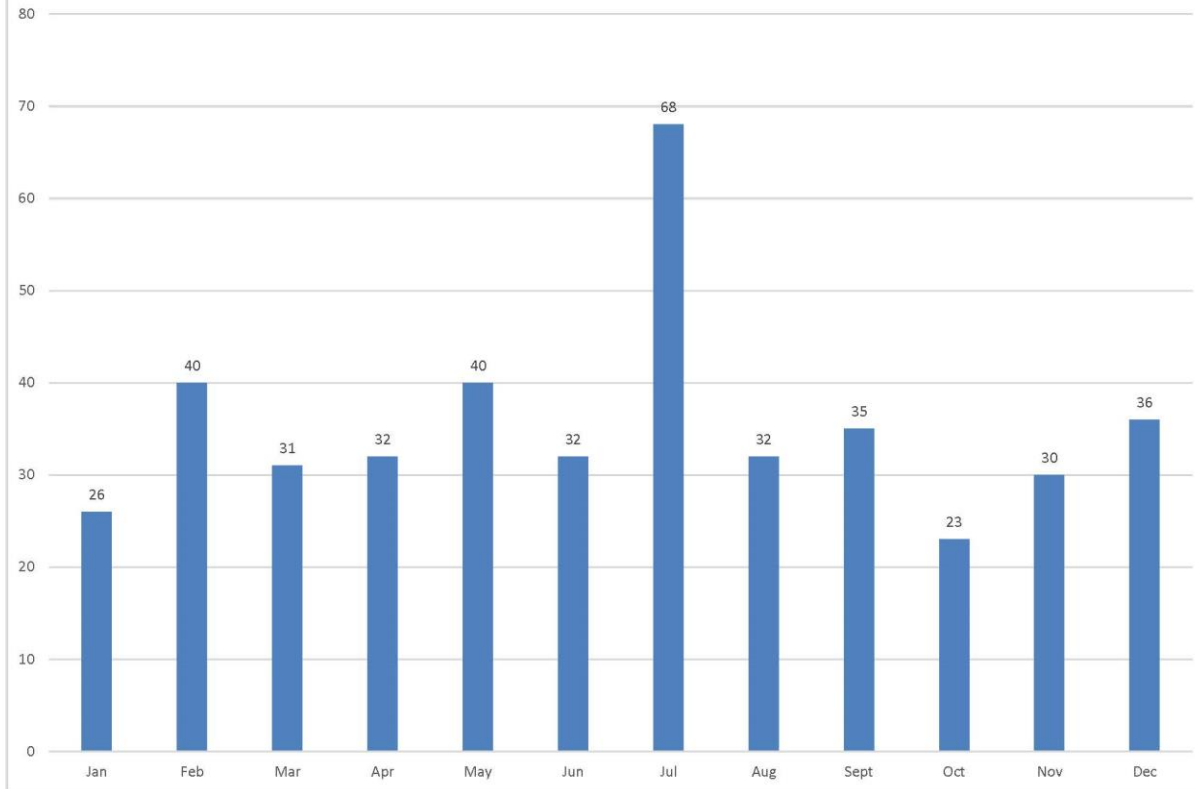


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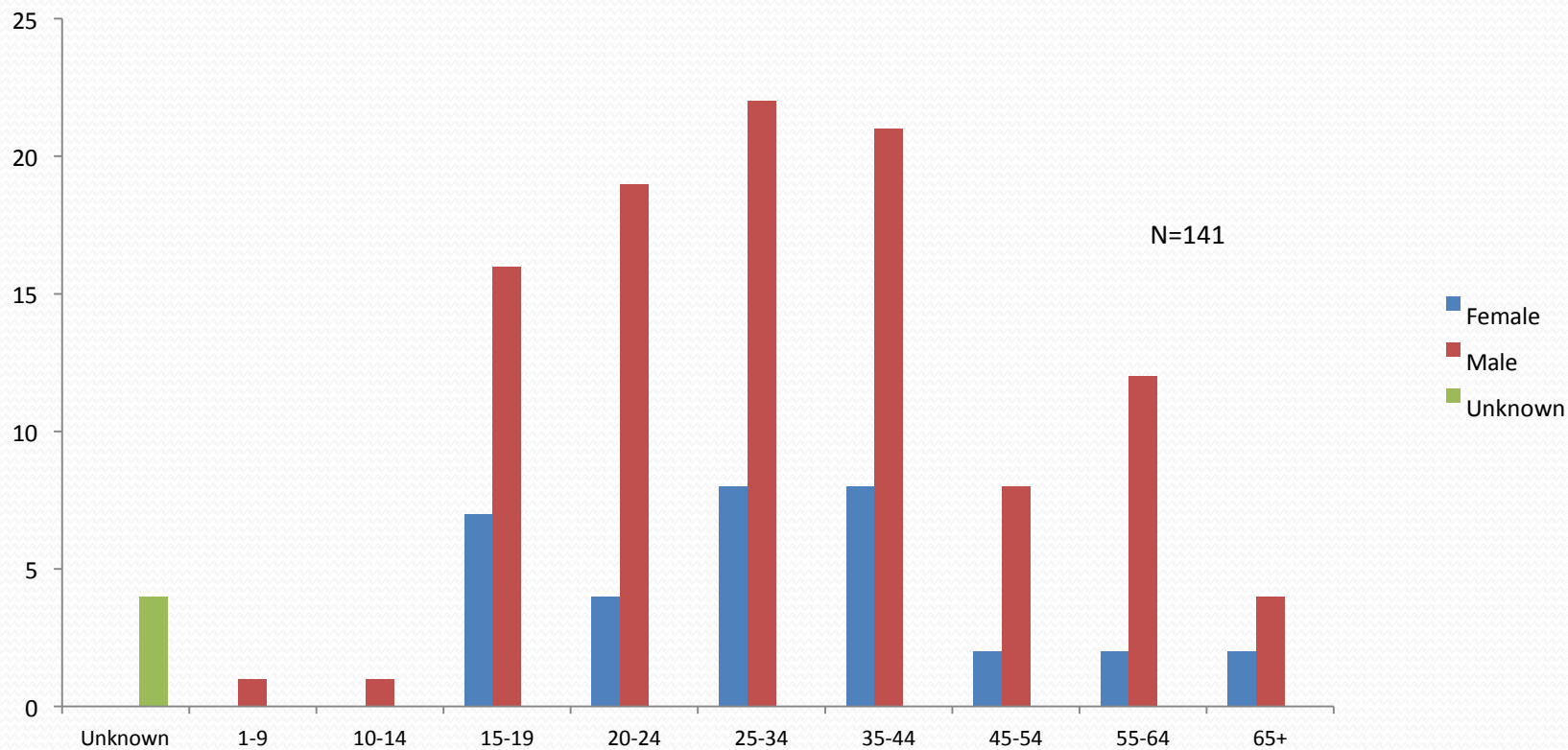


Frequency of Injury-related Motor Vehicle Crashes, by Month, Flathead Reservation (2004-2013)



# Frequency of Fatality-related Motor Vehicle Crashes, by Driver Gender & Age Group, Blackfeet Reservation, 1996-2012

Source: Montana Department of Transportation; Highway Traffic Safety Bureau. Analysis: Billings Area Indian Health Service, Injury Prevention Program

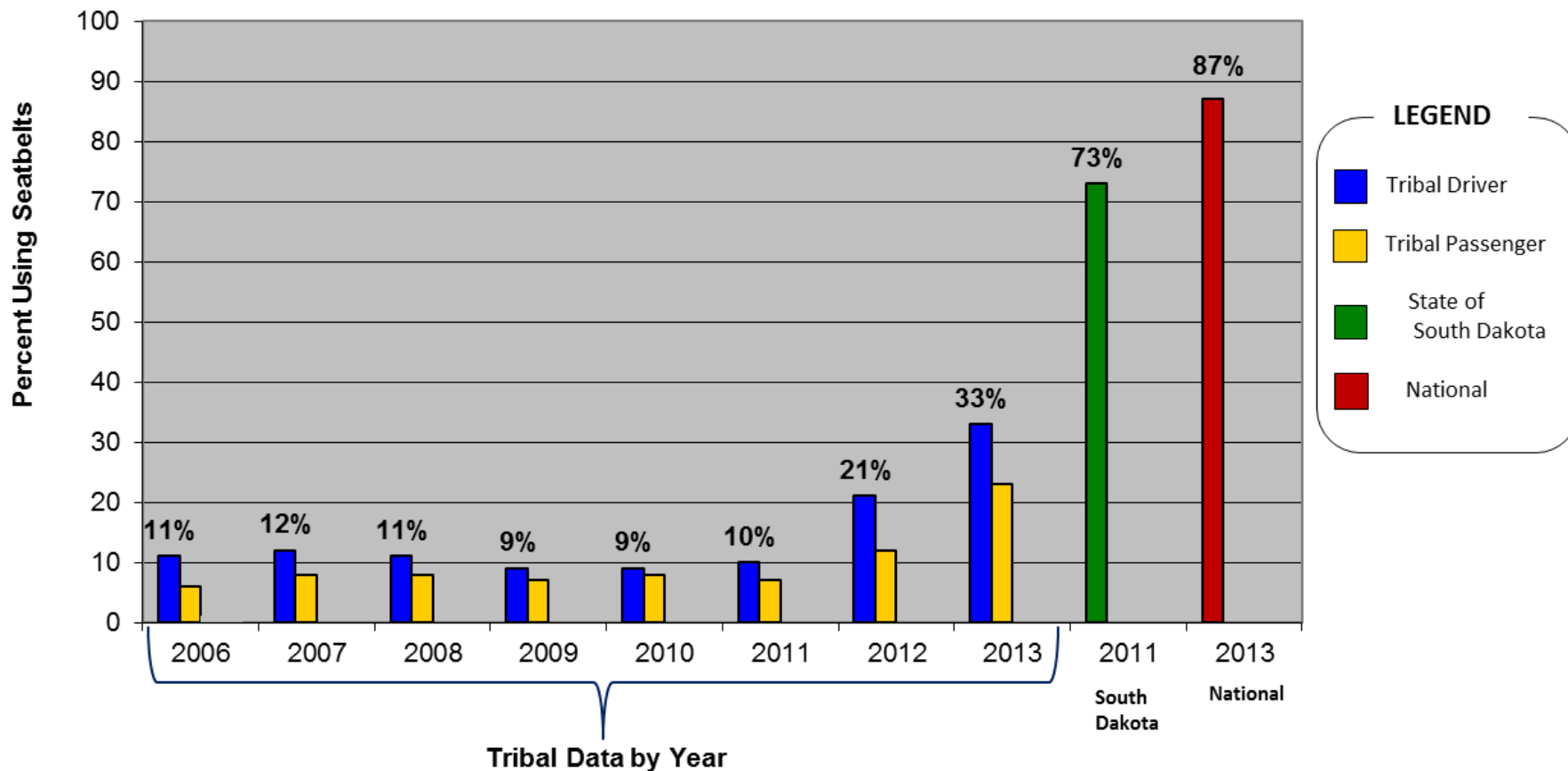




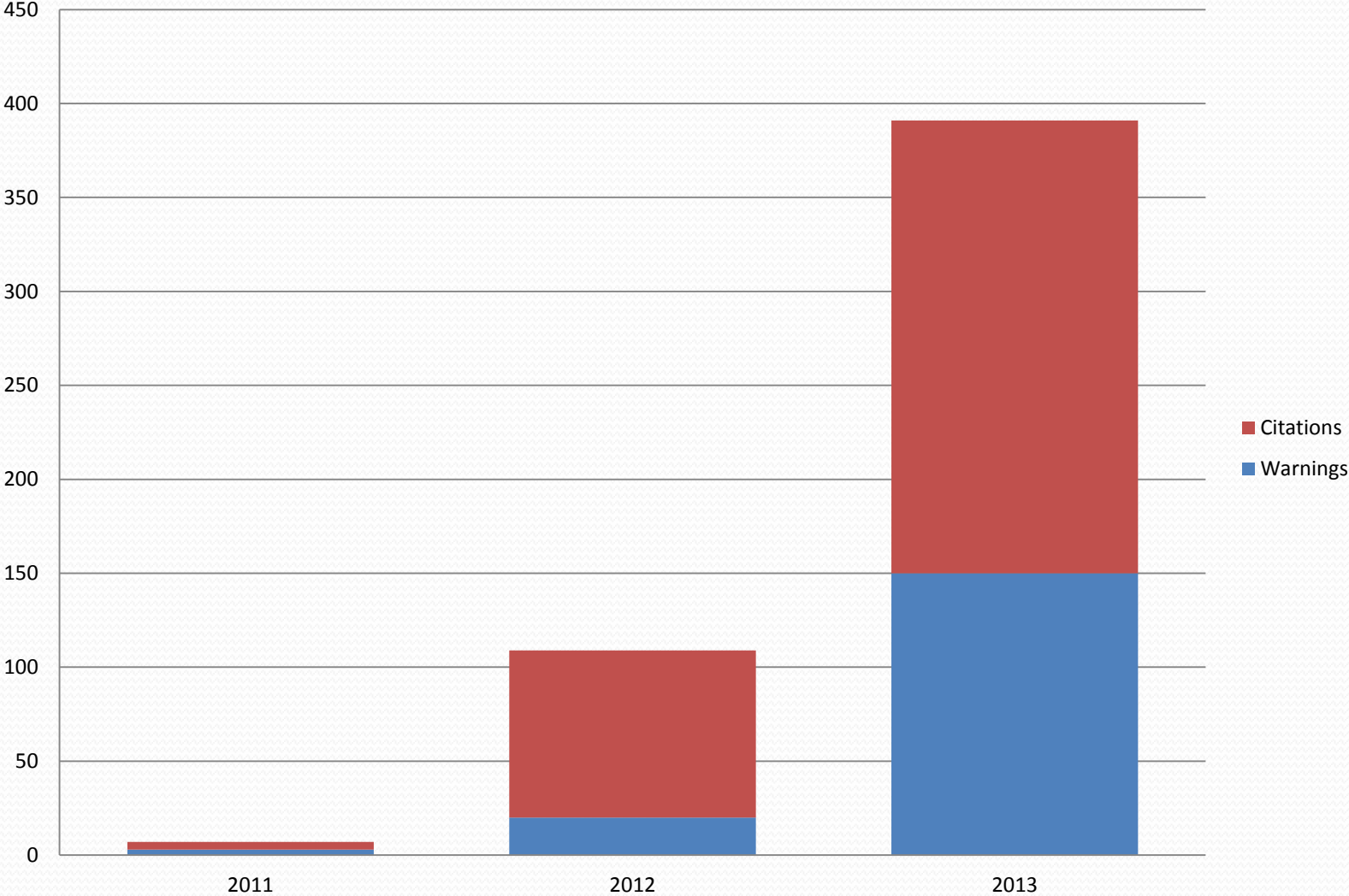
## Seatbelt Usage Rates by Year, 2006-2013

### Rosebud Sioux Reservation, South Dakota - as compared to State and National Data

Information gathered and compiled by the Indian Health Service, Office of Environmental Health, Rosebud Service Unit, AAO



# Rosebud Seat Belt Enforcement



# 2008-2008 Safety Issues

- Not a complete list
- Seat Belt Use
- Crash Data
- Child Seat Use
- Narrow Roads
- ATV's
- Domestic Livestock
- Poor Pavement Markings
- Signs Shot Up

# 2008-2008 Safety Issues

- Wildlife Crashes
- Speeding
- Lack of Sidewalks
- No Pedestrian Facilities
- No Guardrails
- Young Drivers
- Specific Locations
- Impaired Driving
- Most current for 2014, but.....



# 2008-2009 Strategies

- Establish a Tribal Safety Committee
- Review advance warning for school bus stops
- Develop PSA's
- Develop an ATV Ordinance
- Develop a Tribal DUI Task Force
- Obtain/Fill SOAR Coordinator
- Implement a Primary Seat Belt Ordinance
- Work with Courts to establish a DUI Court

# 2008 – 2009 Strategies

- Develop a Tribal Traffic Code
- Obtain Field Sobriety Test Equipment and Training
- Perform RSAs
- Construct a Separated Path to the Lame Deer School
- Develop a Cross Deputization Agreement
- Tribal Safety Officers
- Data, Data, Data

# Completed Strategies

- Not a complete list!
- SOAR Coordinators
- RSAs
- Engineering Projects
  - Path in Lame Deer
  - Cross Walk Study in Poplar
  - Lighting on Pow Wow Road
- Livestock Ordinances
- Tribal Safety Officer

# TTP Funding

- End on a high note!
- TTP Safety Funds
  - \$9,000,000 annually
- 2013 in Montana
  - Blackfeet \$1,048,661
  - Fort Belknap \$12,500
  - Fort Peck \$413,500
  - Chippewa Cree \$12,500
  - CSKT \$19,730
  - Crow Tribe \$7,500
  - Northern Cheyenne \$7,500
  - Total MT \$1,521,891
- 2014 in Montana – Announced in November
- 2015 NOFA in January

# Questions/Discussion

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