

2014 Tribal Transportation Safety Summit



CSKT Safety Plan Development
Dan Lozar, CSKT Roads Program Manager
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Purpose of Safety Plan

- To identify and understand causations of traffic safety issues, and
- To reduce deaths and injuries in Tribal and other communities, and
- To coordinate and leverage resources to carry out safety strategies.

Safety Committee

Community Safety Representatives/Partners

- CSKT Transportation
- Billings Area Indian Health Services
- Montana Highway Patrol
- EMS
- BIA
- MDT
- Arlee School District
- CSKT DES
- City of Ronan
- CSKT SOAR Coordinator
- CSKT Planning
- FHWA
- Highway Commission
- Federal Lands
- Sanders County
- Missoula County
- Lake County
- City of Polson
- MDT Planning
- CSKT THD

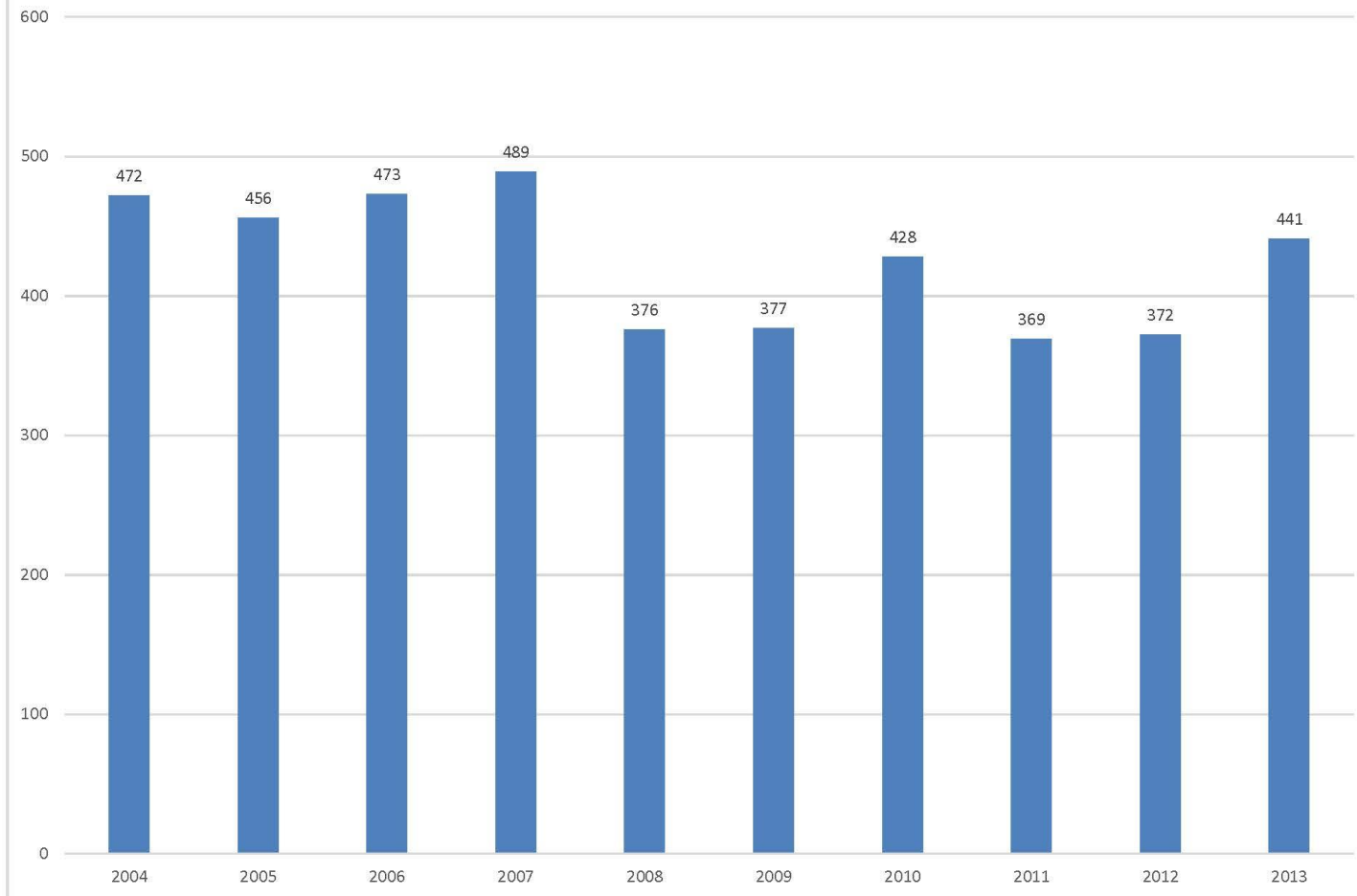
Vision and Goal

To reduce crashes, injuries and deaths due to traffic crashes on the Flathead Reservation.

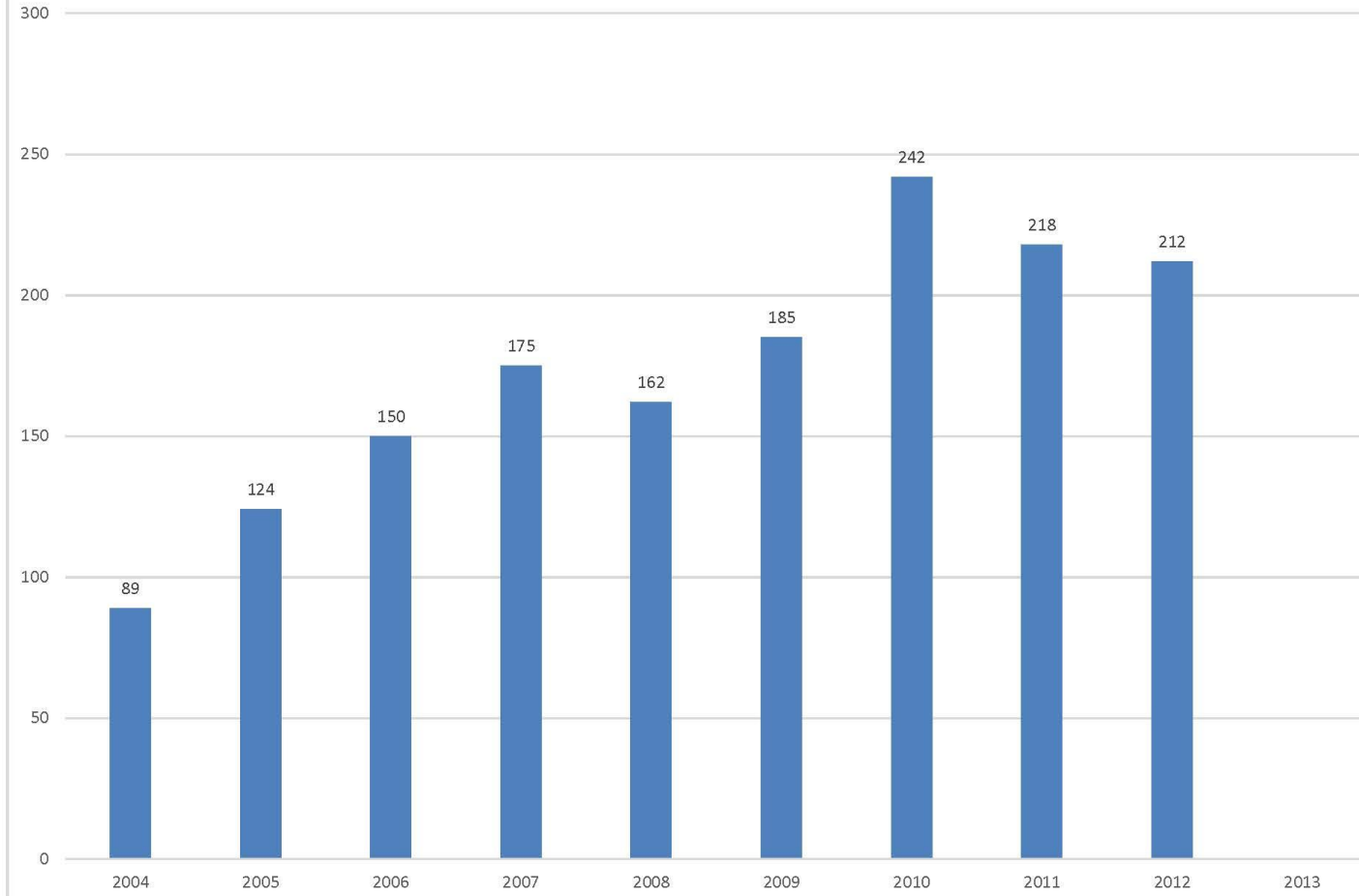
Data Used

- MDT Crash data
 - Includes both MHP and Tribal Crash Data
- Personal Knowledge

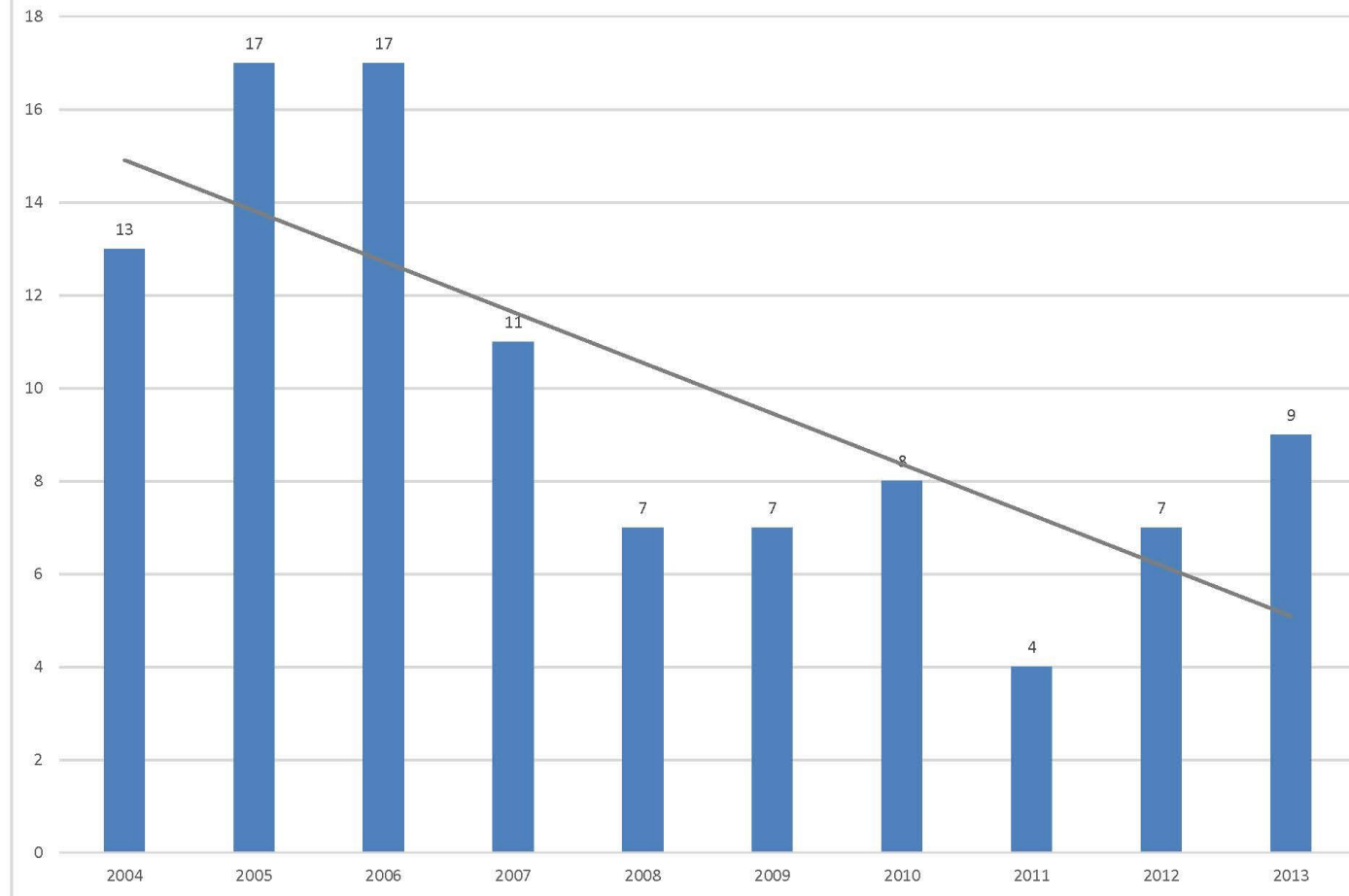
Frequency of Motor Vehicle Crashes, by Year, Flathead Reservation
(2004-2013)



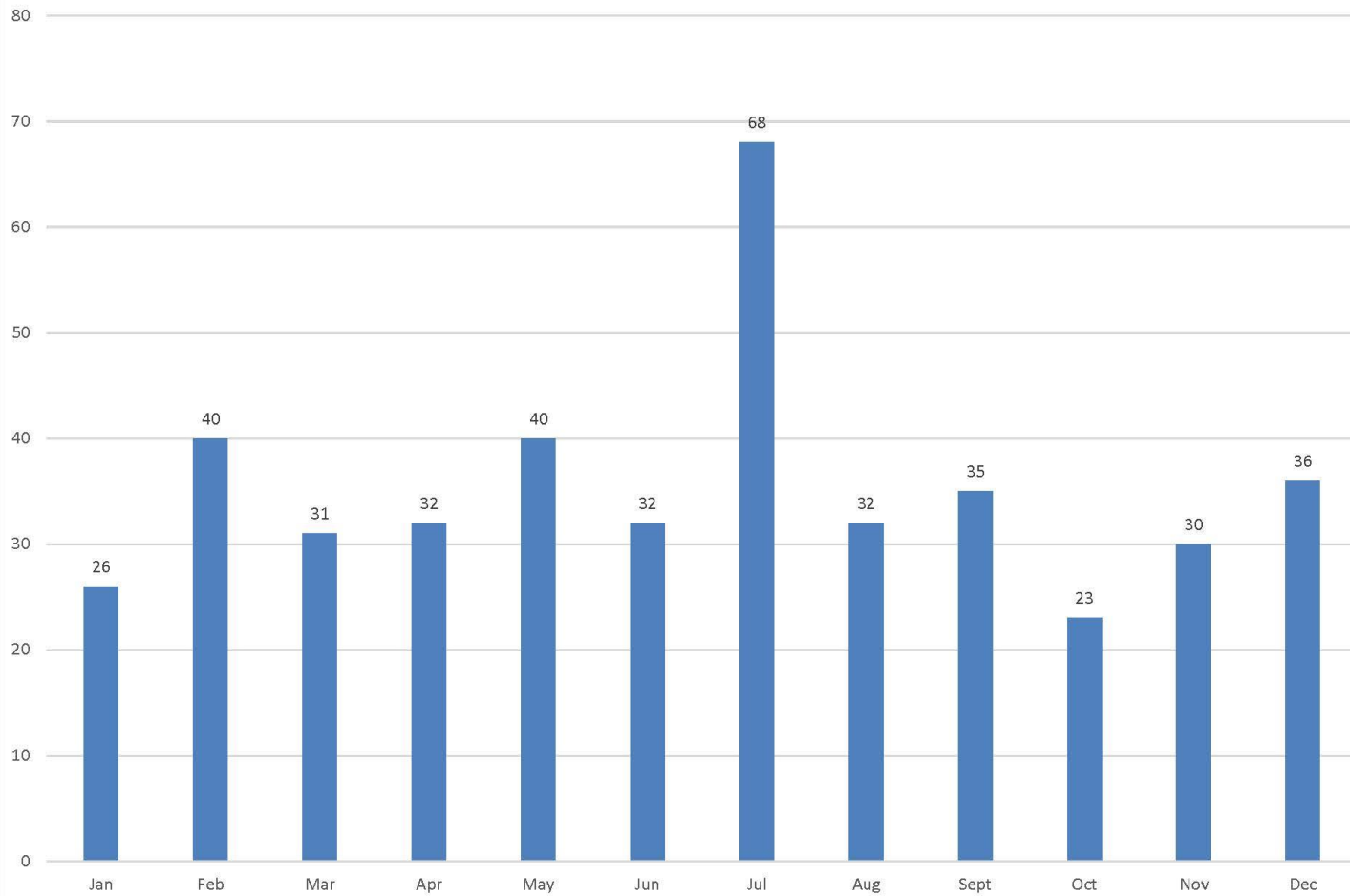
Frequency of Injury-related Motor Vehicle Crashes, by Year, Flathead Reservation
(2004-2013)



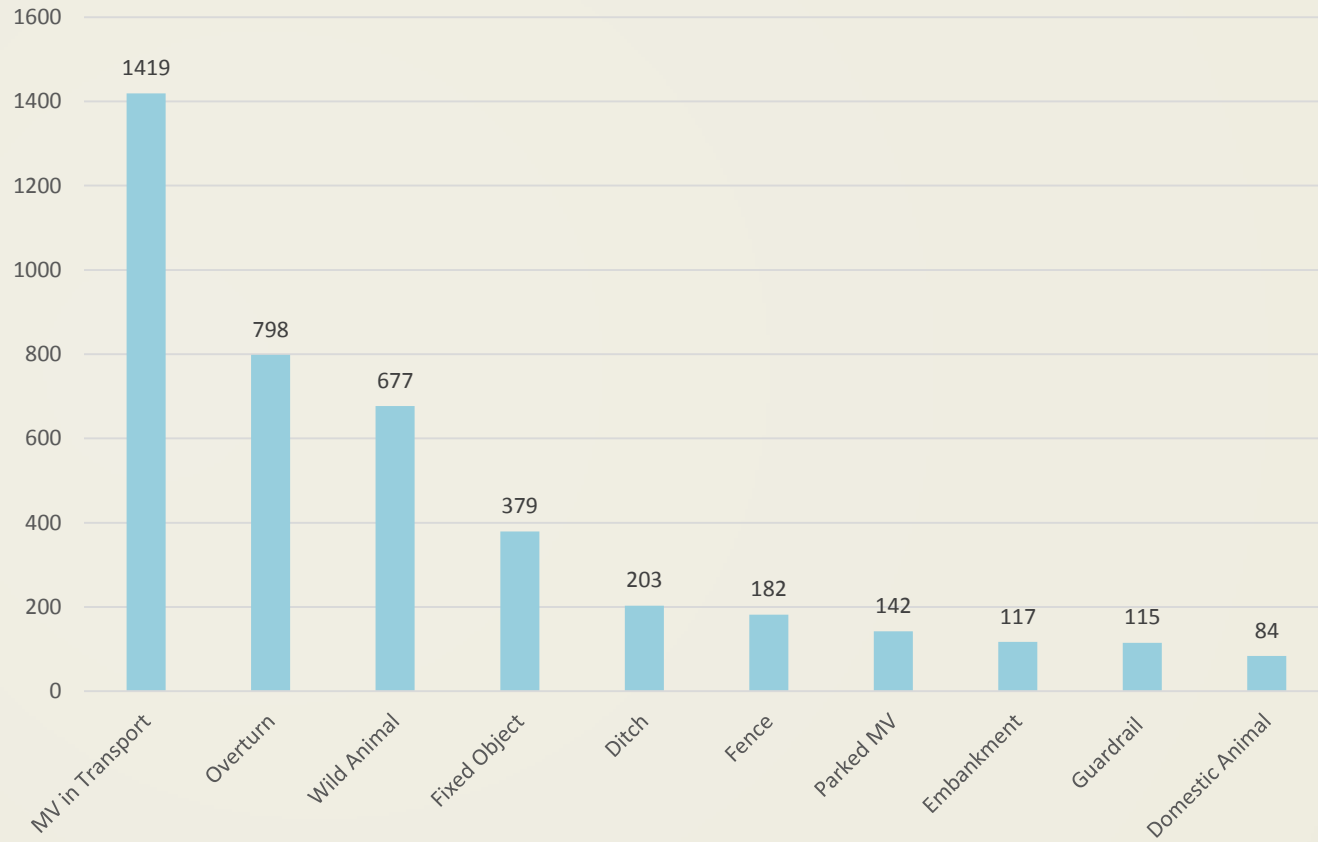
Frequency of Occupant Fatalities, by Year, Flathead Reservation
(2004-2013)



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



Frequency of Motor Vehicle Crashes, by Top 10 Most Harmful Events (2004-2013)



Existing Safety Programs

- SOAR
- DUI checks/stops
- Applied for engineering funding – ADA
- Safety Audit (by MDT)
- Road Safety Audit
- Emergency Communications Program (Dixon area currently out)
- Safety Projects at Various Locations by MDT

Safety Issues Identified

- Distractions/Mobile device use (Texting) while driving
- Bridge Rails, Guardrails and approach rails
- Intersections (blind, lighting, advance warnings)
- Lighting (maintenance, bullet proof covers)
- Road Surface Conditions (rough surface causing accidents)
- Lack of or Inconsistent data collection systems
- Speed on US 93
- Pedestrian Facilities
- Snow removal – large events and lack of capable equipment
- Handicap ramps – mobility and access

Strategies Identified

- Complete Road Safety Audits – MDT and CSKT
- Continue Transportation Safety Committee, annual meetings
- Investigate/pursue CTS funding for adjoining counties and towns
- Timberlane Road to Ronan separated pedestrian path
- Apply to TAP program for ADA improvements
- Develop a centralized dispatch center
- Hire traffic safety officers for enforcement
- Continue guardrail and bridge rail upgrade programs
- Support Primary Seat Belt Law
- Review school bus stop locations for upgrades or consolidation

Strategies Identified

- Install message boards warning motorists during high volume periods
- Expand Safety Education to include:
 - Billboards
 - Tune your radio informational signs
 - Social media
- Install advance warning signs for signals
- Install EMS repeater
- Better Track wildlife crashes
- Develop list of railroad crossing locations and review for upgrades
- Gravel Roadway maintenance – research gradations that hold up better
- Develop additional separated pathways in St. Ignatius, Ronan, and Pablo

Plan Evaluation

- Seat belt surveys
- Crash data monitoring
- Anything more???

Questions

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