Traffic Safety Plans
Funding, Planning & Projects

2017 National Tribal Transportation Conference
September 26, 2017
1:00 pm – 4:30 pm

A Panel Discussion By:

Elisabeth Whitlock, PE    Michia Casebier    Esther Corbett    Laura Rae Savala-Levi
Panel Topics

1) Tribal Transportation Safety Plan Process
2) Data Collection, Appendix Material, Funding, & Success Stories
3) Planning to Prevent Crash Injuries on Tribal Lands
4) Kaibab Band of Paiute Indians – Tribal Motor Vehicle Injury Prevention Program
1. Background of the Safety Program
2. What is a Tribal Safety Plan?
3. Benefits of having a Plan
4. Steps to creating a Plan
5. Content of the Plan document
6. Challenges
7. Success Stories
8. Resources for your Tribe
Safety Statistics in Indian Country

- Five year (2010-2014) total of 2,677 Native American roadway fatalities (FARS) minimum
- From 1975 to 2002, fatal crash rates in the US declined for the overall population
- From 1975 to 2002, Native American and Alaska Native fatal crash rates increased 53%
- In many states, Native Americans are several times over represented in fatal crashes
- In Arizona, from 1980-2005, traffic death rates were 2 to 3 times higher for Native Americans.
Exhibit 6: Crash Mortality Rates for Arizona and American Indians, 1980–2005

Source: ITCA and Arizona Health Status and Vital Statistics 2005
Background

To address the fatal crash and serious injury problems on Indian Lands, the Federal Highway Administration initiated efforts to improve safety.

- 2005 Strategic Highway Safety Plan for Indian Lands & Safety Management System
- 2011 Update: Safety Management System Implementation Plan
- 2013 Tribal Transportation Program Safety Fund under MAP-21
- 2016 TTP Safety Fund continues under FAST Act
- 2017 Tribal Transportation Strategic Safety Plan
Background

FAST Act (highway bill) provides a 2% Set Aside for Tribal Safety Funding (~$9.5 million/year). Funding limited to two categories:

- Transportation Safety Planning
- Other Eligible Activities as listed in 23 USC 148(a)(4)
  - Engineering Projects
  - Road Safety Audits
  - Pedestrian, Bicycle, and ADA improvements
  - Systemic safety improvements
  - Correct or improve a hazardous location or feature
  - Address a highway safety problem
  - Consistent with a State strategic highway safety plan

Tribes may apply for safety funding each year, and they can apply for more than one project each year. The intent for the first year of funding is for every Tribe to have a Safety Plan. Then, based upon the completion of your Safety Plan, projects are ranked for funding to implement solutions or strategies to improve safety in your communities.
What is a Tribal Transportation Safety Plan?

The purpose of a Tribal Transportation Safety Plan (TTSP) is to identify key safety needs and guide investment decisions to achieve reductions in fatalities and serious injuries on local public roadways.

A Tribal Transportation Safety Plan is
- Not an Emergency Management Plan
- Not a Worker Safety Plan
- Not exactly a Safe Routes to School Plan

It is your Tribal Government’s strategic prioritization of transportation safety issues and multi-disciplinary strategies that, if implemented, will result in a reduction of fatal and serious injury crashes.

*Keep in mind* – Plans can also be called “Tribal Safety Plan” or “Traffic Safety Plan” or just “Safety Plan” - but they are all the same documents / plans.
4 – E’s of Safety

- Comprehensive Approach!
- Small pieces add up to overall safety!
- Work together with all Stakeholders!
- Put out a unified message!
Benefits

- Fewer Fatalities and Serious Injuries
- Safer Roadways
- More Competitive for Safety Funding
- Proactive Approach
- Develop Partnerships
- Leverage Resources
Tribal Safety Plan Timeline

March
• Establish Leadership
• Determine Working Group

April
• Develop vision, mission statement and goals
• Determine partners
• Data collection

May
• Present crash data analysis
• Determine emphasis areas
• Identify strategies

June
• Prioritize emphasis areas and projects
• Review strategies and approach to 4 E’s
• **Write Plan**

July
• Review Tribal Safety Plan document
• Meet to discuss comments

August
• Final Tribal Safety Plan complete
Very Good Guide
Developing a Tribal Transportation Safety Plan (TTSP)

1. Establish Leadership
2. Analyze Safety Data
3. Determine Emphasis Areas
4. Identify Strategies
5. Prioritize & Incorporate Strategies
6. Evaluate & Update the TTSP

Think of the Four E’s of Safety –

Engineering
Enforcement
Education
Emergency Services

Think of the Stakeholders and Partnerships in Transportation who play a role in safety efforts –

Police Officers
EMS Providers
CHR / IHS / BIA
State DOT / County Roads
TTAP / LTAP
School District
Community Members
Process of a Tribal Transportation Safety Plan (TTSP)

- **Step 1: Establish Leadership**
  - Identify a Champion
  - Convene a Working Group
  - Identify and Contact Stakeholders
  - Develop a Vision, Mission Statement & Goals

* Support from Tribal Government Leaders
# Stakeholders

- Who do you want to partner with?
- Who do you want to invite to working group meetings?

<table>
<thead>
<tr>
<th>City Engineers</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Engineers</td>
</tr>
<tr>
<td>Local Law Enforcement</td>
</tr>
<tr>
<td>State DPS / Highway Patrol</td>
</tr>
<tr>
<td>County Sheriffs</td>
</tr>
<tr>
<td>Local Fire Department</td>
</tr>
<tr>
<td>BLM Fire Department</td>
</tr>
<tr>
<td>Game &amp; Fish Department</td>
</tr>
<tr>
<td>State DOT</td>
</tr>
<tr>
<td>School District</td>
</tr>
<tr>
<td>BIA / IHS</td>
</tr>
<tr>
<td>Emergency Management</td>
</tr>
<tr>
<td>Planning Organizations</td>
</tr>
<tr>
<td>(MPO/RPO)</td>
</tr>
</tbody>
</table>
**Step 2: Analyze Safety Data**

- Identify Existing Efforts
- Gather Data
- Data Analysis with Crash Data
- Data Analysis with other Safety Data

This data can be formal or by local knowledge.
Existing Safety Efforts

- What are you doing currently?
- Do you have formal agreements with law enforcement or EMS?
- Do you have a primary seat belt law?
- Do you have education programs?

Policies or Ordinances
Coordination with other local governments
Road Inventory
Sign Inventory
Driver Education Program
Traffic Court
Local Data Collection
Substance Abuse Program
Helmet Campaign
## Data Collection

<table>
<thead>
<tr>
<th>Available Sources</th>
<th>Potential Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>• State Crash Data</td>
<td>• Police Reports / Citations (speeding, etc.)</td>
</tr>
<tr>
<td>• Fatality Analysis Reporting System (FARS) Data (includes Native American data)</td>
<td>• Community Survey</td>
</tr>
<tr>
<td>• Research and Innovative Technology Administration (RITA), Bureau of</td>
<td>• Other Agency Safety Programs</td>
</tr>
<tr>
<td>Transportation Statistics, USDOT</td>
<td>• Traffic Court Statistics</td>
</tr>
</tbody>
</table>

Do you need to make data collection an Emphasis Area?
**Raw Data in Excel Format**

- Some States have available downloads from their website.
- Some States you must request data on disk or file will be emailed.

<table>
<thead>
<tr>
<th>CASE_ID</th>
<th>ACCIDENT_YEAR</th>
<th>PRIMARY_RD</th>
<th>SECONDARY_RD</th>
<th>DISTANCE</th>
<th>DIRECTION</th>
<th>INTERSECTION</th>
<th>COLLISION_SEVERITY</th>
<th>NUMBER_KILLED</th>
<th>NUMBER_INJURED</th>
<th>PARTY_COUNT</th>
<th>PRIMARY_COLL_FACTOR</th>
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<th>LONGITUDE</th>
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<td>34.06812</td>
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</table>
Map Data

Available mapping on FARS website.

Raw data can be downloaded.
Regional Studies including Tribes
Step 3: Determine Emphasis Areas

- Identify Emphasis Area Objectives & Performance Measures
- List Problem Areas from Data Analysis
- List Projects or Tasks to Address Safety Issues
Example Emphasis Areas

- Distracted and/or drowsy driving
- Occupant protection
- Impaired driving
- Speed management
- Teen drivers
- Hazardous locations

- Roadway departures
- Intersection safety
- Older drivers
- Incident response time
- Nighttime crashes
- Crash data collection
Step 4: Identify Strategies

- Categorize and Review
- Propose Ordinances & Policies
- Propose Actions
## Example Strategies

### Emphasis Area: Road Departures / Rollovers
- **Rumble Strips**
- **Pavement Markings**
- **Shoulder Widening**
  - Improve design of roadside hardware
  - Improve design of barrier & attenuation systems
  - Remove/relocate objects in hazardous locations
- **Delineate objects with reflective tape**
- **Increase penalty for offenders**
- **Tribal Newsletter**
- **Increase Enforcement**

### Emphasis Area: Identify Roadway Hazards
- **Perform Road Safety Audit along SR66**
- **Perform engineering analysis at known locations**
- **Perform traffic counts at intersection(s)**
- **Collect speed data**

### Emphasis Area: Speed Management
- **Signage**
- **Speed Humps or Dips**
- **Increase Enforcement**
- **Driver Feedback Signs**
- **Tribal Newsletter**
- **Billboards**

### Emphasis Area: Occupant Protection
- **Child seat / booster seat program**
- **Seat belt technician training**
- **Booth at Tribal Health Fair**

### Emphasis Area: Distracted or Drowsy Driving
- **Education outreach**
- **Partner with Driver’s Ed Classes**
- **Rumble strips**
- **Review roadside distractions**
Reference for Countermeasures

Chapter 2. Seat Belts and Child Restraints

Countermeasures That Work

Countermeasures to increase seat belt use are listed below and discussed individually in this chapter. The table is intended to give a rough estimate of each countermeasure’s effectiveness, cost, use, and time required for implementation. The terms used are described below. Effectiveness, cost, and time to implement can vary substantially from State to State and community to community. Costs for many countermeasures are difficult to measure, so the summary terms are very approximate. See each countermeasure discussion for more information on each item.

Countermeasures Targeting Adults

1. Seat Belt Use Laws

<table>
<thead>
<tr>
<th>Countermeasure</th>
<th>Effectiveness</th>
<th>Cost</th>
<th>Use</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 State primary enforcement seat belt use laws</td>
<td>★ ★ ★ ★ ★</td>
<td>$</td>
<td>Medium</td>
<td>Short</td>
</tr>
<tr>
<td>1.2 Local primary enforcement seat belt use laws</td>
<td>★ ★ ★ ★</td>
<td>$</td>
<td>Low</td>
<td>Short</td>
</tr>
<tr>
<td>1.3 Increased seat belt use law penalties</td>
<td>★ ★ ★ ★ ★ *</td>
<td>$</td>
<td>Low</td>
<td>Short</td>
</tr>
</tbody>
</table>

*Effectiveness has been demonstrated for increased fines but has not yet been demonstrated for driver’s license points.

2. Seat Belt Law Enforcement

<table>
<thead>
<tr>
<th>Countermeasure</th>
<th>Effectiveness</th>
<th>Cost</th>
<th>Use</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Short term, high visibility seat belt law enforcement</td>
<td>★ ★ ★ ★ ★</td>
<td>$$$</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>2.2 Combined seat belt and alcohol enforcement, nighttime</td>
<td>★ ★ ★</td>
<td>$$$</td>
<td>Unknown</td>
<td>Medium</td>
</tr>
<tr>
<td>2.3 Sustained enforcement</td>
<td>★ ★ ★</td>
<td>Varies</td>
<td>Unknown</td>
<td>Varies</td>
</tr>
</tbody>
</table>

*Used in many jurisdictions but often only once or twice each year.
<table>
<thead>
<tr>
<th>EMPHASIS AREA</th>
<th>STRATEGIC LINKAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection Safety</td>
<td>Intersection safety was identified in the state-wide Strategic Highway Safety Plan as one of seven emphasis areas for the State</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>SUCCESS INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce the frequency and severity of crashes at signalized and unsignalized intersections</td>
<td>A reduction in intersection crashes, particularly severe intersection crashes for the Town of Sylvia and in the surrounding areas.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Education</th>
<th>Actions</th>
<th>Target Output</th>
<th>Organizations and Persons Responsible</th>
<th>Date of Completion</th>
<th>Performance Measures</th>
<th>Monitoring and Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public service announcements regarding dangers of red light running and stop sign violations</td>
<td>Awareness of the dangers of running red lights and stop signs</td>
<td>Ms. Naomi Fay with the Gazette is coordinating PSAs in paper and on radio station (WKAQ)</td>
<td>Dec. 2012</td>
<td>Number of PSAs</td>
<td>Informal survey of public response planned for June public meeting</td>
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</table>

<table>
<thead>
<tr>
<th>Enforcement</th>
<th>Actions</th>
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<th>Date of Completion</th>
<th>Performance Measures</th>
<th>Monitoring and Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforcement blitz for high-crash intersections</td>
<td>Reduction in signal and stop sign violations</td>
<td>Chief W. McGee is organizing both blitzes and coordinating with Ms. Fay for media coverage</td>
<td>May and Sept. 2012</td>
<td>Number of tickets issued</td>
<td>Crashes in 2012 where red light running was cited compared to 2011</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Engineering</th>
<th>Actions</th>
<th>Target Output</th>
<th>Organizations and Persons Responsible</th>
<th>Date of Completion</th>
<th>Performance Measures</th>
<th>Monitoring and Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase visibility by removing vegetation at intersections; place stop ahead pavement markings</td>
<td>Increased compliance of traffic control because of increased visibility</td>
<td>Mr. Haley with the county maintenance staff</td>
<td>Aug. 2012</td>
<td>Number of intersections improved</td>
<td>Number of intersection crashes in 2012 where sight distance was cited compared to 2011</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EMS</th>
<th>Actions</th>
<th>Target Output</th>
<th>Organizations and Persons Responsible</th>
<th>Date of Completion</th>
<th>Performance Measures</th>
<th>Monitoring and Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install emergency signal outside ambulance depot</td>
<td>Increased response time to intersection crashes</td>
<td>Mr. Luca Burton from County Public Works</td>
<td>Sept. 2012</td>
<td>Ambulance response time</td>
<td>Compare average response times to 2011 times</td>
<td></td>
</tr>
</tbody>
</table>

Figure 2.2: Emphasis Area Table.

Outline Strategies
Develop Action Plan

(included in Developing Safety Plans)
Step 5: Prioritize and Incorporate Strategies

- Identify Priorities
- Determine Implementation Approach for Strategies
- Outline an Action Plan
## Example Implementation Outline

### Kaibab Paiute Tribal Transportation Safety Plan – Implementation Strategies

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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Emphasis Area: Speed Management</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase Enforcement</td>
<td>BIA/AZ/UT Law</td>
<td>Ongoing</td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td>Increase penalty for repeat offenders</td>
<td>Tribal Court</td>
<td>March 2017</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Deliver educational packets for repeat offenders</td>
<td>Tribal Court / Transp.</td>
<td>March 2017</td>
<td>$</td>
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<tr>
<td></td>
<td>Formalize MOU with area law enforcement</td>
<td>BIA/AZ/County Law</td>
<td>April 2017</td>
<td>$</td>
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<td>Driver Feedback Signs / Radar ticketing</td>
<td>BIA/AZ/UT Law</td>
<td>June 2018</td>
<td>$$</td>
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<td></td>
<td>Tribal Newsletter</td>
<td>Tribe Admin</td>
<td>Ongoing</td>
<td>$</td>
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<tr>
<td></td>
<td>Billboards</td>
<td>Tribe/State Safety</td>
<td>Dec 2016</td>
<td>$$</td>
</tr>
<tr>
<td>2</td>
<td><strong>Emphasis Area: Intersection Geometry</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widen/lengthen SR389 and Pipe Springs Rd</td>
<td>ADOT/Mohave Co./Trm.</td>
<td>June 2017</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Reconstruct fork to Moccasin (CR 240)</td>
<td>Tribe Trans./Mohave Co.</td>
<td>Dec 2018</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Reconstruct drive at Visitor’s Center</td>
<td>Tribe Trans./Park Serv.</td>
<td>Feb 2016</td>
<td>$$ ½</td>
</tr>
<tr>
<td>3</td>
<td><strong>Emphasis Area: Shared Use Path-Pipe Springs Rd</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construct hardscape for accessibility</td>
<td>Tribe Trans.</td>
<td>Dec 2018</td>
<td>$$$</td>
</tr>
<tr>
<td>4</td>
<td><strong>Emphasis Area: Aggressive Driving / Running Stop</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase Enforcement</td>
<td>BIA Law</td>
<td>Ongoing</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Higher penalty by Tribal Court</td>
<td>Tribe</td>
<td>March 2017</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Rumble strips prior to Stop sign</td>
<td>Mohave Co.</td>
<td>June 2017</td>
<td>$$</td>
</tr>
<tr>
<td>5</td>
<td><strong>Emphasis Area: Incident Response</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Build a cell phone tower</td>
<td>Tribe</td>
<td>Aug 2017</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Improve access to communications tower (Rt.31)</td>
<td>Tribe Transp.</td>
<td>Dec 2020</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Formalize MOU with Colorado City for EMS</td>
<td>Tribe</td>
<td>April 2017</td>
<td>$</td>
</tr>
</tbody>
</table>

$  Low cost – under $2,000
$§  Reasonable cost – under $10,000
$$§  High cost – more than $100,000
Step 6: Evaluate and Update the TTSP

- Monitor Progress
- Plan Evaluation – are the strategies working?
- Living Document – update yearly with annual planning
Safety Plan Content

- Keep it simple!
- 10 pages or less in main document
- Attach data as appendix
- Make it accessible for future updates

Table of Contents

1.0 Introduction 1
2.0 Vision 1
3.0 Safety Partners 2
4.0 Process 2
5.0 Existing Efforts 3
6.0 Data Summary 4
7.0 Emphasis Areas 5
8.0 Evaluation & Implementation 6
9.0 Resources 9

Appendices

A – Emphasis Area Worksheets
B – Meeting Minutes
Strategic Transportation Safety Plan Toolkit for Tribal Governments

Introduction

A Strategic Transportation Safety Plan is a document that communicates the story of transportation safety in your communities and how you will address transportation safety needs in these communities. A plan should cover all relevant travel modes (roads, trails, marine, air) and should not be focused on the requirements of funding sources, but on a comprehensive strategy that will address your Tribe's transportation safety goals.

There are many different ways to approach the development of a Strategic Transportation Safety Plan; this toolkit is just one example. Its use is optional and intended as an aid in the planning process. We believe with these tools, you can develop your own plan in many cases, but realize you may want to hire a consultant to help. We'll update this toolkit later in the year, especially as we begin to receive examples of completed plans.

To help you develop a Strategic Transportation Safety Plan, we've developed a toolkit that includes several resources:

- Strategic Transportation Safety Plan Template
- Roadway Safety Contacts and Data sources
- Additional Safety Resources
- Request for Proposal Template (RFP)

Strategic Transportation Safety Plan Template

This template includes 8 elements that should be identified during the planning process: an Introduction; your Tribe’s Vision; Safety Partners; your Process; your Existing Efforts; a Data Summary; Emphasis Areas; and finally, Evaluation and Implementation. By completing these elements, you will describe how to strategically save lives and prevent serious injuries on your transportation networks. Download the attachment (Word/docx, 29 KB) if you’d like to use this template as the basis for your planning document.
Strategic Transportation Safety Plan Template


Feel free to use this Word document to create your planning document. Delete any instructions and examples, and then start writing!

INTRODUCTION

Briefly describe your Tribe’s commitment to transportation safety through this planning process and the drafting of this document. An introduction can be one or more paragraphs, and can be as general or specific as you’d like. It serves two purposes: it gives readers an idea of what the rest of the plan will say; and it provides a reason to keep reading. For example, you should include a description of the document; define the central concept—transportation safety; and perhaps provide some statistics that you’d like to change enough to take on this planning process.

For example, you might say, “The Tribe is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on our transportation systems. This plan tells the story of transportation safety needs and strategies for our community. Implementation of the plan will improve transportation safety for the tribe, its people, and its visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from several safety partners. In the past 5 years, (state some statistic that you want to improve). The Tribe is targeting (cite a goal that will improve this statistic) over the next 5 years.”

VISION

Generate interest in the planning process by drafting a vision statement. It can be a team effort. A vision statement is an idealized description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan.

The best vision statements describe the desired long term outcomes that are five to ten years away… Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it. If you are having trouble coming up with your summarizing phrase, try adding after you’ve written the rest of the vision statement.

Here are some examples:
Challenges you may face

1. Knowing how to begin
2. Short on Staff (over tasked already, turn-over)
3. Getting people to the planning meetings
4. Getting local traffic data
   a. Not easily retrieved
   b. Not given without Council or Leader requesting it
   c. Not tribal data and must come from other entities
5. Really having a Champion to continue with Safety Plan efforts
Successful Approaches

How to Begin a Tribal Transportation Safety Plan

1. Talk to BIA-DOT and let them know you want to do a Safety Plan

2. Apply for TTP Safety Plan funding - $12,500 available for first plan
   - last year funding notice issued in July, applications due in September

3. If you do not have the staff, consider a Consultant

4. Tribal Technical Assistance (TTAP), Local Technical Assistance (LTAP), DOTs
Successful Approaches

Getting People to the Planning Meetings

1. Have a kick-off meeting with Tribal Council – gain support
2. Post meeting information in newsletter, website, or Facebook
3. Have Working Group Meeting immediately after Staff Meeting
   (all the key Departments are already there!)
4. Have regular meetings during the planning to gain traction & keep momentum
**Successful Approaches**

**Getting Local Traffic Data**

1. Find out who has the authority to release the information

2. Make sure you request anonymous data – no names

3. Explain the reasons why you need the data – save lives, reduce injuries, support funding requests

4. You can still move forward with Federal and State data only and make local data collection an emphasis area
Successful Approaches

Having a Real Champion

1. Create a safety conscience political climate
2. Raise safety awareness at the local level
3. You are probably doing some activities already – coordinate
4. Could be a Committee or could be a Resident (senior citizen, veteran)
5. Start small – keep the expectations realistic
6. Use existing training and guidance
Step by Step Guidance for the Safety Plan Champion
In Conclusion

Why should your Tribe have a Transportation Safety Plan?

- Native Americans have 2 to 3 times higher crash fatality rates than other populations
- The Tribal Transportation Program has 2% Safety funding available ~9.5 million/year
- It might Save A Life!

What is a Transportation Safety Plan?

A document that identifies key safety needs and guides investment decisions to achieve reductions in fatalities and serious injuries on local public roadways.
In Conclusion

There are 6 steps in the planning process:

1. Establish Leadership
2. Analyze Safety Data
3. Determine Emphasis Areas
4. Identify Strategies
5. Prioritize & Incorporate Strategies
6. Evaluate & Update the Plan

Content of the Transportation Safety Plan:

✓ Keep it simple, less than 10 pages
✓ Use Federal Highway Administration’s Guidebooks and Template Examples
In Conclusion

There may be Challenges, but there are many Successes

Lots of resources / Others can help you

www.ltap.org/about/ttap.php
Resources – Links on my website

www.highroadengineering.com/resources-links

Federal Lands Highway Tribal Transportation Program Safety Section

FARS Data Tables – Native American Traffic Safety Facts
https://cdan.nhtsa.gov/stsi.htm#

Federal Highway Administration - Road Safety Data Program
https://safety.fhwa.dot.gov/rsdp/

Research and Innovative Technology Administration (RITA) – State Transportation Facts

AASHTO Safety Analyst
http://www.safetyanalyst.org/links.htm

Tribal Transportation Safety
http://tribalsafety.org/

Arizona Tribal Transportation
http://www.aztribaltransportation.org/training.asp
Questions or Need Help?

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www.highroadengineering.com

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Civil Engineering & Consulting

PO Box 97
St. George, UT 84771

Phone 435.767.8481
Fax 435.574.0456
Questions?

Take a Break

Next: Data Collection, Appendix Material, Funding, & Success Stories
Questions?

Take a Break

Next: Planning to Prevent Crash Injuries on Tribal Lands
Questions?

Take a Break

Next: Kaibab Paiutes – Tribal Motor Vehicle Injury Prevention Program
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