Tribal Transportation Safety Management System (SMS)

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Federal Highway Administration
## American Indian Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>American Indian Fatalities</th>
<th>All Montana Fatalities</th>
<th>Percent of Montana Fatalities</th>
<th>American Indian Alcohol Related Fatalities</th>
<th>Percent of Montana Alcohol Related Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>42</td>
<td>262</td>
<td>16.0%</td>
<td>35</td>
<td>27.3%</td>
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<tr>
<td>2004</td>
<td>46</td>
<td>229</td>
<td>20.1%</td>
<td>33</td>
<td>31.1%</td>
</tr>
<tr>
<td>2005</td>
<td>34</td>
<td>251</td>
<td>13.5%</td>
<td>27</td>
<td>22.5%</td>
</tr>
<tr>
<td>2006</td>
<td>46</td>
<td>263</td>
<td>17.5%</td>
<td>31</td>
<td>25.8%</td>
</tr>
<tr>
<td>2007</td>
<td>43</td>
<td>277</td>
<td>15.5%</td>
<td>28</td>
<td>21.5%</td>
</tr>
</tbody>
</table>
American Indian Fatalities

Year

Fatalities

| Reservatio On 2003 2004 2005 2006 2007 Total |
|------------------|-----|-----|-----|-----|-----|-----|
| **On Reservatio n** | 30  | 31  | 15  | 33  | 31  | 140 |
| **Off Reservatio n** | 12  | 15  | 19  | 13  | 12  | 71  |

American Indian Fatalities occurring on vs. off reservation.
American Indian Fatalities (2003 - 2007)
Reservation Location

- Blackfeet
- Crow
- Flathead
- Fort Belknap
- Fort Peck
- Northern Cheyenne
- Rocky Boy's
American Indian Fatalities (2003 - 2007)
Gender of Fatality

- Male
- Female
American Indian Fatalities (2003 - 2007)
Seat Belt Use
SMS Strategic Plan

- Strategic Plan Developed
- Partners included FHWA, BIA, DOT and Tribal representatives
- Strategic Plan identified eight emphasis areas for Indian Lands based on available data.
Strategic Plan Emphasis Areas

- Decision Making Process
- Data Collection
- Run off the Road Crashes
- Occupant Protection / Child Restraint
- Alcohol / Drug Impaired Driving
- Other Driver Behavior and Awareness
- Drivers Under 35
- Pedestrian Safety
SMS Implementation Plan

- Strategic Plan establishes a framework.
- Implementation has to occur at the Tribal level.
- Needed a plan that identified several specific items to address over the next 3-5 years.
SMS Implementation Activities

- Development of Tribal Specific Safety Plans
- Safety Data Collection and Analysis
- Education and Training
- Development of Safety Programs and Funding Sources List.
- Safety Set Aside.
SMS Implementation Activities

- Measuring Success
- Establishes a Steering Committee
- Safety Summits
- Approved by both BIA and FHWA Federal Lands
Tribal Specific Safety Plans

- Meet on site with Tribal Governments.
- Provide information on safety countermeasures and programs.
- Cooperatively develop 10-12 Tribal safety plans each year.
- Pilot effort.
WA Pilot

- Reviewed SMS Requirements
- Discussed SMS Plan
- Had various groups participate depending on site (4E’s):
  - Transportation Planners
  - Tribal/BIA Police
  - Emergency Service Providers
  - School Principal
  - Tribal Council Members
  - Tribal Casino
WA Pilot

- Group identified existing programs
- Identified existing Government to Government relationships.
- Identified 3-5 additional efforts to work on to enhance safety.
Nisqually Tribe

- Positive relationship with WA DOT
- Submitting crash reports to BIA
- Have secondary seat belt law
- Working with County and State Patrol on cross deputization
- Casino sets aside 2% of revenues to fund EMS and other safety programs
Pedestrian crossing of SR 510 is a problem. Would like to initiate study with WA DOT.

Congestion at the intersection of SR 510 blocks entrance to Tribal facilities.

Frontage roads are needed between Tribal Buildings and the casino so that SR 510 is not used for local circulation.
Jamestown S’Klallam Tribe

- Positive Relationship with WA DOT
- Installed a pedestrian undercrossing
- Implemented a corridor safety plan
- Encouraged Transit to reduce the number of vehicles on the road
- Implemented teen programs that include drug, alcohol and seat belt programs
Jamestown S’Klallam Tribe

- Would like to start participating in the County DUI Task Force
- Need additional pedestrian crossings across SR 101
- Need to emphasize occupant protection programs
- Initiate access control study with WA DOT
- SR 101 is over capacity and needs improvements
Makah Tribe

- Positive relationship with WA DOT
- Law enforcement using state crash report form
- Have a secondary seat belt law
- Have hosted bike rodeos and provided helmets to youth
- The Tribe has developed and implemented a traffic code
Makah Tribe

- Shortage of sidewalks and paths in the community
- Need to establish programs to increase seat belt use
- School would like a road safety audit on streets leading to the school
- Need to review the safety of the transit program including pick up\drop off points and policies
Safety Data Collection and Analysis

- Develop a contact list with state patrols, DOT’s and Tribes to obtain and share crash data.
- Develop a documented process and MOU to share data.
- Assist in implementing electronic crash records systems.
Safety Data Collection and Analysis

- IHSP Pilot Effort
- South Dakota records systems deployment.
- Montana records systems deployment.
Education and Training

- Identify needed safety training and resources.
- Partner with TTAP to ensure a safety training curriculum is presented.
Development of Safety Programs and Funding Sources List

- Multiple federal, state and tribal programs exist.
- Goal is to identify as many as possible and document application timelines, eligibility and contact info.
- Share list with tribal and other governments.
Tribal Safety Set Aside

- Identified need for safety projects on tribal and IRR Roads.
- Develop a program where safety funds are set aside and can be applied for to fix safety problems.
- Program would most likely have data requirements.
- Consistent with ITA proposal.
Measuring Success

- To date, most analysis only on fatal crashes using FARS.
- Continue annual FARS analysis.
- Use safety data in development of TIP’s, including before and after studies.
- Once electronic systems are deployed, utilize systems to develop a tribal specific annual safety report.
Steering Committee

- Need to get other agencies and tribal groups involved.
- Coordinate efforts among agencies.
- Oversee direction and implementation.
- Meet twice a year.
Safety Summits

- Based on Comprehensive Safety Planning model.
- Brings together Tribal, State and Federal Agencies from a state or region.
- Goal is to increase awareness and develop safety strategies for that area.
- FHWA committed to effort with summits expected to take place in AZ and MN this year.
MONTANA TRIBAL SAFETY CONSCIOUS PLANNING FORUM

HELENA, MONTANA
JUNE 6 AND 7, 2005

SPONSORED BY
MONTANA DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PREPARED BY CAMBRIDGE SYSTEMATICS
Participants

- First time Tribal, Federal and State Governments gathered to address statewide transportation safety needs of Native Americans.
- Representatives from all seven reservations (11 Tribes) plus the Little Shell tribe.
  - Tribal Council Members
  - Tribal and BIA Police
  - Transportation Planners
  - TERO Directors
Participants

- Governor Brian Schweitzer
- State Senators
- Montana DOT
- Montana Highway Patrol
- FHWA
- Indian Health Service
- BIA
- NHTSA
Native American Crashes

- Documented existing safety programs for Tribal safety (50 total)
- Identified five new strategies
  - Support crash data sharing among Tribes, State and Federal Agencies
  - Cross-Deputization of Law Enforcement
  - Encourage adoption of Tribal Traffic Codes
  - POST credits for Tribal/BIA Officers
  - Comprehensive Safety Plan for each Reservation led by DUI Task Forces.
SMS Implementation Plan

- Still Draft, but should be approved soon.
- FHWA and BIA desire to work with tribes in areas where they have interest.
- Where does your Tribe fit in?
POLSON AREA
Nêmqné
“TIPI POLES ABOVE THE WATER”
THANK YOU

QUESTIONS OR COMMENTS?