Every year more than 40,000 motorists die and almost 3,000,000 are injured on our Nation’s roadways. For ages 4 to 34, motor vehicle-related injuries are the leading cause of death in the United States, and Native Americans are at particularly high risk. Among Native American populations, motor vehicle-related injuries are the leading cause of death up to age 44.

Washington Tribal Traffic Safety Summit

May 27-28, 2009
Little Creek Casino & Resort
Squaxin Island, Washington

Sponsored by the Federal Highway Administration
Prepared by Cambridge Systematics
Purpose of the Summit

The mission of this Summit was twofold: education and action. The information shared was intended to compel participants to develop initiatives for increasing safety on Tribal roadways.
Plenary Session Presentations

- The 4 E’s of Safety
- Importance of Data
- Washington State’s Strategic Highway Safety Plan “TARGET ZERO”
A separate chapter in Target Zero should focus specifically on Tribes or there should be a Target Zero supplement for Tribes. Keeping in mind, tribes are sovereign Nations.

Starting the Education process at the Tribal Council, with their support implement programs and projects for continuous educational opportunities, activities, resource development, meetings, community outreach, publications, etc.

Start educating early “kids teaching kids”. Youth activities (basketball tournament) that require class attendance and participation.

Promote healthy communities via multidisciplinary partnerships. It is not just traffic (DOH, law, elders, youth, social services, feds, state, county, etc.).

Take ownership of your own local issues - use of elders has been a huge success. Helping to connect the generational gap with youth and elders is working too, pride in heritage.

Lack of resources continues to be a major barrier.
Education Breakout Group (Recommendations)

- Provide opportunities for the Tribes to update the objectives and strategies for Tribal issues.
- Involve Tribes as a priority in State efforts to reach zero deaths.
- Assist Tribes in developing a safety plan.
- Develop consistent and continuous education messages.
Enforcement Breakout Group (Comments)

- Tribal Leadership needs to play a strong role in these education/enforcement programs. This partnership needs to be worked on, educate them, and find champions within tribal leadership.
- Only 18 of 29 Tribes have been supported with grants.
- Conduct a training needs assessment in tribes.
- Dedicate funding to local tribes for high visibility enforcement initiatives.
- Cross training between tribal, local and state law enforcement agencies.
Enforcement Breakout Group (Recommendations)

• Establish an outreach partnership with the Northwest Association of Tribal Enforcement Officers (NATEO) to educate Tribal Council and Elders to build trusting relationships targeting data-driven traffic safety issues.
• Conduct an on-going review of successes with Tribal leaders and recognize individual Tribes for their accomplishments.
• Review and analyze a menu of countermeasure options to address the needs identified by Tribal leaders. Implement the countermeasures in cooperation with Tribal law enforcement.
• Assist non-tribal partners in understanding Tribal needs and cultural differences.
• Revise Target Zero to evaluate and accommodate pedestrian needs on every project.
• Target Zero should include more detail about how to implement the objectives and strategies.
• BIA road inventory needs to be accurate (no funding equals poor safety).
• Reservation roads need to be brought up to design standards (i.e., guardrail, slopes, etc.) to avoid run off the road problems and safety audits should be required.
Engineering Breakout Group (Recommendations)

• Integrate the Strategic Highway Safety Plan for Indian Lands with Target Zero.
• Include recognition of Tribal and BIA design standards.
• Include objectives and strategies for evaluating and considering pedestrian and bike safety needs in all projects.
• Develop material describing data sharing strategies (government-to-government) emphasizing the confidentiality clause.
EMS is eligible for grants through the BIA 402 Indian Highway Safety Program.
Best practices and information should be shared among all entities, including Tribal governments.
A map showing response times and reservation locations could be developed to identify locations that meet the 30 minute goal and “dead zones”.
*Target Zero* could be used as a great foundation for a rural/Tribal fair.
Develop collaboration among EMS providers and agencies across jurisdictional boundaries.
EMS could use WSP as a model, recognizing that fatality reductions require better response times.
Emergency Medical Services
Breakout Group
(Recommendations)

- Provide data mapping for response times and traffic fatalities to identify underserved areas (gap analysis).
- Develop and fund a demonstration project/corridor model to complete an assessment of the status of EMS services in order to determine steps for improving overall EMS services. Illustrate successful urban application and how it can be applied in rural areas.
- Revise Target Zero Strategy 8.1.A13 to replace “CODES” with “Washington Strategic Plan”.
- Develop a Tribal traffic safety section in Target Zero
Cinco D. Cronemeyer
Community Planner/ AOTR
Northwest Region Division of Transportation

911 11th Avenue
Portland, OR 97232-4169
(503) 872-2872 office
(503) 347-5745 cell
(503) 231-2351 fax
cinco.cronemyer@bia.gov