SAFETY HISTORY

- From 1975 to 2002 fatal crashes in the US declined 22%
- From 1975 to 2002, Native American and Alaska Native fatal crashes increased 53%
- In many states, Native Americans are three times over represented in fatal crashes
FARS Data

According to the NHTSA Fatality Analysis Reporting System (FARS):
- 2008, 467 Native American Fatalities
- 2007, 619 Native American Fatalities
- 2006, 653 Native American Fatalities
- 2005, 593 Native American Fatalities
- 2004, 585 Native American Fatalities

Five year total of 2,917 minimum

Tribal Safety Efforts Timeline

- 2005 Strategic Highway Safety Plan for Indian Country & Safety Management System
- 2011 Update: Safety Management System Implementation Plan
- 2013 Tribal Transportation Safety Program
TRIBAL TRANSPORTATION PROGRAM
SAFETY FUND

- MAP-21 provides 2% set-aside of TTP for Transportation Safety activities by Tribal Governments

SAFETY FUND

- PCC Recommendations
- Funds to be divided across 4 categories:
  - Safety Planning
  - Engineering Projects
  - Enforcement Activities
  - Education Programs.
- No dollar ceiling on engineering projects as was HPP.
SAFETY FUND

- Will be administered as a “discretionary grant” program by the either OST or FHWA Administrator. Process similar to the PLH-D and TIGER grants.

- Proposed criteria is qualitative vs TTPCC proposed numerical

PROCESS

SAFETY FUND

What can tribes do now?
- Get a DUNS number
- register at Central Contractor Registration (CCR) Sam.gov
- select Authorized Organization Representative (AOR) & get authorization for AOR as E-Biz POC
- Identify potential projects or safety plan/study needs.

SAFETY FUND

What can tribes do now?
- Assemble documentation to support application:
  - Incident Data
  - Safety plan
  - Road safety audit (RSA)
  - Engineering study
  - Review State Strategic Traffic Safety Plan
  - Or, otherwise document the need for Tribal Transportation Safety Plan, Tribal Safety Management System, Road Safety Audits, etc.
SAFETY FUND
NEXT STEPS

- Watch for Federal Register Notice & Comment
- Webinars: **April 26 & May 1**
- Details will be at [http://flh fhwa dot gov/programs/ttp/safety](http://flh.fhwa.dot.gov/programs/ttp/safety)
- Questions

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TTPSF@dot.gov

SAFETY PLANS

- Engineering, Enforcement, EMS, & Education strategies must be identified in a safety plan to be funded

- Tribal Safety Plan
  or State Strategic Highway Safety Plan

- TTPSF should fund all requests (up to $10k) for Tribal Transportation Safety Plan Development
MINIMUM REQUIREMENTS OF SAFETY PLAN FOR TTPSF

- Coordination
- Best Available Data
- Assessment of Safety Needs (Emphasis Areas)
- Prioritized list of strategies (Countermeasures)
- Multi-disciplinary strategies

TRIBAL TRANSPORTATION SAFETY PLANS
**STRATEGIC TRAFFIC SAFETY PLANS**

**Alaska's Strategic Traffic Safety Plan**

**Washington State's Strategic Highway Safety Plan 2010**
Zero Deaths | Zero Serious Injuries | 2030

**Transportation Safety Action Plan**
As a part of the Oregon Transportation Commission

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**SHSP SUCCESS**

**Alaska's Strategic Traffic Safety Plan**

2012 Update crashes at a 30-year low

**Washington State's Strategic Highway Safety Plan 2010**
Zero Deaths | Zero Serious Injuries | 2030

2010 update crashes at a nearly 60-year low
GET TO KNOW THE STATE’S SHSP

- Plan could support TTPSF application
- Washington’s Plan includes “Native American Tribes and Target Zero”
- WA Identifies State Funding Sources
PLAN TO COMMUNICATE

- Tribal Transportation Safety Plans are key for your government to communicate with funding agencies.

GOAL OF SAFETY PLANNING

- Demonstrate actions that, if implemented, will reduce the risk 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...
SAFETY PLAN FOCUS

- Not focused on any one funding source
- Focused on the modes that are most significant to the community
  - Roads
  - Trails
  - Winter Trails
  - Air
  - Marine

BENEFITS OF SAFETY PLANNING

- Opportunity for coordinated efforts & shared resources within a community toward common goal
- Establish communication & form partnerships with local, State, and Federal
- Tool to leverage funding and resources
- Action Plan
SAFETY PLANNING PROCESS

1. ESTABLISH LEADERSHIP

- Gain Leadership Support
- Designate Champion
- Establish Working Group
## Safety Planning Process
### 1. Establish Leadership

<table>
<thead>
<tr>
<th>Community - the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>MADD - Mothers Against Drunk Drivers</td>
</tr>
<tr>
<td>Local Cities</td>
</tr>
<tr>
<td>EMS - First Responders</td>
</tr>
<tr>
<td>Tribal, County State Law Enforcement</td>
</tr>
<tr>
<td>State DOT</td>
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<tr>
<td>Tribal Planning/GIS</td>
</tr>
<tr>
<td>Elders Council</td>
</tr>
<tr>
<td>School Bus Routes</td>
</tr>
</tbody>
</table>

### Who are your Transportation Safety Partners?
- Provide Data
- Analyze Data
- Existing Efforts
- Recommend Emphasis Areas
- Research Countermeasures
- Represent/Communicate with Decision Makers
- Implementation Stakeholders

### Safety Planning - Establish Leadership Possible Partners

- Tribal Leadership
- Elected Officials

- Law Enforcement
  - Troopers
  - Local Police
  - BIA Police
  - Tribal Police

- Emergency Medical Services
  - Search & Rescue
  - Clinic
  - Fire Department
  - Coast Guard
  - Indian Health Service
  - NPA Indian Health Board

- Engineering
  - FHWA or BIA
  - Road & Trail Owners
    - City
    - County
    - State
    - Federal Agencies

- Education
  - Media (Radio, Newspaper)
  - Schools
  - Respected Community Members
EXISTING SAFETY EFFORTS

- Safe Routes to School
- Substance Abuse Programs
- Local Data Collection Efforts
- Safety Media Campaigns
- Local Enforcement Campaigns
- Infrastructure safety improvements
- Helmet Campaign

WHAT DO THESE ITEMS HAVE IN COMMON?

Best Available Data Source

- BIA / Tribal Police Data
- State Crash Database
- Community Survey
- Inferred Statistics from nearby government (County, City)
- IHS Statistics
- Other Strategic Safety Plans (State Strategic Highway Safety Plan, etc.)
SAFETY PLANNING PROCESS

2. COLLECT & ANALYZE SAFETY DATA

- Determine Trends in Crash Data
  - Location
  - Operator
  - Vehicle
  - Environment
  - Severity (Consequences)

SAFETY PLANNING PROCESS

3. DETERMINE EMPHASIS AREAS

- Emphasis Area
  - Describe Selection (What? & Why?)
  - Countermeasures (What will be done?)
  - Assign Champion for each Emphasis Area (Who will lead?)
SAFETY PLANNING PROCESS
3. DETERMINE EMPHASIS AREAS

- Emphasis Area:
  - Roadway Departure in Curves

- Describe Selection (What? & Why?)
  - Although curves in horizontal alignment represent only 15% of road miles, they represent 46% of all fatal and serious injury crashes.

- Countermeasures & Champions (What will be done? Who will lead?)
  - SEE STEP 4

SAFETY PLANNING PROCESS
3. DETERMINE EMPHASIS AREAS

Emphasis Area Examples
- Data Improvement
- Occupant Protection
- Impaired Operators
- Speed Management
- Young Drivers
- Intersection Safety
- Specific Locations
- Snow Machine Navigation
- Response time to Marine Incidents
SAFETY PLANNING PROCESS
4. IDENTIFY STRATEGIES

1. Establish Leadership
2. Analyze Safety Data
3. Determine Emphasis Areas
4. Identify Strategies
5. Prioritize and Incorporate
6. Evaluate and prepare to Update

Emphasis Areas First
Then,
Identify Strategies 2nd

Homework
- Work group to research multi-disciplinary strategies that address an emphasis area
RESOURCES

- Tribal Technical Assistance Program (TTAP)
- Strategic Highway Safety Plan
- TTP Safety Website
  - (in development)
- FHWA TTP Website:
- Local Roads Safety Plans Guide (online)
- CMF Warehouse Online
- NCHRP 500
- Email: TTPSF@dot.gov

SAFETY PLANNING PROCESS

3. DETERMINE EMPHASIS AREAS

- Emphasis Area:
  - Roadway Departure in Curves
  
  - Describe Selection (What? & Why?)
    - Although curves in horizontal alignment represent only 15% of road miles, they represent 46% of all fatal and serious injury crashes.
    - Countermeasures & Champions (What will be done? Who will lead?)
      - Low cost engineering improvement of curves identified through further data analysis (Planning/Engr Dept.)
      - EMS need for improved street name signing for emergency locating in rural areas, result is faster response time (Fire Dept)
SAFETY PLANNING PROCESS
4. IDENTIFY STRATEGIES

Emphasis Area:
**Speed Management**
- Education: Educate public on dangers of speeding
- Enforcement: Investigate automated enforcement
- Engineering: Speed radar feedback signs, Speed Limit Studies

SAFETY PLANNING PROCESS
5. PRIORITIZE AND INCORPORATE

- Assign Priority
- Assign strategies for implementation
SAFETY PLANNING PROCESS
5. PRIORITIZE AND INCORPORATE

- Incorporate Strategies
- Incorporate Safety Plan into planning process (LRTP)
- Communicate Plan

SAFETY PLANNING PROCESS
6. EVALUATE AND PREPARE TO UPDATE

- Establish Safety Management System Committee
- Assess plan and ensure implementation
- Update when implementation Complete or New Data Available
QUESTIONS?