

FORT PECK TRIBES SAFETY
MANAGEMENT SAFETY PLAN UPDATE

June 2014

The Assiniboine and Sioux Tribes are committed to reducing the number of deaths and serious injuries and improving the overall safety of the transportation system. As part of an ongoing effort to make safety improvements, the Fort Peck Tribes are committed to utilization a Safety Management Plan to focus the Tribes efforts on improving highway safety on the Fort Peck Reservation. The first Tribal Safety Management Plan was developed in June of 2008 and is being updated in May of 2014. This plan is being developed with input from a variety of agencies and individuals within the Tribe. The plan is intended to outline existing programs and policies as well as identify issues and procedures or projects that can be implemented to further improve transportation safety for the Fort Peck Tribes, its people and visitors to the Reservation.

To be successful in reducing fatalities and serious injuries with any sustained success requires that all four elements of highway safety be addressed – engineering, enforcement, education, and emergency services. The Tribes will focus their safety efforts around these four guiding principles.

The Fort Peck Tribes have implemented or are currently working on a number of programs and have developed relationships with government entities to help assist in safety improvements. A complete list of these, as well as other safety issues that have been identified, is included in Attachment A, but below are some of the highlights:

- The Tribes, in association with MDT has developed a Safe on all Roads (SOAR) Program for the Fort Peck Reservation with a local coordinator.
- The Tribes and the State of Montana have a current cross deputization agreement.
- The Fort Peck Tribes have passed a primary seatbelt ordinance for the Fort Peck Reservation.
- DUI court has been functioning for about five years.
- DUI Task Force with Roosevelt County has been functioning for five years.

Emphasis Area No 1. Reestablish and/or Reorganize Tribal Safety Committee

Objective: To have a tribally engaged Highway Safety Committee meeting regularly to address Tribal safety issues

Performance Measures: Meet regularly, Identify safety issues, develop corrective action plans and utilize multi-disciplinary members on the committee

– Identify Champion

- Identify Stakeholders
- Meeting time and what is to be accomplished
- What is the purpose of the committee (mission statement)
- What is to be accomplished (vision statement)
- Strategies – How? and Why?
- Performance Standards -- Accomplishments

Emphasis Area No. 2. Pedestrian / Bike Safety

Objective: Improve the safety of pedestrians on the Fort Peck Indian Reservation

Performance Measures: 100% of crashes reported into Montana Highway Patrol (MHP) crash data base

Strategies:

Champions – Connie Thompson, TTP Planner and Vikki Halverson, TL&J

Identify high use pedestrian areas throughout the reservation. Identify potential hazardous locations for pedestrian crossings on the reservation, such as, Highway No. 2 west of Wolf Point and near the Tribal Express in Poplar. Work closely with MDT on improving these crossings through signing, fencing and pedestrian crosswalks.

Performed a RSA on the North Park Road between Highway No. 2 and the Poplar pow wow grounds during one of the major summer ceremonial events. Specifically address the safety of pedestrians traveling from Highway No. 2 across the Poplar River Bridge to the pow wow grounds.

Using data from the RSA make recommendations to improve pedestrian movement from Highway No. 2 to the pow wow grounds.

Identify possible funding sources to improve high risk pedestrian crossings. Consider using remaining CTEP funds and submitting an application to MDT for a Transportation Alternatives Program. Submit TTPSF projects for pedestrian improvements after the two-year construction project restriction is over. Submit application for Transportation Alternatives Program from MDT for pedestrian bridge over Poplar River to Pow Wow Grounds.

Work with MDT on upgrading pedestrian crossings in Poplar and Wolf Point.

Provide bike riding clinics each spring/summer I two communities

Performance Measures: Number of Projects completed to improve pedestrian crossings over the next 5 years. Goal is two.

Emphasis Area No. 3. Impaired and Distracted Driving

Objective: Educate teenagers and young adult drivers on the hazards of “texting and driving” and “alcohol and drug” impaired driving.

Develop a program to be presented in the high schools on the reservation which increases the awareness of not texting and driving and driving while impaired.

Develop a Tribal Law and Justice ordinance that prohibits “texting and driving”.

Strategies:

Identify Champion, Connie Thompson and Rita Weeks

Investigate the “Arrive Alive Tour Program”

Consider bringing this program to the reservation high schools.

Consult with the high schools about gaining support for presenting this program.

Present this program for high schools in Frazer, Poplar, Wolf Point and Brockton

Present this program at a Tribal Community Safety Expo to educate the community and Tribal Leaders on the seriousness of impaired and distracted driving.

Submit a TTPSF grant proposal for funding the “Arrive Alive Tour Program”.

Performance Measures: Complete the “Arrive Alive Tour Program” by the end of fiscal year 2015.

Emphasis Area No. 4. Emergency Medical Services

Objective: Improved Emergency Medical Services (EMS) on the Fort Peck Indian Reservation by paving on 0.6 mile access road to the Poplar Airport.

Strategies:

Identify Champion, Connie Thompson, TTP Planner and Nonette Brown, NEMHS EMS Director

Identify potential partners to assist in funding and completing this paving project.

Identify possible sources of funding to complete this project.

Submit an EMS TTPSF grant application requesting \$180,000 to fund this project.

Performance Measures: Complete paving on this project within the next three years.

Emphasis Area No. 5. Complete Road Safety Audits (RSA’s) on hazardous road locations to correct deficiencies and recommend possible solutions.

Objective: Identify potential sites for RSA’s and complete one road safety audit each year.

Strategies:

Identify Champion: Connie Thompson, TTP Planner and James Wilson, BIA Rocky Mountain Regional RSA Coordinator

Identify one high potential sites for RSA's on the reservation.
Prioritize the sites selected and establishing a timeline to complete.
Identify and select RSA team members.
Complete RSA reviews.
Compile and analyze data, complete the written RSA report.
Implement corrective action outlined in the report to the extent possible and identify funding sources as necessary to complete all corrective action items.

Performance Measures: Evaluate the effectiveness of the RSA study and proposed and completed corrective actions taken .

Emphasis Area No. 6 Safety Belt Use

Objective: Increase seat belt and child restraints usage by 10% over current usage determined by seat belt and child restraint surveys.

Strategies (How? Who?)

Champion – SOAR Coordinator and TTP Representative
Complete at least four seat and child restraint surveys each year.
Conduct seat belt and child restraint clinics in schools (number per year).
Run public service announcements on local radio and TV stations.
Enforce tribal primary seat belt law.
Identify certified trained instructors for child restraints and hold monthly clinics.
Present “Room to Live” video in reservation schools (explore availability of the “cage” for use in training) and/or other similar teaching aids.

Performance Measures :10% increase in seat belt and child restrains from 2014 survey statistics.

Emphasis Area No. 7 Crash Data Reporting (What? Why?)

Objective: Collect crash reports on all reservation accidents

Strategies (How? Who?)

Champion – Director Tribal Law and Justice
Contact MHP to determining how to obtain and implement MHP crash reporting system
Get software and training
Identify possible funding sources
Prioritize corrective action items
Assign corrective actions to responsible organization

Performance Measures: 100% of crashes reported into Montana Highway Patrol (MHP) crash data base.

Emphasis Area No. 8 ATV's and Motorcycles Safety (What? Why?)

Objective: Develop and present education programs on ATV and motorcycle safety

Strategies (How? Who?)

Champion – ??? (SOAR)

Contact NHTSA and MDT for education sources on ATV and motorcycle safety programs.

Select a safety program that can be presented in local schools.

Check on the current tribal ordinance and see if they are adequate or if changes should be proposed.

Prioritize corrective action items

Assign corrective actions to responsible organization

Performance Measures: Provide training once a year on ATV and motorcycle safety in schools

Appendix A

- The Tribes, in association with MDT has developed a Safe on all Roads (SOAR) Program for the Fort Peck Reservation with a local coordinator.
- The Tribes and the State of Montana have a current cross deputization agreement.
- The Tribes have received a \$7,500 safety grant to update their safety management plan.
- The Fort Peck Tribes have passed a primary seatbelt ordinance for the Fort Peck Reservation.
- The Fort Peck Tribes have passed a ATV helmet ordinance that requires all operators of ATV's under 16 years of age to wear approved helmets.
- The Fort Peck Tribes receive \$413,000 in TTP Safety Funds and supplemented that with \$148,000 of TTP for various safety improvements projects on the reservation.
- The Fort Peck Tribes also received \$237,133.02 to construct a bike/pedestrian path from Airport Housing Addition across US Highway No. 2 to Tribal Express as a safety improvement.
- DUI court has been functioning for about five years.
- DUI Task Force with Roosevelt County has been functioning for five years.