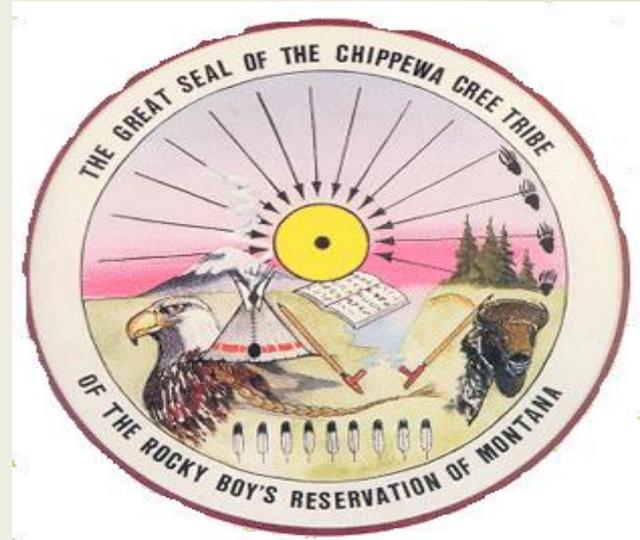


2014 Tribal Transportation Safety Summit



Chippewa Cree-Rocky Boy's Safety Plan Development
John Johnson, Transit Director/ SOAR Coordinator
October 14, 2014

Purpose of Safety Plan

- A Safety Management Plan is a formal data driven comprehensive performance review of corridor(s) by a multi-disciplinary team.
- The Safety Management Plan is conducted to evaluate corridor(s) and generate recommendations with associated strategies (countermeasures) for roadway or intersections which indicate a history of accidents/crashes, or an identifiable pattern of accident/crash types.
- Recommendations and strategies will be implemented incrementally as time and resources permit.

Safety Committee

Community Safety Representatives/Partners

CORE SAFETY PARTNERSHIP

	Name	Position	Department	Email Address
Engineering	Marc Neihaus	Director	Roads/Public Works	mneihaus@rbclinic.org
	Jim Houle	Director	Roads	jhoule@rbclinic.org
Enforcement	Rick Gardipee	Chief of Police	Law and Order	
	Shawn Richardson	Traffic Safety Officer	Police Department	
Emergency Services	Crissa Oliva	EMT Director	Health Board	ems@rbclinic.org
Education	John Johnson	Coordinator	Safe On All Roads	soar.johnson@yahoo.com
		Coordinator	Safe Routes To School	
Other	Raymond Parker	Director	Transit Program	jake.parker@rbclinic.org
	Voyd St. Pierre	Administrator	Rocky Boy Schools	voysp@rockyboy.k12.mt.us
	Carter Coffee	Transportation Supervisor	Rocky Boy Schools	
	Darin Hannium	Administrator/ Transportation Supervisor	Box Elder Schools	dhannium@boxelder.k12.mt.us

Vision and Goals

Vision: “to develop and maintain a roadway system throughout the Rocky Boy Reservation that enhances community, individual and visitor roadway safety”.

Mission: “to eliminate fatalities and reduce incapacitating injury crashes, on roadways through a multiagency approach that utilizes education, enforcement, engineering and emergency strategies

Goals:

- Create awareness of roadway engineering safety concerns to promote roadway geometric design safety.
- Increase roadway user awareness and enforcement of consequences for improper utilization to enhance community safety.
- Develop awareness and educational materials/opportunities to increase all roadway user safety.
- Promote emergency services on all roadways for quality recording of data.

Data Used

- Montana Department of Transportation 2010 Comprehensive Highway Safety Plan
- BIA 2013 Roads Safety Audit Report
- BIA 2014 Indian Reservation Roads Inventory Report
- Chippewa Cree Tribe 2006 Long Range Transportation Plan
- Chippewa Cree Tribe 2011, 2012 & 2013 Law Enforcement accident\crash reports
- Department of Transportation, National Highway Traffic Safety Administration
 - Native American Traffic Safety Facts (FARS 2007 – 2011)
 - Montana Traffic Safety Facts 2008 – 2012
 - Hill County Traffic Safety Facts 2008 – 2012
 - Chouteau County Traffic Safety Facts 2008 - 2012

Safety Issues Identified

- Delineation on all roads
- Outdated and damaged guardrail features
- Roadway striping and retro-reflectivity of signs
- Right of way fencing
- Route 6 pedestrian cross walk signs and cross walk markings
- Structural and subgrade issues on Duck Creek Road

Examples of Safety Issues



Missing delineators and striping



Guardrail is lacking reflective tabs and repairs



Damaged sign & Crosswalk
Marking Missing



Subgrade and base failure caused rough
break

Emphasis Areas

A variety of US DOT/FHWA resources were reviewed to develop SMP Emphasis Areas - 4-E Methodology - *“Developing Safety Plans – A Manual for Local Rural Road Owners”* was the primary document.

- Emphasis Areas are consistent with trends identified during the data analysis phases.
1. **Engineering** – addresses roadway infrastructure improvements.
 2. **Enforcement** – traffic laws/ordinances and patrolling that impact driver behavior.
 3. **Education** – roadway user information on the rules of roadway use.
 4. **Emergency Services** – EMS response time and quality of care reviewed.

Emphasis Areas

The following strategies are grouped into eight emphasis areas.

1. Collection and Management Roadway Safety Data.
2. Enforcement of Roadway Ordinances (primarily speeding and pedestrian areas).
3. Assessment and Corrective Action for Roadway Infrastructure.
4. Education and Enforcement of Safety Restraints.
5. Education and Enforcement of Impaired Drivers and Riding With Impaired Drivers.
6. Pedestrians, Bike Use and ATV Safety.
7. Emergency Services Response and Data Collection.
8. Young, Under-aged Driver and Vehicle Safety Issues.

Identify Strategies

- ENGINEERING
- Excellent working relationship with Roads Dept.
- ENFORCEMENT:
 - Need to develop a data sharing agreement with enforcement.
 - Proposing Tribal Ordinance on making Seat Belt violation a primary offense and increase patrolling high pedestrian, bike & ATV crosswalk areas.
- EDUCATION:
 - Need to expand access to local schools on road safety education.
- EMERGENCY SERVICES:
 - Need to enhance data sharing agreement.

Develop & Prioritize Strategies

ENGINEERING:

Emphasis Area	Measure(s)	Strategies
Roadway Infrastructure:	To improve the design and maintenance practices to reduce the frequency and severity of crashes.	<p>Development of a Long Range Transportation Plan, prioritizing low cost improvements and identification of high structural improvements.</p> <p>Conduct media campaigns educating drivers on hazardous road locations.</p>
Roadway Safety Data:	To improve the completeness and accuracy of safety data to support decision making.	<p>Coordinate with law enforcement to ensure crash data on location, driver information, weather/road conditions and other contributing factors.</p> <p>Encourage more multidisciplinary collaboration at the State, BIA and local level of crash data.</p>

Develop & Prioritize Strategies

ENFORCEMENT:

Emphasis Area	Measure(s)	Strategies
Roadway Ordinances: Speeding	To reduce speeding in designated school areas, housing sites & roadways.	Install & maintain speed limit signage at prior locations along with increased patrolling. Complete a comprehensive speed study & revisit currently posted speed limit signage.
Safety Restraint Use:	To increase safety restraint use for drivers, passengers & children.	Implement educational efforts in the community. Conduct an enforcement program that targets unrestrained drivers.
Pedestrian, Bike Use & ATV:	To decrease the conflict between vehicles and other roadway users.	Implement educational efforts in the community. Clearly designate pedestrian and bike crosswalks, signs and educational efforts in schools. Implement educational efforts in the community.
Young, Under-aged Drivers:	To reduce the prevalence of crashes of young drivers.	Conduct outreach to schools on the risks associated with young drivers. Implement educational efforts in the community.
Vehicle Safety Issues:	To increase safety restraint use.	To assess the development of a tribal ordinance vehicle safety.

Develop & Prioritize Strategies

EDUCATION:

Emphasis Area	Measure(s)	Strategies
Safety Belt Use:	To increase safety restraint use.	<p>Monitor for restraint use at checkpoints.</p> <p>Increase patrol presence at schools, housing sites and along roadways.</p> <p>Implement educational efforts in the community.</p>
Impaired Drivers:	To reduce the prevalence of impaired drivers.	<p>Conduct check stops targeting community events.</p> <p>Implement educational efforts in the community.</p>
Riding With Impaired Drivers:	To reduce the number of passengers riding with impaired drivers.	<p>Implement educational efforts in the community.</p> <p>To assess the development of a tribal ordinance for riding with impaired drivers.</p>

Develop & Prioritize Strategies

EMERGENCY SERVICES:

Emphasis Area	Measure(s)	Strategies
Emergency Services Response and Data Collection:	To improve the quality and efficiency of emergency services response time.	<p>Review EMS dispatch protocols to assess the time between call received and departure time.</p> <p>Coordinate with Health Center to determine the financial feasibility of retaining more than one EMS crew.</p>

Evaluation Plan

The Evaluation Plan will be qualitative and quantitative. The BIA Roads Safety Report will serve as the primary instrument for evaluation, along with the Long Range Transportation Plan. The Roads Planner will monitor progress on the Engineering aspects and the Transit Director will monitor the Enforcement, Education and Emergency Services portion. Monitoring will be conducted quarterly – federal fiscal year and modifications semi-annually and annually. The adjustments will be included in the Long Range Transportation Plan.

Questions

Contact Information

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