

FORT PECK TRIBES

SAFETY MANAGEMENT PLAN

June 2008

The Assiniboine and Sioux Nation is 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, this Safety Management Plan has been developed with input from a variety of agencies and individuals within the Tribe in cooperation with the Federal and Montana State Governments. 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.

The Fort Peck Tribes have implemented or are currently working on a number of programs and have developed relationships with other 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 Tribe, in association with MDT has developed a Safe on all Roads (SOAR) program on the Fort Peck Reservation with a local coordinator.
- The Tribal enforcement office has a Cisco electronic crash records system and is entering all crash reports into it.
- The tribe has an active DUI and Injury Prevention Committee that meets on a monthly basis.
- The Tribe and the State of Montana have a current cross deputization agreement.
- Tribal police have obtained a grant for a highway safety program and have funded four officers to work on traffic enforcement.
- The Tribe has initiated safety checkpoints that are manned by the Tribal Police, City Police and County Sheriffs Offices.

In an effort to further enhance safety efforts and save lives, the following items have been identified as a priority for expansion or initiation within the Fort Peck Tribes over the next 3 to 5 years:

- Expansion of the Safety Committee
 - The Tribe currently has a DUI and Injury Prevention Committee that meets on a monthly basis with a focus on safety, including transportation safety. The SMS Plan implementation will become part of this existing committee's mission/oversight. As additional committees get established on other reservations in Montana, the Fort Peck group would participate in a statewide Native American Transportation Safety committee.
 - To further implementation of this SMS Plan, the committee would like to have MDT and FHWA participate in one of their meetings each year to monitor implementation and refine objectives.

Issue Champion: Tribal Transportation Planning Office and Tribal Health Service.

Implementation: Need to meet with Bobby Perkins, the statewide injury prevention coordinator and member of the Montana Comprehensive Highway Safety Plan Committee, to determine how a statewide tribal transportation committee could coordinate with her efforts.

- Develop and Implement Tribal Ordinances to enhance highway safety
 - Develop an ordinance making wearing a seat belt a primary offense.
 - Develop an ordinance to ban domestic animals on highway rights of way.
 - Develop an ordinance regulating ATV use and operations.
 - Develop an ordinance that requires utility companies to repair any excavations or other impacts they have to roadways back to existing conditions.
 - Develop an ordinance that regulates hitchhiking, specifically addressing hitchhiking during dark conditions.

Issue Champion: Injury Prevention and DUI Committee

Implementation: Due to the cross cutting nature of these ordinances, it was felt that this should be undertaken by a committee as a whole. To assist in implementation, after an ordinance is drafted, it should be vetted through the public to gain public support prior to presentation to council for adoption.

- Education and Training Programs
 - Continue and expand DUI and seatbelt campaigns on the reservation. Distribute and develop bicycle and pedestrian safety information targeting drivers, walkers and bicyclists including crosswalks and school zones.

Issue Champion: Soar Program Coordinator, in conjunction with MDT

Implementation: SOAR will continue with campaigns within the community and utilize the “Room to Live” video. SOAR will develop and disseminate bicycle and pedestrian safety information.

- Engineering Studies
 - Review the US 2 / Airport Road Intersection east of Poplar to determine whether approaches west of the intersection need to be closed and impacts that would have on local circulation.
 - Review the locations of the crosswalks through Poplar to determine if any adjustments in signing, marking or locations need to be made.
 - Perform a speed zone study to determine if the restricted limit should be moved further west of Poplar.
 - Review the section of US 2 west of Wolf Point near Slaughterhouse Road to see if there is a sight distance issue.

Issue Champion: Tribal Transportation Planning Office and MDT District Traffic.

Implementation: The Tribe will initiate these studies by submitting a request to MDT. A field review will be set up to identify potential problems and solutions that can be worked on jointly for implementation.

- Work with the Tribal Courts to improve DUI and Traffic Violation sentencing.
 - Attempt to get Court participation on Injury Prevention Committee.
 - Obtain funding and establish a DUI Court
 - Perform a survey of local members to gather information on the amount of support for tougher penalties for DUI's.

Issue Champion: Injury Prevention and DUI Committee, SOAR Coordinator

Implementation: Due to the complex nature of this issue, extensive implementation efforts will be needed. Initially, the effort will be to gather information on DUI courts at other locations and gather public information and funding opportunities.

- Obtain training for local law enforcement and disaster services in handling and containment of hazardous materials.

Issue Champion: Tribal Disaster and Emergency Services

Implementation: Contact will be made with the state to see what training is available and training will be scheduled.

- Develop a Sample Tribal Traffic Code to present to Tribal Council

Issue Champion: Henri Headdress, Transportation Planner

Implementation: The statewide Montana Comprehensive Highway Safety Plan includes an action item to develop a sample tribal traffic code. This should be completed this summer. Once that has been done the sample will be provided to the tribe.

- Obtain Standardized Field Sobriety Testing Training

Issue Champion: Tribal Law Enforcement

Implementation: Training is available thru the Montana Highway Patrol. Tribal Enforcement will contact MHP to schedule the training to be held in Poplar. Upon completion, they will identify if any additional equipment is required.

ATTACHMENT A

Existing Programs Identified:

- The Tribe, in association with MDT has developed a Safe on all Roads (SOAR) program on the Blackfeet Reservation with a local coordinator.
- The Tribal enforcement office has a Cisco electronic crash records system and is entering all crash reports into it.
- The tribe has an active DUI and Injury Prevention Committee that meets on a monthly basis.
- The Tribe and the State of Montana have a current cross deputization agreement.
- Tribal police have obtained a grant for a highway safety program and have funded four officers to work on traffic enforcement.
- The Tribe has initiated safety checkpoints that are manned by the Tribal Police, City Police and County Sheriffs Offices.
- SOAR Coordinator has made many presentations at local events and functions across the reservation.
- SOAR Coordinator has worked with youth to enter into a contract to not drink and to wear your seatbelt with youth in the community.
- SOAR has developed public service announcements that have played on local radio stations.
- Tribe has done high visibility traffic enforcement
- Seat belt surveys have been completed with usage rates found of 40-50%.
- Seat belt incentive program has been utilized with gas vouchers given to those who are belted.
- Conducted Click it or Ticket campaign.
- Tribe has obtained STEP funding from the state for overtime and equipment.
- MDT has conducted safety review of 6th Street and US 2 in Wolf Point.
- Tribe is scheduling a Road Safety Audit with TTAP.
- The Tribe has a GIS system that could utilize crash and other transportation data as a layer.
- Tribal Health Service is collaborating and coordinating with other tribal entities to promote and enhance transportation safety.
- Tribal law enforcement is having all DUI vehicles towed.
- The DUI and Injury Prevention Committee is drafting and gathering local support for a Primary Seat belt ordinance.
- The Tribe is going to obtain GPS training for its officers so that they can provide better crash location information.
- The Tribe provides free car seats to members with small children.

Issues Identified:

- Communication/Coordination among law enforcement agencies
- Domestic Vehicle Collisions
- Drinking and Driving
- Overweight vehicles damaging tribal roads
- Lack of seat belt use
- Lack of child seat use
- Young Drivers
- Hitchhikers, particularly at night
- High speed limit west of Poplar
- Intersection of US 2 and Airport Road
- Wildlife (deer) and vehicle collisions
- Lack of adequately marked crosswalks
- Lack of handicapped facilities for crossing US 2
- Hazardous materials transportation across the reservation (rails and roads)
- Poor maintenance tribal roads
- Lack of shoulders and separated facilities for bicyclists and pedestrians
- Utilities impacting roads and not leaving in good condition
- Lack of an adequate traffic code
- Mindset of parents and drivers on the reservation in allowing or accepting risky or dangerous driver behavior
- Unsafe vehicles operating on the roadway
- Lack of driver registration
- Court system not adequately punishing DUI and Traffic offenders. This is in part due to excessive work load and traffic issues being lower priority than criminal offences
- Lack of a DUI and Traffic Court
- Poor lighting at some intersections in Wolf Point and Poplar
- ATV's on the roadways
- Lack of visible pavement markings
- Signs being shot up

Attachment B

Fort Peck Tribes Safety Plan

Agenda

June 12, 2008

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| 9:00 a.m. | Introductions |
| 9:15 a.m. | Defining a Safety Management System
SMS Background and Overview
FHWA SMS Implementation Plan
Discussion of Tribal Safety Plans
Q&A |
| 10:00 a.m. | Tribes existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)
Documentation of existing programs and approaches |
| 10:30 a.m. | Break |
| 10:45 a.m. | Development of a Tribal Safety Plan
Identification/Discussion of Safety issues and concerns
Safety approaches to include
Safety approaches to develop
Integration with other safety plans |
| 12:00 | Lunch |
| 1:00 p.m. | Identification of implementation steps
Identification of responsible parties/champions for specific elements |
| 2:15 p.m. | Questions/Discussion of process and continued efforts |
| 2:30 p.m. | Site visit to traffic safety concern or transportation safety issues |
| 4:00 | Wrap Up |

Attachment C

Fort Peck Tribes Safety Plan

Attendees

June 12, 2008

<u>Name</u>	<u>Organization/Agency/Title</u>
Mike Todd	Safe On All Roads (S.O.A.R.) – Coordinator
Cordell Ringel	Transportation Consultant
Henri Headdress	Fort Peck – Tribal Transportation Planner
Dan McKee	Tribal Law Enforcement
Freedom Crawford	Roosevelt County Sheriff's Dept.
Arlene Small	IRR Program Admin. Asst.
Chris Headdress	Ft. Peck – Emerg. & Disaster Coordinator
Luke Anderson	MDT – Glendive District Traffic Engineer
Carol Strizich	MDT – Transportation Planner
Dan Hunthausen	MDT – Transportation Planner
Craig Genzlinger	FHWA – Tribal Liason