

## NISQUALLY INDIAN TRIBE SAFETY MANAGEMENT PLAN

The Nisqually 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 by a variety of disciplines within the Tribe in cooperation with the Federal Government. The plan is intended to outline existing programs and policies, procedures or projects that can be implemented to further improve transportation safety for the Nisqually Nation, its people and visitors to the Reservation.

The Nisqually Tribe has implemented a number of programs and developed relationships with other government entities to help assist in safety improvements. These include:

- The Nisqually and the Washington Department of Transportation have developed a positive working relationship based on mutual respect that has assisted in discussions of safety needs and implementation of projects.
- Tribal Law enforcement is submitting crash report forms to BIA.
- The Tribe has implemented a secondary seat belt law.
- The Tribe has used tribal funds for purchase and distribution of car seats.
- The Tribal Police have been working with Thurston County and the State Patrol on a cross deputization agreement.
- The Tribe has developed and implemented a Traffic Code, which includes a code banning use of off road vehicles (ATV'S) on streets and pedestrian facilities.
- The Tribally owned casino sets aside 2% of revenues which help to fund EMS and other programs that may be affected by the casino.

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 Nisqually Nation:

- There is substantial pedestrian crossing of SR 510, which when mixed with the substantial traffic volumes creates a safety concern. A safety study in cooperation with WSDOT should be initiated to identify cross walk locations, grade separated pedestrian crossing options and programs that might be implemented to improve pedestrian movements.
- There is considerable congestion at the intersection of SR 510 and the entrance to the Tribal facilities. A traffic study should be done to determine what, if any, measures could be implemented to improve both the flow on 510 and the Tribal roadway.
- There is a need for frontage roads in the vicinity of the Tribal buildings and the casino. Currently either parking lots or SR 510 are being used to provide circulation and access between adjoining properties. The Tribe should prioritize the frontage road needs and begin a construction program.