

FORT PECK TRIBES
SAFETY MANAGEMENT PLAN

December (2018)

The Assiniboine and Sioux Tribes are committed to reducing the number of deaths and serious injuries and improving the overall safety of the reservation transportation system. As part of an ongoing effort to make safety improvements, the Fort Peck Tribes are committed to utilizing 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 updated in August of 2014. The Fort Peck Tribes submitted a request for TTPSF funds in FY 2016 in the amount of \$7,500 to update their Tribal Safety Management Plan. The request was funded and the Safety Management Plan was updated again in November of 2017. This latest update in December 2018 updates all of the Emphasis Areas to show accomplishments and updates the status of all the TTPSF projects funded, ongoing and completed through December 2018.

This is the third time the Tribal Transportation Safety Committee has updated the Tribal Safety Management Plan. The safety committee is familiar with the safety management planning process of selecting emphasis areas, establishing objectives, developing meaningful strategies and performance standards to evaluate the effectiveness of each of the identified emphasis areas.

This plan was developed with input from a variety of agencies, entities and individuals that have an interest in transportation safety.

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 other government entities to help assist in safety improvements. A more extensive accomplishment list is included under Attachment A at the end of the Safety Plan, but below are some of the highlights:

- The Tribes completed the first Tribal Transportation Safety Plan in 2008 and continued to review, revise, update and implement components of that original plan in subsequent plan updates.
- 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 five years.
- Tribal Law and Justice Codes are continuing to being revised and updated.
- DUI Task Force with Roosevelt County has been functioning for ten years.

A more extensive accomplishment list is included under Attachment A at the end of the Safety Plan.

Note: various TTPSF Grants and accomplishments highlighted on page 10-12.

Emphasis Area No. 1 – Continue Tribal Safety Committee

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

Strategies:

Identify Champions: Connie Thompson, Vikki Halverson, Curry Kirn, Cordell Ringel

Identify Stakeholders: Representatives from the Fort Peck Tribes, local city and county governments, state government, federal government and other interested safety partners.

Meeting time and agenda: Last Wednesday of each month and Agenda to be prepared by TTP Planner.

Mission Statement: To be developed by safety committee

Vision Statement: To be developed by safety committee

Performance Measures: Maintain committee, meet regularity, identify safety issues, and develop corrective action plans utilizing multi-disciplinary representatives on the committee.

Accomplishments:

The Fort Peck Tribes Safety Committee completed their first Tribal Safety Plan in June of 2008. This Safety plan was prepared by a group of safety professionals made up of tribal, state, federal and consultants. This plan became the backbone of the Tribal Safety Plan which has been revised, continually updated and carried forward as the Tribes current revised and updated plan. The tribal safety committee meets periodically to review, revise and update the Tribal Safety Plan as needed.

Emphasis Area No. 2 -- Pedestrian / Bike Safety

Objective: Improve the safety of pedestrians and cyclists on the Fort Peck Indian Reservation by identifying hazardous locations and recommending corrective action plans to improve these locations. Improve school speed zone safety.

Strategies:

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

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, Highway No. 2 pedestrian crossing near the Tribal Express in Poplar and Poplar River Bridge pedestrian crossing leading to the Pow Wow grounds.

Work closely with MDT on improving pedestrian crossings on Highway No. 2 in Poplar and Wolf Point. Improve these crossings through signing, fencing, pedestrian crosswalks, and proposed “roundabouts”, etc.

Improve pedestrian safety around reservation schools through use of Law Enforcement resource officers promoting safety in the schools and monitoring school speed zones with Radar Guns and Radar Speed Trailer.

Specifically address the safety of pedestrians traveling from Highway No. 2 across the Poplar River Bridge to the pow wow grounds by securing funding to construct a separate pedestrian bridge across the Polar River. Add a sidewalk to the west side of 6th Avenue in Wolf Point to serve the south side housing project and provide a safer access for pedestrians going to the Wolf Point Schools.

Preformed a RSA on the North Park Road between Highway No. 2 and the Poplar pow wow grounds in September 2017. Recommendation: construct a pedestrian bridge on the east side parallel to the highway bridge.

Using data from the RSA’s 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. Use remaining CTEP funds and submit applications for Tribal Transportation Safety Program funds and include project in TIGER 9 Capital Improvements Grant funding request.

Submit application to TTPSF and TIGER Grant for pedestrian bridge over Poplar River to Pow Wow grounds if other funding is not secured.

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

Provide bike riding clinics each spring/summer in at least two communities.

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

Accomplishments: Significant accomplishments are under way or have been completed under this emphasis area.

- Improvements have been made along Highway No. 2 on west end of Wolf point. The MDT installed chain link fence along the R/W to encourage pedestrian traffic to cross at designated cross walks.
- MDT is also designing and updating US Highway No. 2 from the Airport Road intersection (Kirn Road) through Poplar to the Poplar High School. This proposal includes roundabouts at the Airport Road intersection and 5th Avenue intersection. There will be major safety improvements along the entire length of Highway No. 2 through Poplar.
- RSA was completed on the North Park Road from Highway No. 2 to the Red Thunder intersection north of Poplar. This identified and confirmed numerous safety deficiencies that had been previously identified by the safety committee.
- This RSA and the existing road conditions along the North Park Road across the Poplar River to the tribal ceremonial grounds were used to support a TTPSF grant application to build a pedestrian bridge and bike/pedestrian path from Poplar across the Poplar River to the ceremonial grounds. This grant application was approved and funded at \$1,000,000 from TTPSP and matched by an additional \$1,000,000 from other transportation funds. Design and construction of this new facility will begin in 2019.
- The TTP helps support bicycle clinics periodically on the reservation to increase awareness of children, youth and adult on the importance of bicycle safety and accident prevention.
- Law Enforcement officers are assigned to schools and work with school administration to promote student safety and awareness.

Emphasis Area No. 3 – Impaired, Distracted and “Run Off the Road” Accidents

Objectives: Educate teenagers and young adult drivers on dangers, hazards and possible consequences of “texting and driving” and “alcohol and drug” impaired driving. Complete RSA’s on Routes and locations that have high incidence of crashes and possible run off the road accidents. Develop counter measures to reduce Impaired, distracted and “run off the road” crashes.

Strategies:

Identify Champion, Connie Thompson and Curry Kirn, Karl Walette.

Present the “Arrive Alive Tour Program” in local high schools.

Secured funding for the “Arrive Alive Tour Program” through TTPSF.

Developed a tribal ordinance on “texting and driving” which was passed by the Tribal Executive Board.

Improve work zone safety on TTP construction projects with better traffic control devices and signing.

Address “Run OFF the Road Accidents” on the Reservation. These account for a significant number of the injuries and fatalities on reservation roads, both tribal and state.

Completed RSA for Route No. 1 in 2013 through BIA Contract with Crow TTP Office.

Submit project for “**center line rumble strips**” for Route No. 1 from Poplar to Blair to address high incidence of run off the road fatalities and injury accidents on this section of road.

Performance Measures: Completed the “Arrive Alive Tour Program” in 2016 in all of the local high schools. Tribes implemented a “texting and driving” ordinance in 2015. Secured 20 new Intoximeters to assist TL&J in enforcing the impaired and distracted driving laws and ordinances. Implement recommendations from RSA on Route No. 1 Poplar to Blair and Wiota to Wolf Point.

Accomplishments:

- Two RSA’s were completed on BIA Route No. 1 from Wiota to Wolf Point, and from Box Elder to Blair. Data from these two road safety audits were utilized to make safety improvements on the sections of roadway
- The TTPSF grant was submitted for the Arrive Alive Program in fiscal year 2014. This project was funded through TTPSF and presented in all the local high schools and middle schools during 2016. This program raised the awareness of students and faculty to the dangers of distracted driving and the effects it has on driver’s reaction time and their ability to drive safely.
- A TTPSF grant was also submitted and funded in FY 2014 to secure intoximeters for the TL&J Department. This provided additional tools to assist law enforcement in identifying potential DUI abusers.
- A TTPSF grant was secured to install guardrail at two dangerous locations on Route No. 1 near Fort Kipp. One of these locations being the site of a fatality. The guardrail has been installed improving these two locations.
- A TTPSF grant was secured to re-stripe 50 miles of BIA roads on the east end of the Fort Peck Reservation.
- A TTPSF grant request was submitted and funded in 2017-2018 to add rumble stripes to Route No. 1 from Poplar to Blair.

These improvements should significantly reduce Impaired, Distracted and “Run Off the Road” Accidents.

Emphasis Area No. 4 -- Emergency Medical Services

Objective: Improved Emergency Medical Services (EMS) on the Fort Peck Indian Reservation by reducing the trauma of patients and medical staff transporting patients from local area hospitals to the Poplar Airport. Accomplish this by paving on 0.6 mile access road to the Poplar Airport.

Strategies:

Identify Champion, Connie Thompson, TTP Planner and Nonette Brown, Cordell Ringel, Transportation Consultant, 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. Get Roosevelt County to assist with the gravel grading and replacement.

Performance Measures: Secure funding and completed paving on this project in FY 2015.

Accomplishments:

- A TTPSF grant was approved for paving 0.6 of a mile of the airport access road from Kirn Road to the Airport Fixed Base Operation Facility where life flights depart from. This grant was in the amount of \$180,000. This significantly improved the transport of patients from the Poplar hospital facilities to the airport for transport.

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

Objective: Identify potential hazardous locations where RSA's should be completed.

Strategies:

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

Identify high potential sites for RSA's on the reservation.

Prioritize the sites selected and establish a timeline to complete.

Identify and select RSA team members.

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 studies and propose corrective actions plans.

Accomplishments:

- Completed RSA on BIA Route No. 1 between Box Elder and Blair on the East end of Route No. 1 in June 2013. RSA was used to justify adding guardrail on two dangerous locations and upgrading other dangerous locations along the road. Also, justified a TTPSF grant for re-stripping 50 miles of paved road east of Poplar.

- Completed RSA's on BIA Route No 1 between Wolf Point and Wiota in 2014. RSA was used to justify a 35 mile paving overlay project which was completed in 2017.
- Completed RSA in October 2017 on North Park Road between Highway No. 2 and Red Thunder Road across Poplar River Bridge. Evaluated data available on Pedestrian River bridge crossing.
- Proposed adding "Rumble Stripes" to Route No. 1 between Poplar and Blair to reduce high incidence of "run off the road" accidents.
- TTPSF grant proposal was submitted and funded to complete RSA's on an additional 85 miles of roads on the Fort Peck Reservation to identify safety deficiencies and make safety improvements.

RSA's provided supporting data for all of the projects that were funded with TTPSF funding.

Emphasis Area No. 6 Safety Belt Use

Objective: Increase seat belt and child restraints usage by 10% over current usage as determined by seat belt and child restraint surveys completed in summer of 2014.

Strategies:

Champion – SOAR Coordinator, TTP Representative and Tribal Court representative.

Complete at least four seat and child restraint surveys each year.

SOAR Coordinator to conduct seat belt and child restraint clinics in schools (four per year).

Run safety focused public service announcements on local radio and TV stations.

Enforce tribal primary seat belt law.

Identify sources of funding to procure child restraints.

Identify certified trained instructors for child restraints and hold monthly clinics for recipients.

Presented "Room to Live" video in reservation schools.

Performance Measures: 10% increase in seat belt and child restraints usage from 2014 survey statistics. Presented the "Arrive Alive" Program in the local high schools in 2016.

Accomplishments:

- Seat Belt surveys and clinics have been held and are ongoing to improve seat belt usage.
- Child seat restraint clinics are held periodically to teach parents the proper way of installing child seat restraints and securing children properly into the restraints.

Emphasis Area No. 8 -- ATV's and Motorcycles Safety

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

Strategies:

Champion – SOAR Program Coordinator, Tribal Law and Justice Program representative.

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

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

Present an ATV and motorcycle safety program in schools each year.

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

Propose changes as needed.

Performance Measures: Tribal ordinance passed to require ATV riders wear helmets if under 18 years of age. Similar to Montana law. Provide training once a year on ATV and motorcycle safety in schools.

Accomplishments:

- ATV ordinance developed and approved for the reservation.

Emphasis Area No. 9 – Education, Enforcement and Emergency Services Training

Objective: Develop and present education programs that promote safety to the public through media campaigns, school resource officers, pow wow and fairs, etc.

Strategies:

Champion – SOAR Program Coordinator, Tribal Law and Justice Program representatives, Transportation Planning Department, Tribal Safety Committee.

Participate in the Northern Tribes DUI Task Force with other High Line Tribes. Provide needed training and equipment to the Tribal Law and Justice Program.

Support the SOAR Program from MDT and coordinate activities with the MDT SOAR coordinator.

Continue to support the use of safety related media blitzes, such as radio, TV, billboards and other advertising campaigns.

Performance Measures: Complete at least 3 media campaigns each year. Training is ongoing annually.

Accomplishments:

- MDT SOAR Program has been active and funding through the MDT has been utilized to support safety related activities on and off the reservation.

- MDT was instrumental in assisting the Northern Tier Tribes in setting up and operating a DUI Program.
- Bill Boards with DUI messages boards were used across the northern Highway No. 2 corridor to promote safe and responsible driving.

Emphasis Area No. 10 (New) – Crash Data collection, assessment, analysis and use to reduce crashes, injuries and loss of property.

Objective: Develop an effective method of collecting crash and injury data, analyzing this data by demographic class, type of crash, injury, and all the attributes associated with the crash data. Use this data to reduce crashes change behavior, educate the vehicle users and ultimately reduce fatalities, injuries and property damage crashes.

Strategies:

Champions – Law Enforcement, Transportation, Tribal Council, Montana Department of Transportation, Educators, parents and the communities at large. Other government entities, such as city and county.

The Fort Peck Tribes have a database and geographical system of identifying most crash location. This system consists of collecting crash data and locating it on a GIS map of the reservation. This map was originally developed and maintained by an IHS employee which collects the best data available and plots the crashes. This system is currently being migrated over to the TTP Office. Most of the data is down loaded to the Tribes and comes from the Montana Highway Patrol reports that are maintained in a database by the Montana Department of Transportation.

In order to improve this data so it is beneficial for the Tribes to be used in crash reduction, safety improvements and identifying demographic trends in crash type and behavioral factors better data must be collected, reported in the GIS database with attributes that represent the specifics of the crash, i.e. data typically collected in the Model Minimum Uniform Crash Criteria Guideline (MMUCC) which is a minimum, standardized data set for recording motor vehicle crashes and the vehicles, persons and environment involved.

The Fort Peck Tribes must develop or secure a crash reporting system that collects at least the minimum data necessary to effectively identify crash types, location, cause, persons and environment that contributed to the crash.

This is a real challenge for the safety committee, but is essential if they are going to make any difference in reducing fatalities and injuries.

Purchase and Implement Public Safety Software funded with 2016 TTPSF funds.

Performance Measures: Year one, identify potential systems, piggy backing on existing systems, i. e. MDT. Year 2, secure the necessary resources to start testing a pilot system. Year 3, implement a pilot system. Year 4, and implement a complete crash reporting system at the tribal level.

Accomplishments:

- TTPSF grant was secured in FY 2017-2018 to implement a crash data reporting system within the TTP office and maintain all crash data on that system.

Note: Projects highlighted in yellow were funded with Tribal Transportation Program Safety Funds.

The Tribes have completed the majority of the Tribal Transportation Program Safety Fund (TTPSF) projects funded in FY 2013 – 2018. There are a few smaller projects that need to be completed, but the majority of the major projects funded prior to the FY 2017-2018 fiscal years have been completed. The funding for the FY 2017-2018 has not yet been received and these projects will not be completed until 2019-2020 because of the size and magnitude of the projects.

Project Status Report of 2013-2016 TTPSF Projects

Tribal Transportation Program Safety Funding – Projects Submitted/ Funded in FY 2013				
<i>Project Name</i>	<i>TTPSF Funding</i>	<i>Local Funding</i>	<i>Total</i>	<i>Status</i>
Poplar Kirn Road	\$40,000	\$10,000	\$50,000	*Design is complete
Striping	\$50,000	\$25,000	\$75,000	Completed
Box Elder Blair	\$300,000	\$100,000	\$400,000	Completed
Public Safety Announcements	\$4,000	\$1,000	\$5,000	Completed
Dash Cameras and GPS	\$12,000	\$5,000	\$17,000	Completed
Total TTPSF Funded FY 2013	\$406,000	\$141,000	\$547,000	

*Project will be constructed in conjunction with MDT Safety Project on Highway No. 2

Tribal Transportation Program Safety Funding – Projects Submitted / Funded in FY 2014				
<i>Project Name</i>	<i>TTPSF Funding</i>	<i>Local Funding</i>	<i>Total</i>	<i>Status</i>
Airport Access Road	\$180,000	\$60,000	\$240,000	Completed
Intoximeters	\$12,000	\$4,000	\$16,000	Completed
Radar Display Speed Trailer	\$20,000	\$6,000	\$26,000	Order in process
Road Safety Audits for TTP	\$7,500	\$2,500	\$10,000	Completed
Purchase Duel Purpose Narcotic Patrol Canine	\$9,500	\$2,500	\$12,000	Not funded
Present “Arrived Alive” Program	\$15,000	\$9,000	\$24,000	Completed in 2016
Total TTPSF Funded in FY 2014	\$244,000	\$84,000	\$328,000	

Tribal Transportation Program Safety Funding – Projects Submitted / Funded in FY 2015				
<i>Project Name</i>	<i>TTPSF Funding</i>	<i>Local Funding</i>	<i>Total</i>	<i>Status</i>
Northern Tribes DUI Task Force	\$20,000	\$22,000	\$44,000	Ongoing
Poplar River Pedestrian / Bike Path	\$350,000	\$100,000	\$450,000	Not Funded
Drug Investigators Course	\$17,000	\$5,000	\$22,000	Not Funded
Purchase Tasers for TL & J	\$20,000	\$8,000	\$28,000	Not Funded
Dual Purpose Narcotic Canine	\$9,500	\$2,500	\$12,000	Not Funded
13 th Street Access Road	\$90,000	\$30,000	\$120,000	Not Funded
Development of Educational Materials	\$20,000	\$12,000	\$32,000	Ongoing
Total TTPSF Funded in 2015	\$ 40,000	\$ 34,000	\$ 76,000	

Tribal Transportation Program Safety Funding – Projects Submitted / Funded in FY 2016				
<i>Project Name</i>	<i>TTPSF Funding</i>	<i>Local Funding</i>	<i>Total</i>	<i>Date/Time Submitted</i>
Safety Plan Update	\$7,500	\$7,500	\$15,000	Completed 8/15/18
Wolf Point 6 th Avenue Side Walk and Lighting Safety Improvement Project	\$200,000	\$50,000	\$250,000	Sub. 9/13/16 Not Funded
Poplar River Pedestrian / Bike Path Bridge Safety Improvement Project	\$350,000	\$338,000	\$688,000	Sub. 9/14/16 Not Funded
Brockton Pedestrian Crossing and Bike Path	\$10,000	\$5,000	\$15,000	Sub. 9/14/16 Not Funded
Acquire a Public Safety Software System	\$70,000	\$50,000	\$120,000	In Progress
Acquire a Public Safety Software Program (PSSP) for the Tribal Law and Justice Department (TL&JD) that provides an integrated software system for collecting, tracking, analyzing, storing and reporting data collected from field incidents or events through the justice system including accidents reporting, citations, detention, court adjudication and reporting.				
Purchase a Simulated Impaired Driving Training Program	\$30,000	\$25,000	\$55,000	Sub. 9/15/13 Not Funded
Total TTPSF Funded in 2016	\$77,500	\$57,500	\$135,000	

Tribal Transportation Program Safety Funding -- Projects Submitted / Funded in FY 2017 -2018				
<i>Project Name</i>	<i>TTPSF Funding</i>	<i>TTP Funding</i>	<i>Local Funding</i>	<i>Total</i>
Poplar River Pedestrian / Bike Path and Bridge Safety Improvement Project	1,000,000	712,000	288,000	2,000,000
Install Centerline Rumble Strips on BIA Route No. 1, Poplar – Blair on the Fort Peck Reservation	224,000	80,000	20,000	324,000
Consolidate the Fort Peck Tribes Crash Data into the TTP Office and complete RSA's on 85 miles of Route No. 1	75,000	20,000	15,000 TTP Planning	110,000
Total TTPSF Received 2017- 2018	1,299,000	812,000	323,000	2,434,000

Tribal Transportation Program Safety Funding (TTPSF) – Received by Assiniboine Sioux Tribes in FY 2013 -2018 by Fiscal Year				
<i>Fiscal Year TTPSF Funds Received</i>	<i>TTPSF Funding (\$)</i>	<i>TTP Funding (\$)</i>	<i>Local Funding (\$)</i>	<i>Total (\$)</i>
FY 2013	\$ 406,000	\$ 141,000		\$547,000
FY 2014	\$ 244,000	\$ 84,000		\$328,000
FY 2015	\$ 526,500	\$ 179,500		\$708,000
FY 2016	\$ 667,500	\$ 475,500		\$1,143,00
FY 2017-2018	\$ 1,299,000	\$ 812,000	\$323,000	\$2,434,000
Total TTPSF Received				\$4,017,000

Appendix A – Accomplishments

- 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.
- The Fort Peck Tribes have passed an ATV helmet ordinance that requires all operators of ATV's under 16 years of age to wear approved helmets.
- DUI court has been functioning for about five years.
- DUI Task Force with Roosevelt County has been functioning for five years.
- 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.

- The Fort Peck Tribes are one of the first Tribes to participate in the Northern Tribes DUI Task Force. They helped develop the DUI Task Force charter and have been actively involved in the effort to reduce impaired driving along the Highway No. 2 corridor.
- The Fort Peck Tribes have been developing better means of collecting data on traffic crashes, violations and working with the tribal judicial system to effectively reduce impaired driving and eliminate repeat offenders.
- They have introduced a new Emphasis Area, Objective and Strategies to improve data collection, properly identify roadway crashes, pin point exact locations and categorized this data into a useful data base that can be used to identify, analyze and develop counter measures to reduce crashes and improve hazardous locations.
- Working with MDT to construct two round about on U. S. Highway No. 2 as part of a MDT safety improvement project where deaths have occurred. Roundabouts will serve as speed controls along what is otherwise a straight section of road.

The Assiniboine and Sioux Tribes have been actively involved in the Tribal Transportation Safety Program (TTPSF) for many years. They were actively involved in lobbying congress to develop and fund a Tribal Safety Program in SAFE-LU and carried the effort forward into MAP-21 and the SAFE – Act. They were participants in submitting letters, testimony and white papers to Congress supporting implementation and funding of a Tribal Transportation Safety Program.

The Fort Peck Tribes have been beneficiaries of those early efforts to create a TTPSF Program. The Tribes have received several different projects that have addressed the safety traffic issues on the Fort Peck Reservation and the surrounding area. They have had projects funded that addressed the four primary components of highway safety, Education, Enforcement, Emergency Services and Engineering. They have submitted projects in each of these four categories and have been successful in securing funding for these projects.

The Tribes first established a Tribal Safety Committee in 2008 and developed their first Tribal Safety Plan at the same time. This committee has been actively functioning since that time. They have regular meetings at which they discuss significant transportation safety issues on the reservation. The committee has representatives from the various disciplines including the 4- E's of Safety. The Tribal Safety Plan has been updated several time and serves as the guiding document for the Tribal Safety Committee. The committee has developed many Emphasis Areas with Objectives and Strategies over this period of time. Significant progress has been made in some areas while other are continually on going.

Some of the projects that have been submitted and funded include projects representing all aspects of the 4-E's. A complete list of projects was listed on page 8-9 in tabular form.

Some of the unique examples are highlighted here:

Education –

- Public Safety Announcements were developed in the tribal native languages and aired weekly on the local tribal radio station.
- A program for school students “Arrive Alive” was provided at the five local high schools and in the communities. This program simulated in a real vehicle the effects of driving impaired which had a significant effect on the participants.
- The Northern Tribes DUI Task Force is a partnering program with other Tribes and the Montana Department of Transportation to educate drivers along U. S. Highway No. 2 about the pros and cons of impaired driving through education billboards.
- Update Tribal Safety Plan

Enforcement –

- Acquired Toximeters, Dash Cameras and GPS units to assist Law Enforcement in traffic enforcement and crash reporting.
- Acquired Public Safety Software to track Law and Justice Activities. Software is currently being acquired and will be implemented this year.

Emergency Services –

- The airport access road from the local IHS Clinic to the airport was a gravel road. It was wash-boarded and very rough in the summer and could not be maintained in the winter because of ice and heavy snow. The emergency personnel continually complained that the road shook all off the equipment loose in the ambulance and even shook patients from the gurnies. The Tribes submitted a TTPSF project to get this road paved so it could be maintained in the winter. Once funding was received the road was paved eliminating the problem.

Engineering –

- Installed guardrail along two coulees that were about 30’ deep with steep vertical sides. One of the coulees was the site of a fatality and the other was a very hazardous location.
- Secured funds for striping 50 miles of rural road that had not been stripped for several years.
- Secured funding to redesign a hazardous intersection on U. S. Highway No. 2
- Completed Road Safety Audits on high potential crash locations.