



QUILEUTE TRIBE TRANSPORTATION SAFETY PLAN



DECEMBER 2016



Quileute Tribe

Quileute Tribe Transportation Safety Plan

Prepared for

Quileute Tribe
La Push, WA

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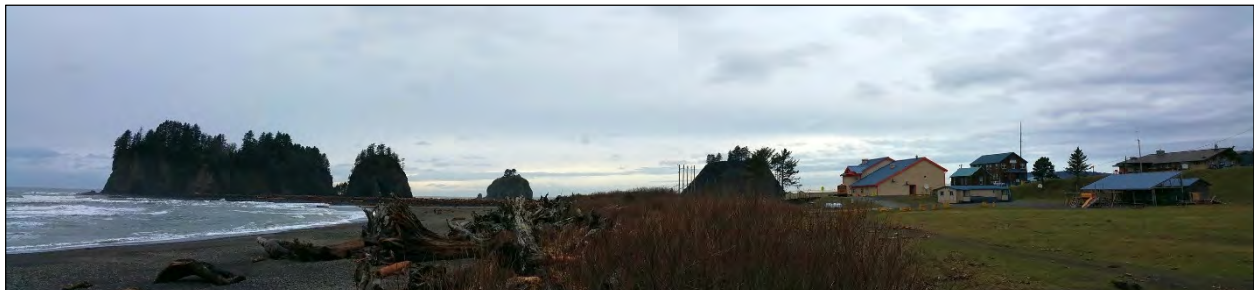
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KEY TERMS

BIA	Bureau of Indian Affairs
EDU	Education
EMS	Emergency Services
ENF	Enforcement
ENG	Engineering
FARS	Fatal Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Association
HSIP	Highway Safety Improvement Program
HUD	Department of Housing and Urban Development
IHSP	Indian Highway Safety Program
L RTP	Long Range Transportation Plan
NHTSA	National Highway Traffic Safety Administration
QTP	Quileute Tribal Police
QTS	Quileute Tribal School
Reservation	Quileute Reservation
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SECTOR	Statewide Electronic Collision & Ticket Online Records
STEP	State Tribal Education Partnership programs
TIP	Transportation Improvement Plan
Tribe	Quileute Tribe
TSP	Transportation Safety Plan
TTP	Tribal Transportation Program
TTPSF	Tribal Transportation Program Safety Funds
USDA RD	United States Department of Agriculture, Rural Development





1. INTRODUCTION

Overview

The Quileute Tribe (Tribe) is located in La Push, on the west coast of the Olympic Peninsula in the state of Washington. The Quileute Tribe has lived and hunted in this area for thousands of years, moving hundreds of miles across the Olympic Peninsula, following fish, game, and weather. Once vast lands were reduced to a reservation of less than one-square mile, and today, the Quileute Reservation (Reservation) is bounded by the Pacific Ocean, the Quillayute River, and the Olympic National Park.

Much of the Reservation is located within tsunami and flood hazard zones, and many structures and roadways are less than 20 feet above sea level, being located only a few feet from the ocean and river. Extreme weather conditions cause high winds and flooding throughout the winter months, resulting in loss of power as well as downed trees and local flooding often blocking road access. Climate change, sea rise, and the very real threat of earthquake and a resulting tsunami only add to the challenges of sustaining the Quileute people, preserving the Quileute language and culture, and protecting future generations.

In 2012, the Tribe was ceded more than 785 acres of former Olympic National Park land. Of this land, 278 acres, known as the “Southern Lands” (see Figure 1-1) is intended for a long-term plan for the Move to Higher Ground project, which will relocate numerous critical facilities away from these tsunami and flood hazard zones, starting with the Tribal school. The Move to Higher Ground project will also provide future locations for an Elder’s center, community services, administrative offices, and housing. There is no funding for design or construction of these facilities, or for the infrastructure to support them. Additionally, there is no finite schedule for the Higher Ground project. The Lower Village, long the heart of the Quileute community, will continue to serve as the home of many tribal members, as well as government offices and economic endeavors, including the resort and marina. Therefore, the Tribe must continue to provide a transportation network that is safe for the community, for visitors, and supports economic vitality.

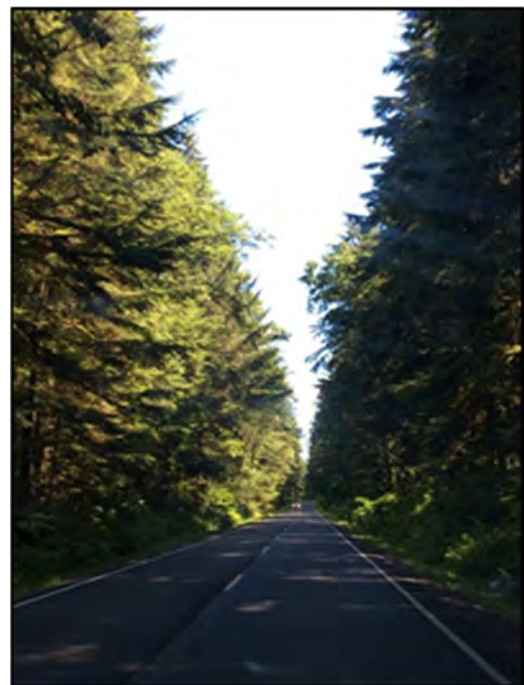




Figure 1-1. Quileute Tribe Location

Transportation Planning Context

There are many elements of a comprehensive Tribal Transportation Program, each building upon the foundation established by a Long Range Transportation Plan (LRTP). The *Quileute Reservation Transportation Plan* was originally created in 2001. It has been amended many times in the years since, and is in the process of a major update in 2016. The LRTP establishes the overall Vision, Mission, and Goals of the Tribe's transportation program, looks at existing conditions, identifies any system deficiencies or needs, and from that analysis, specific projects are identified. The LRTP is updated every 6 years, or annually to adjust for new or completed projects. The LRTP also identifies the key transportation facilities, and these are added to the Reservation road inventory, through a software system provided by, and facilitated through, the Bureau of Indian Affairs (BIA).

Once those projects are identified, the Tribe creates a Transportation Improvement Plan (TIP), which specifies which projects will be done in any given fiscal year, what phase they are in (planning, design, construction, or maintenance), how much they will cost, and when they will be completed.

The last element of a comprehensive transportation program is the Transportation Safety Plan (TSP). The Federal Highway Association (FHWA) outlines the objectives of the TSP as the following:

The mission of TSP is to reduce transportation fatalities and serious injuries by comprehensive, system-wide, multimodal, data-driven, and proactive regional and statewide transportation planning processes that integrate safety into surface transportation decision-making. Transportation Safety Planning (TSP) is a comprehensive, system-wide, multimodal, proactive process that better integrates safety into surface transportation decision-making. Federal law requires that the State and Metropolitan transportation planning processes be consistent with Strategic Highway Safety Plans. It is important for the processes to consider projects and strategies to increase the safety of the transportation system for motorized and non-motorized users.

The aim of this TSP is to build a blueprint that will help solve critical transportation issues. An emphasis within the TSP is to improve the quality of current roads while planning for new facilities to support the Move to Higher Ground project. One of the most important additions to the TSP is an improved evacuation strategy. There is currently only one road (La Push Road/State Route 110) that provides access to the Reservation – many times a year, the road is impacted by fallen trees and flooding. In a community with an annual precipitation of over 100 inches, flooding can leave those on the Reservation stranded for hours or few days.

The safety and well-being of the Quileute people is the highest priority of this TSP.





2. PLANNING PROCESS

The Quileute TSP was compiled as a result of several on-going planning efforts, including the *Quileute Tribe Hazard Mitigation Plan* (2015), the Move to Higher Ground project (2013-on going), and updates to the Indian Reservation road inventory (2016) and LRTP (on-going). As the Tribe's community is small (about 800 enrolled members, half of which live on the Reservation) and the concurrent planning efforts engaged a significant portion of the tribal membership, no separate working group was established solely for the TSP. Instead, meetings for other planning efforts touched upon transportation safety issues, and were documented into the TSP.

As part of those other planning outreach efforts, key staff and numerous volunteer tribal members met regularly, discussing safety concerns and challenges, analyzing data, prioritizing emphasis areas, researching funding sources, and gaining community support. As part of the LRTP update, a recommendation will be made to identify and convene a Transportation Advisory Team, which would stay intact beyond the planning process, and would oversee implementation of key goals and projects.

Community Outreach

During the *Quileute Tribe Hazard Mitigation Plan*, Move to Higher Ground project, and other community charrette processes, the following individuals and agencies were consulted for input:

- Tribal Council
- Quileute Administration
- Quileute Tribal Police Department
- Quileute Fire Department
- Quileute Housing Authority
- Quileute Tribal School
- Bureau of Indian Affairs
- Federal Emergency Management Agency (FEMA)
- Department of Housing and Urban Development (HUD)
- United States Department of Agriculture, Rural Development (USDA RD)

Transportation Safety Concerns

Over the course of the numerous planning efforts, several major themes and areas of concerns as it relates to transportation safety emerged, including:

- Impacts to La Push Road from lack of adequate parking at Second Beach and Third Beach trail heads.
- Safety and line-of sight issues at specific intersections in the Lower Village, particularly around the school.
- Community Safety: availability and proper installation of car seats.
- Insufficient street and pedestrian lighting.
- Lack of traffic control signage.
- Need for more pedestrian pathways and crosswalks.
- Congestion in marina parking lot area resulting in impacts to Main Street.
- Improved transit pull-out areas.
- Bogachiel Bridge improvements.
- The condition of Old Thunder Road.
- Evacuation route planning.





3. DATA ANALYSIS

In order to understand the underlying causes of the transportation safety issue, it is important to gather and analyze traffic incident and crash data. This TSP contains collision data provided by the La Push Police Department for the period of February 2010 – August 2016 (Figure 3-1).

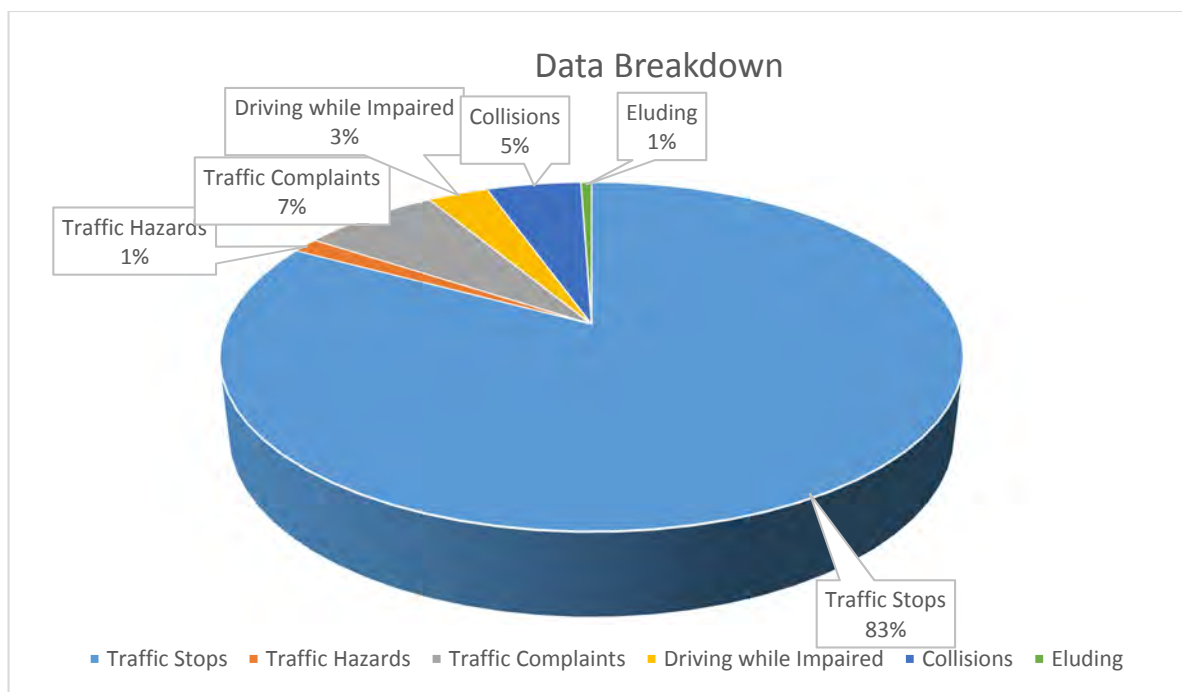


Figure 3-1. Collision Data, February 2010–August 2016

Data was also collected from the Washington State Annual Collision Summary in order to find statewide traffic safety trends. Disheartening numbers were found by the Washington Traffic Safety Commission. In the years 2008-2012, there were 332 pedestrian fatalities in the state. Native Americans are disproportionately affected in these rates, representing 8.4 percent of fatalities but only 2 percent of the state population.

Also concerning, more than two thirds of the pedestrian fatalities happened during dark hours. This is significant because many of the roads on the Quileute Reservation do not have lighting. Figure 3-2 emphasizes the need for proper street lighting and emphasizes the outcomes from a lack of street lighting, based on statewide data.

COLLISION FACTORS

Road Surface and Lighting Conditions

CONDITIONS		Total Collisions	Fatal Collisions	Serious Injury Collisions	Minor Injury Collisions	Property Damage Only Collisions	Unknown Injury Collisions
ROAD SURFACE	Dry	71,194	310	1,247	22,164	46,111	1,362
	Wet	29,010	83	369	8,292	19,640	626
	Ice	2,921	14	38	745	2,036	88
	Snow/Slush	2,343	10	17	463	1,791	62
	Standing Water	248	0	5	71	168	4
	Sand/Mud/Dirt	144	3	7	46	79	9
	Oil	20	0	0	10	10	0
	Other/Unknown	1,754	9	5	179	1,436	125
LIGHTING	Daylight	71,112	211	979	22,071	46,982	869
	Dark-Street Lights on	20,680	94	392	5,961	13,590	643
	Dark-No Street Lights	8,728	102	220	2,186	5,727	493
	Dusk	2,828	11	53	892	1,829	43
	Dawn	1,840	2	31	507	1,262	38
	Dark-Street Lights Off	629	3	8	181	415	22
	Other/Unknown	1,817	6	5	172	1,466	168

Figure 3-2. Road Surface and Lighting Conditions Collision Factors

Source: 2014 Washington State Annual Collision Summary, Revised June 2016. Washington State Department of Transportation.

In 2013, the BIA released a video highlighting the importance of improving the safety of rural roads. The Quileute Reservation is on primarily rural roads and, therefore, should take actions to improve the roadways. According to the BIA, there were 17,000 fatalities in 2013 on rural roads in the country, 30 percent due to speeding, 31 percent due to impairment, and 51 percent due to not wearing a seatbelt. Unfortunately these are common problems seen in many tribal communities; however, these horrific numbers can be diminished if traffic safety is improved.

The primary contributing factors to traffic safety problems in Washington State are listed in Figure 3-3. More research is needed to find the contributing factors of collisions on the Quileute Reservation in order to compare the results to the statewide data. It is safe to assume that the types of contributing circumstances will be relatively similar. These will likely include driving while distracted (inattention,

texting, etc.), speeding, failure to yield, following too closely, and driving while impaired. These will be areas to pay close attention to when looking at improving traffic safety on the Reservation.

CONTRIBUTING CIRCUMSTANCES

Driver Contributing Circumstances

DRIVER	Total	Driver Contributing Circumstances in:				
		Fatal Collisions	Serious Injury Collisions	Minor Injury Collisions	Property Damage Only Collisions	Unknown Injury Collision
Inattention/Driver Distractions	43,485	123	546	13,514	28,569	733
Excessive Speed	19,130	151	425	6,071	12,114	369
Failure to Yield Right-of-Way to Motor Vehicle	17,252	29	198	5,060	11,886	79
Following too Closely	16,835	5	68	5,538	11,159	65
Under Influence of Alcohol and/or Drugs	5,895	216	306	1,954	3,316	103
Improper Turn/U-Turn	3,851	2	49	946	2,809	45
Apparently Fatigued/Asleep/Ill	2,745	23	72	1,051	1,544	55
Disregard Signal	2,550	12	42	1,057	1,430	9
Defective Equipment	2,524	16	41	744	1,681	42
Improper Backing	1,602	0	7	126	1,449	20
Disregard Stop Sign/Red Beacon	1,360	9	39	554	736	22
Over Center Line	1,358	44	81	449	745	39
Improper Passing	1,220	11	31	248	922	8
Failure to Yield Right-of-Way to Non Motorist	871	11	91	741	28	0
Disregard Yield/Yellow Beacon	135	0	2	40	92	1
Failing to Signal	111	0	2	29	80	0
Improper Signal	106	0	3	19	83	1
Headlight Violation	65	2	4	24	35	0
Improper Parking Location	31	0	1	5	25	0
Disregard Flagger-Officer	17	0	1	9	7	0
Other	14,637	91	203	3,500	9,856	987
None	86,675	246	1,012	28,496	56,452	469
Not Reported/Missing	988	3	21	221	718	25

Figure 3-3. Driver Contributing Circumstances

Source: 2014 Washington State Annual Collision Summary, Revised June 2016. Washington State Department of Transportation.

Data collection and reporting is generally harder to perform accurately in Tribal communities. The underrepresentation and unwillingness to release such personal data is understandable, however it makes the ability to accurately and adequately assess the needs of the Tribe challenging.



4. THE FOUR E'S

Once data is gathered, and patterns understood, we can begin to solve the various safety issues that the data reveals. Usually, the solutions involve one (or several of) “the four E’s:”

Education (EDU): Provides drivers information about making good choices, such as not texting while driving, avoiding substances that affect awareness of the road, and wearing a seatbelt. Education can also inform people about the rules of the road.

Enforcement (ENF): Is important for traffic laws and a visible police presence which may deter motorists from unsafe driving behaviors.

Engineering (ENG): Is intended to address roadway infrastructure improvements to prevent crashes or reduce the severity of collisions when they do occur.

Emergency Services (EMS): Provides rapid response and quality of care when responding to collisions causing injury by stabilizing victims and transporting them to medical facilities. Emergency response can also cover natural disasters.

Some of the ways that the “4 E’s” can be used to address the various safety challenges on the Quileute Reservation area described on the following pages.



Education

EDU 1 – Occupant Protection

Data indicates that Quileute Reservation traffic incidents are common and in order to reduce these, education about the common causes of collisions - such as not wearing a seatbelt, driving distracted, and speeding - is vital. This could be completed through public education programs or by enforcing programs such as Click It or Ticket. This could also be completed by funding car seats for Tribal members.

Strategy Champion: La Push Police Department, Tribal school, and Akalat.

Funding Opportunity: Toyota Buckle Up for Life Campaign, BIA Indian Highway Safety Program (IHSP) grants.



EDU 2 – Driver Education

Young drivers tend to have a higher rate of driving incidents. Increasing driver education requirements could be a way to reduce these occurrences. Requiring driver's education of all drivers, regardless of age, prior to obtaining a license; and information and public service announcements about the importance of paying attention while driving, watching for pedestrians and other non-motorized road users, avoiding speeding, not driving while impaired, and avoiding other dangerous driving habits could also be beneficial. Classes could be held at the Tribal school or Akalat.

Strategy Champion: La Push Police Department, Teen Center and Akalat.

Funding Opportunity: State Tribal Education Partnership programs (STEP).

EDU 3 – Child Restraints

The safety of children is the highest priority. The suggestion is to look into funding car seats for families. This is an opportunity to designate an officer to lead instruction in how to properly secure a car seat as well as fasten a child. Washington law (Revised Code of Washington [RCW] 46.61.687) requires that child passengers use child restraint systems (car seats or boosters) until they reach the age of 8 years old, or a height of 4 feet, 9 inches or taller. The law further states that a child who is 8 years of age or older; or 4 feet, 9 inches or taller; shall be properly restrained with the seat belt properly adjusted and fastened, or continue using an appropriately fitting child restraint system. It would be beneficial if the Tribe adopted a similar law.

Strategy Champion: La Push Police Department.

Funding Opportunity: Target Zero grants, Tribal Transportation Program Safety Funds (TTPSF), Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).



Enforcement

ENF 1 – Impaired Driving



Driving impaired is unnecessary and puts those driving and others at extreme risk for injury or death. It is suggested that the Tribe adopt Washington State's Target Zero goal, to help lower the number of impaired drivers. Police should also increase enforcement where impaired driving seems to be common such as 490 Ocean Drive. Enforcement should consider sobriety checkpoints and other major consequences such as interlock for first time offenders.

Strategy Champion: La Push Police Department.

Funding Opportunity: TTPSF.

ENF 2 – Speed Management

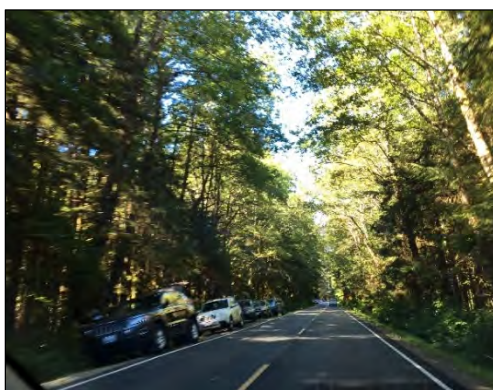
Increasing signage as well as checking the visibility and reflectiveness of current mile per hour signage could be beneficial. Traffic calming measures including flashing lights, speed bumps, and speed feedback signs could be implemented. Enforcement efforts could focus on roads where drivers are typically found speeding and a program where drivers with continual speeding charges have more severe consequences should be considered.

Strategy Champion: La Push Police Department.

Funding Opportunity: IHSP, National Highway Traffic Safety Administration (NHTSA).



ENF 3 – Crash Data Reporting



It is important to have accurate and up-to-date crash data in order to determine where and why collisions are happening. Once this information is determined, it is easier to find solutions to decrease these problems. Crash data reporting could be improved by adding the specific time of day a collision occurred and the type of injury, if any. Opportunities to share crash data reports with neighboring police forces (Forks and Clallam) should be explored or using databases such as Fatal Analysis Reporting System (FARS).

Strategy Champion: La Push Police Department.

Funding Opportunity: Indian Highway Safety Program (IHSP).

Engineering

ENG 1 – Intersection Safety and Road Improvement

In order to improve intersection and road safety, the addition of traffic control signs should be added on existing roads. Line of sight on La Push Road and Alder Street intersection is also a concern. The Move to Higher Ground additional roads are an opportunity to improve the areas of current concern.

Strategy Champion: Quileute Public Works.

Funding Opportunity: TTPSF, Highway Safety Improvement Program (HSIP).



ENG 2 – Safe Routes to School

The Move to Higher Ground project is a large part of improving the routes to school. Children are the future of the Tribe and they need safe routes to school. The Move to Higher Ground project plans to incorporate walkways and bicycle paths for easy access to the Tribal school and other important facilities on the Reservation.

Strategy Champion: Tribal Government, Tribal School.

Funding Opportunity: WSDOT Safe Routes to Schools.

ENG 3 – Maintain and Manage Reservation Roads

All roadways on the Reservation should be routinely swept, cleaned and seal coated. The Quileute government should institute a Pavement Management Program. Streets also need increased lighting.

Strategy Champion: Quileute Public Works.

Funding Opportunity: Fixing America's Surface Transportation Act (FAST Act).

ENG 4 – Bogachiel Bridge

The Bogachiel Bridge located on State Route 110/La Push road on route to the Reservation is in need of repairs. Maintenance; including speed reduction, earthquake protection measures, and flood protection; is needed.

Strategy Champion: Quileute Public Works.

Funding Opportunity: Tribal Transportation Program (TTP) Bridge Program.

ENG 5 – Nighttime Crashes

Crashes during the dark hours were some of the highest types of crashes. This is in part due to the lack of street lighting in the area and throughout the Reservation. A solution would be adding lighting on current roads and including lighting as mandatory in all new planned roads.

Strategy Champion: Quileute Public Works.

Funding Opportunity: Tribal Energy Program Grant.

ENG 6 – Non-Motorized Road User Safety



The safety and well-being of those traveling in a non-motorized way is very important. Previously pedestrians and bicyclists have had limited options in road availability such as sidewalks, bridges, or designated lanes. The inclusion of these in planned projects is valuable. The trail system could be improved including regional (Olympic Discovery Trail), Reservation (La Push Road, and the pedestrian facility), and Move to Higher Ground trails (connect trails to current areas and trails, and make trails usable for all).

Strategy Champion: Quileute Public Works.

Funding Opportunity: Washington Federal Lands Access Program.

ENG 7 – Second and Third Beach Parking

Additional parking or a space to turnaround needs to be added to the Second Beach parking lot. Current conditions leave no space for drivers to turnaround, resulting in blindly backing into oncoming traffic putting many people in an extremely dangerous situation. There is an existing overflow parking lot; however because of the popularity of the beach and the Olympic National Park trail, it often fills up quickly on weekends, resulting in dangerous parking decisions. Additional parking for Third Beach is also critical.



Strategy Champion: Tribe and Olympic National Park.

Funding Opportunity: Washington Federal Lands Access Program, Recreational Trails Program, Washington Wildlife and Recreation Program.



ENG 8 – Public Transportation

Address current public transportation by increasing the number of transit stops by either time or location, and improve communication between transfer stations, so that route schedules match and allow for a shorter waiting period between passenger transfers. Increase street lighting at current stops and require lighting at new stops.

Strategy Champion: Human Services.

Funding Opportunity: Tribal Transit Program.

Emergency Services

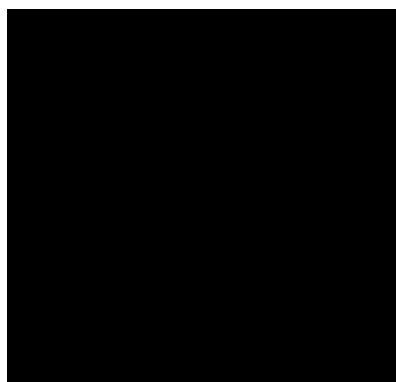
EMS 1 – Evacuation Strategies

Currently the only access to and from the Reservation is La Push Road/State Route 110. Due to high winds and flooding that occur during winter storm events, and in the case of extreme disaster resulting from possible earthquake and tsunami, an emergency evacuation route is critical.

Strategy Champion: Tribal Council.

Funding Opportunity: TTPSF.





5. EMPHASIS AREAS

Based on data analysis and community input received during several planning efforts, and incorporating strategies based on the 4E approach, the Transportation Safety Plan team identified the following as the most important transportation safety strategies (Table 5-1). Each Emphasis Area includes a code indicating which of the 4E's should be employed; Education (EDU), Engineering (ENG), Enforcement (ENF), or Emergency Services (EMS).

Table 5-1. Quileute Transportation Safety Strategies

Emphasis Area	Measure(s)	Potential Strategies
Dangerous Driving and Speed Management ENF 2 EDU 2	<ul style="list-style-type: none"> • Reduce annual number of collisions caused by distracted driving. • Reduce overall dangerous driving habits including failure to yield, tailgating, and speeding. • Reduce number of annual vehicle collisions. • Reduce overall number of injuries. 	<ul style="list-style-type: none"> • Develop a public outreach campaign that aligns with nearby efforts (the City of Forks and Clallam County) to raise awareness about distracted driving. • Pass and enforce legislation that specifically penalizes distracted driving, including making distracted driving a subsection of negligent driving. • Reduce Roadside distractions including parking, signage, etc. • Increase enforcement targeting things such as aggressive driving and excessive speeding. • Add feedback signs on roads with to discourage speeding.
Occupant Protection EDU 1 EDU 3	<ul style="list-style-type: none"> • Improve car seat usage. • Increase seatbelt and car seat use and reduce injuries caused by driving unrestrained. 	<ul style="list-style-type: none"> • Practice enforcement and educational programs to teach parents how to properly use a car seat (install, secure child, etc.) • Look into funding options in order to supply families with car seats. • Enforce seatbelt programs such as Click It or Ticket. • Develop an incentive or recognition programs as encouragement for law enforcement.

(Table Continues)

Table 5-1. Quileute Transportation Safety Strategies (Continued)

Emphasis Area	Measure(s)	Potential Strategies
Impaired Driving ENF 1	<ul style="list-style-type: none"> • Reduce annual number of collisions caused by impairment. • Reduce overall volume of impaired driving. 	<ul style="list-style-type: none"> • Increase the number of sobriety checkpoints and targeted enforcement. • Develop educational programs targeting specific audiences, such as elementary and middle school students, or the 18- to 34-year-old age group. • Create media campaigns, both visual and print. • Enact stronger consequences such as license suspension and interlocks for first time offenders.
Incident Response/ Emergency Evacuation Route EMS 1	<ul style="list-style-type: none"> • Increase emergency response to sites. • Increase emergency access to the Reservation. • Reduce crash mortality. • Improve the emergency evacuation options from the Reservation. 	<ul style="list-style-type: none"> • Improve communication for emergency response. • Continue to train first responders, including groups such as volunteer firefighters. • Develop a temporary or closer emergency response location that local emergency services can use in an emergency situations. • Improve or add additional evacuation routes and plans to be prepared for the occurrence of a natural disaster.
Intersection Safety and Road/Parking Improvements ENG 1 ENG 2 ENG 4 ENG 7	<ul style="list-style-type: none"> • Reduce annual intersection related injury. • Increase parking for locals and tourists, with an emphasis on the Second Beach and Third Beach parking areas. • Maintain and manage current Reservation roads. 	<ul style="list-style-type: none"> • Increase signage at Ocean Drive/By-Yak Way, Ocean Drive/Quileute Heights Loop and Quileute Heights Loop/Ocean Drive • Encourage multidisciplinary collaboration with other governments such as Forks and Clallam County. • Add additional parking or a turnaround space in the Second Beach and Third Beach parking areas. • Improve current roads and repair where needed such as the Bogachiel Bridge.
Non-motorized Road User Safety/ Nighttime Crashes ENG 2 ENG 6 ENG 5	<ul style="list-style-type: none"> • Reduce pedestrian injury. • Increase overall sidewalk space and the number of crosswalks. • Decrease number of sidewalks with abrupt ending or no sense of direction. • Improve the current trail system; include bike and pedestrian friendly trails. • Reduce the number of serious crashes happening at night. • Reduce injury caused by nighttime collisions. 	<ul style="list-style-type: none"> • Create public outreach and education programs targeted at drivers and other motorized vehicle users, to increase awareness of pedestrian and bicyclist safety needs. • Prioritize sidewalk space in the Move to Higher Ground project, try to resolve current sidewalk issues during this project and create safer routes to school. • Improve trail system including regional (Olympic Discovery Trail), Reservation (La Push Road, and the pedestrian facility), and the Move to Higher Ground (connect trails to current trails making trails usable for all). • Increase street and roadway lighting, on old and new roads. • Evaluate current signage and determine whether it should be replaced with more reflective material.
Crash Data Reporting ENF 3	<ul style="list-style-type: none"> • Improve number of crashes that are reported. 	<ul style="list-style-type: none"> • Determine the current barriers to accurate crash reporting. • Standardize crash reporting technology across tribal and local jurisdictions.
Public Transportation ENG 8	<ul style="list-style-type: none"> • Clallam Transit. • Forks Transit. • Quileute Community Shuttle. 	<ul style="list-style-type: none"> • Increase number of transit stops by either time or location. • Improve communication between transfer stations so that route schedules match and allow for a shorter waiting period between passenger transfers. • Increase street lighting at current and new stops. • Widen shoulders at transit stops in to improve safety of pull-out areas for all transit forms.




6. NEXT STEPS


The goal of this TSP is to positively change the current traffic safety conditions, in hopes of one day eliminating collisions, injuries and other areas of concern, such as a determining a safer evacuation route for the Quileute people.


The emphasis areas of this TSP were focused around the 4 E's: Education, Enforcement, Engineering, and Emergency Medical Services. It is important to note that not all of these E's are applicable for each goal, nor do they all need to be met for the achievement of a goal. Safety planning is an ongoing process and in order to complete the goals set by the Tribe, there needs to be a way to track progress.


The following tables are meant to be records for the anticipated progress and completion of the goals set throughout the TSP.





EMPHASIS AREA:					
ENF 2 – Speed Management EDU 2 – Driver Education ENG 5 – Nighttime Crashes					
Goals					
Reduce overall dangerous driving habits.					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Driver education with an emphasis on young drivers.	Human Services. Quileute Tribal School. Teen Center.	2017	Better young driver training.	Ongoing.
Enforcement	Failure to yield. Speeding. Tailgating.	Quileute Tribal Police.	2017	Fewer tickets.	Ongoing.
Engineering	Reduce roadside distractions.	Public Works.	2017	Fewer collisions.	Ongoing.
EMS	Response time.	Fire Department. Police Department. Clallam County. City of Forks.	2017		Ongoing.


EMPHASIS AREA:					
EDU 1 – Occupant Protection EDU 3 – Child Restraints					
Goals					
<ul style="list-style-type: none">Sufficient number of car seats.Proper use of car seats.Increased use of seat belts.					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Outreach and education programs.	Human Services. Head Start. Medical Clinic.	Four Quarters 2016	Number of people with training certificates.	Ongoing.
Enforcement	Enforce seat belt programs (click it or ticket).	Quileute Tribal Police.	2017	Fewer tickets.	Ongoing.
Engineering	N/A	N/A	N/A	N/A	N/A
EMS	Improved use should result in fewer and less severe injury and collisions.				

EMPHASIS AREA:					
ENF 1 – Impaired Driving					
Goals					
Reduce number of collisions caused by impairment.					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Outreach and education programs targeting specific audiences.	Drum Circle. Quileute Tribal Police. New Beginnings. Chemical Dependency.	Ongoing.	Fewer collisions caused by impairment.	Ongoing.
Enforcement	Sobriety checkpoints. Stronger consequences.	Quileute Tribal Police. Tribal Court.	Ongoing.	Fewer people driving under the influence.	Ongoing.
Engineering	N/A	N/A	N/A	N/A	N/A
EMS	Improved use should result in fewer and less severe injury and collisions.				

EMPHASIS AREA:					
EMS 1 – Evacuation Strategies					
Goals					
<ul style="list-style-type: none">Minimize response time.Ensure emergency evacuation route option(s).					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Emergency preparedness training.	Medical Clinic. Fire Department. Quileute Tribal Police. Tribal Council. Tribal School.	Ongoing.	Practice emergency evacuation options. Number of people trained for incident response.	Ongoing.
Enforcement	N/A	N/A	N/A	N/A	N/A
Engineering	Emergency evacuation route should be easily accessible and well signed. New roadway for evacuation purposes.	Public Works.	2017	Timely evacuation drills. Preparedness.	Ongoing.
EMS	Emergency Response Team.	Fire Department. Quileute Tribal Police. Medical Clinic.	2017	Quick Response Time. Evacuation Preparedness.	Ongoing.

EMPHASIS AREA:					
ENG 2 – Safe Routes to School ENG 6 – Non-motorized Road User Safety					
Goals					
<ul style="list-style-type: none">• Provide safe facilities for pedestrians and bicyclists.• Provide safe routes for all non-motorized road users.					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Include non-motorized user safety in driver's education.	Medical Clinic. Fire Department. Quileute Tribal Police. Tribal Council. Tribal School.	Ongoing.	Practice emergency evacuation options. Number of people trained for incident response.	Ongoing.
Enforcement	N/A	N/A	N/A	N/A	N/A
Engineering	Increase sidewalks and bike lanes. Improve current trail systems. Increase lighting.	Public Works. Olympic National Park.	2017-2020	Fewer collisions involving pedestrians and bikers. Better accessibility for non-motorized users.	Ongoing.
EMS	N/A	N/A	N/A	N/A	N/A

EMPHASIS AREA:					
ENF 3 – Crash Data Reporting					
Goals					
<ul style="list-style-type: none"> Improve number of crashes that are reported. Improve reporting cause of crashes. 					
					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Implement a program that reiterates the importance of collecting and reporting data in Indian Country. Consider sharing and standardizing crash reporting data with nearby jurisdictions.	Quileute Tribal Police. Medical Clinic. Human Resources. Housing. Tribal School.	Ongoing.	Easier access to data. Accurate data measures.	Ongoing.
Enforcement	N/A	N/A	N/A	N/A	N/A
Engineering	Adopt programs to help accurately collect data (such as Statewide Electronic Collision & Ticket Online Records [SECTOR], FARS, etc.)	Quileute Tribal Police. Tribal Council. Tribal School.	Ongoing.	Successfully using data collection programs.	Ongoing.
EMS	Reporting data of incidents.	Fire Department. Quileute Tribal Police. Emergency Response Team.	Ongoing.	Accuracy of reported data.	Ongoing.

EMPHASIS AREA:					
ENG 1 – Intersection Safety and Road Improvements ENG 3 – Maintain and Manage Reservation Roads ENG 4 – Bogachiel Bridge ENG 7 – Second and Third Beach Parking					
Goals					
<ul style="list-style-type: none">Improve and increase parking at Second and Third Beach.Improve Marina parking area.Increase street lighting.					
	Actions	Organizations and Persons Responsible	Date of Completion	Performance Measures	Monitoring and Evaluation
Education	Dangerous roadway awareness campaigns. Public outreach.	Human Resources. Fire Department. Quileute Tribal Police.	Ongoing.	Easier access to data. Accurate data measures.	Ongoing.
Enforcement	Enact stricter enforcement on parking laws.	Quileute Tribal Police.	Ongoing.	Fewer parking violations.	Ongoing.
Engineering	Increase number of parking spaces. Add turnaround space at Second beach. Add street lighting in parking lots, along Highway 110 and at transit stops.	Public Works. Tribal Council.	2017.	More parking spaces at Second Beach. Less overflow parking. More lighting.	Fewer collisions. Less pedestrian injury.
EMS	N/A	N/A	N/A	N/A	N/A



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