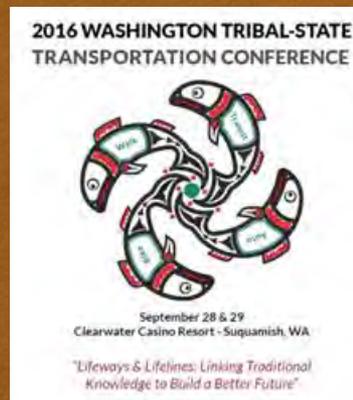




TRIBAL TRAFFIC SAFETY ADVISORY BOARD



September 29, 2016

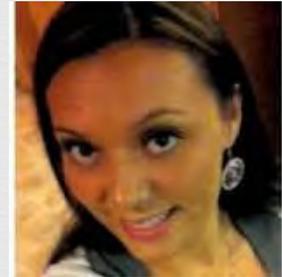
Session Program



- Darrin T. Grondel – Director Washington Traffic Safety Commission



- Dez Hayes – Transportation Planner – Muckleshoot Tribe



- Honorable Celine Cloquet – Councilmember, Cowlitz Indian Tribe – Tribal Traffic Safety Advisory Board, Chair



Washington Traffic Safety Commissioners



Governor Jay Inslee
Commission Chair



Roger Millar
Department of
Transportation



Chief John Batiste
Washington State
Patrol



Pat Kohler
Department of
Licensing



John Wiesman
Department of
Health



Judge James P.
Swanger
Clark County
District Court



Randy Dorn
Superintendent of
Public Instruction



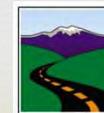
Pat Lashway
Department of Social
and Health Services



Carolann Swartz
Washington State
Association of Counties



Rosemary Brinson
Siipola
Association of
Washington



What's the difference between transportation safety and traffic safety?



⌘ Transportation safety is location-centric

⌘ Traffic safety is people-centric

Tribal Traffic Advisory Board

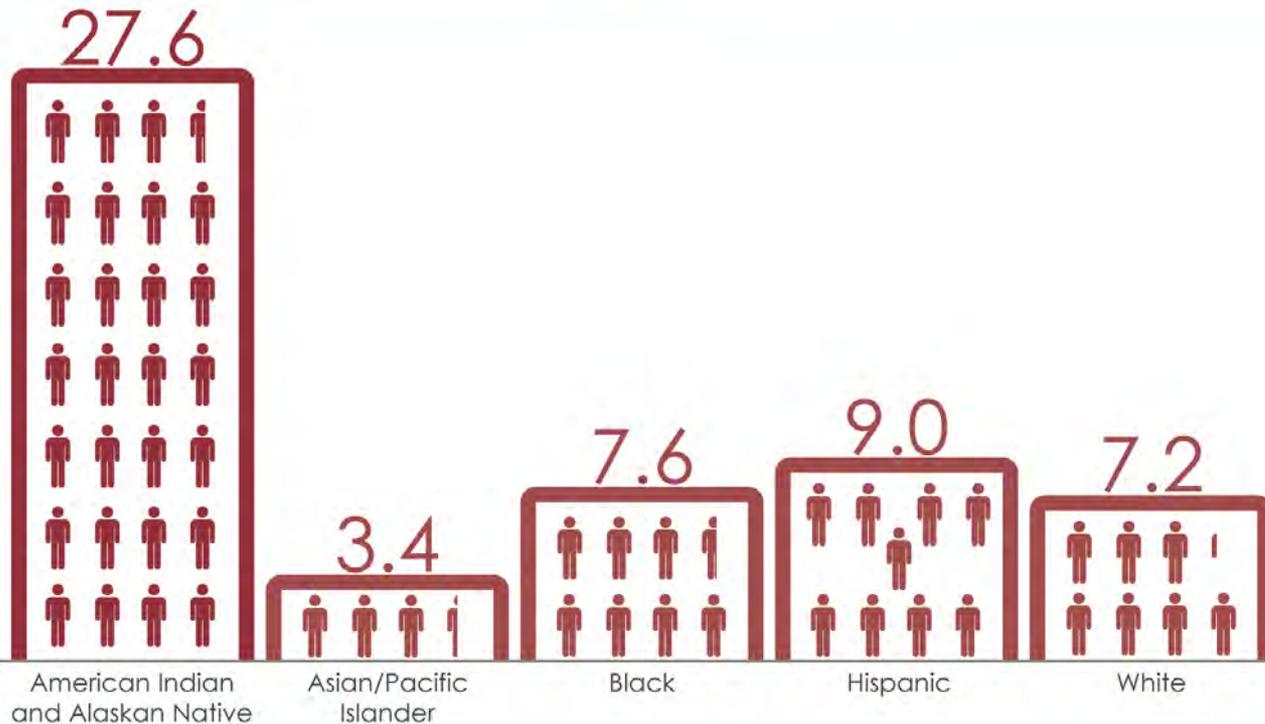
As a result of the 2009 Centennial Accord meeting, the Tribes and the state of Washington agree to implement the following initiatives to enhance traffic safety on Tribal lands in order to reduce the deaths and injuries among Native Americans in Washington State resulting from traffic crashes:

Maintain a Tribal Traffic Safety Advisory Board to the WTSC comprised of representatives from the following areas:

- Tribal Leadership (with one member acting as the Advisory Board Co-Chair)
- Tribal Law Enforcement
- Tribal Planning and Engineering
- Tribal Health and Education
- Tribal Emergency Medical Services
- Governor's Office of Indian Affairs
- Department of Transportation
- WTSC - ex-officio members to support the board and one to act as the Advisory Board Co-Chair

AIAN Traffic Deaths and Rates

Traffic fatality rate per 100,000 population
2005–2014



Available for fatalities only (death certificates).

Uses ten years of data (2005-2014) to calculate reliable population rates.

There were 267 AIAN traffic deaths 2005-2014.

AIAN are disparately represented in traffic deaths.

AIAN Traffic Deaths and Rates

American Indian and Alaskan Natives have higher death rates involving high risk factors than other races. For example, the rate of AIAN unrestrained vehicle occupant deaths per 100,000 population are more than seven times higher than other races combined.



Overall, the AIAN traffic death rate is nearly 4 times greater compared to other races/ethnicity combined.

The AIAN traffic death rate is over 4 times greater for speeding and impairment, and over 7 times greater for unrestrained fatalities.

AIAN pedestrian traffic deaths are 5 times greater.

Tribal TZ Priorities based on Traffic Deaths Occurring on Reservations

Fatalities and serious injuries occurring on reservation roads in Washington State 2012-2014	Fatalities			Serious Injuries		
	# of People	% of total for all fatalities on reservations	% of this emphasis area for fatalities on all Washington State roads	# of People	% of total for all serious injuries on reservations	% of this emphasis area for serious injuries on all Washington State roads
Priority Level One						
Impairment Involved	42	63.6%	56.6%	46	24.6%	22.3%
Lane Departure	39	59.1%	56.1%	85	45.5%	38.5%
Unrestrained Vehicle Occupants	28	42.4%	22.2%	81	43.3%	10.2%
Intersection Related	14	21.2%	20.7%	59	31.6%	34.8%
Young Driver Aged 16-25 Involved	21	31.8%	31.7%	54	28.9%	33.6%
Speeding Involved	21	31.8%	38.0%	45	24.1%	26.5%
Unlicensed Driver Involved	20	30.3%	18.6%	-	-	-
Priority Level Two						
Distraction Involved	19	28.8%	29.5%	43	23.0%	22.9%
Motorcyclists	8	12.1%	16.8%	19	10.2%	18.1%
Heavy Truck Involved	6	9.1%	9.1%	25	13.4%	5.2%
Pedestrians*	5	7.6%	15.3%	14	7.5%	14.8%
Priority Level Three						
Older Drivers 70+ Involved	3	4.5%	12.1%	15	8.0%	8.6%
Drowsy Driver Involved	3	4.5%	2.9%	10	5.4%	3.2%
Bicyclists	0	0.0%	2.2%	5	2.7%	4.8%

* Data based on the ethnicity of the fatal person show that 21% of American Indian and Alaskan Native fatalities (occurring anywhere in the state) are pedestrians.



Tribes

[Home](#) / [Programs & Priorities](#) / Tribes

In Washington, the traffic fatality rate for Native Americans is 3.5 times higher than for everyone else. Though traffic deaths of Native Americans are decreasing, that decrease is at a slower pace than deaths of non-Native Americans.

We work with Tribal governments and state agencies to reduce traffic deaths and serious injuries in Indian Country and among Native Americans living throughout Washington. Our work is carried out under the [Centennial Accord](#) and within the framework of [Target Zero](#).

[Program Objectives](#)

[Links](#)

[Contacts](#)

Improve awareness of and knowledge about traffic safety in Indian Country

We are advised by the Tribal Traffic Safety Advisory Board, which currently meets monthly. The Board developed culturally-relevant posters, rackcards, vinyl banners, and videos about the top five factors disproportionately contributing to traffic deaths of Native people: lack of seat belt use, pedestrian

Video

[Seat Belts: Lock in the Future - West 2](#)





The Tribal Traffic Safety Advisory Board invites you to participate in a video and photo shoot

Help develop culturally-relevant educational materials about the top five factors contributing to traffic deaths in Indian Country:

- 1) Lack of seat belt use
- 2) Pedestrian safety
- 3) Drunk and drugged driving
- 4) Speeding
- 5) Child passenger safety

Particularly needed:

- Tribal leaders
- Victims or surviving family members
- Tribal Police
- Tribal EMS
- Drummers & dancers - street clothes and regalia (coastal, plateau, powwow)
- Youth groups

June 9 | Squaxin Island, meeting at the Community Kitchen

June 11 | Colville Reservation

For more information or to RSVP, contact tribal liaison
MJ Haight, 360.725.9879, mjhaught@wtsc.wa.gov



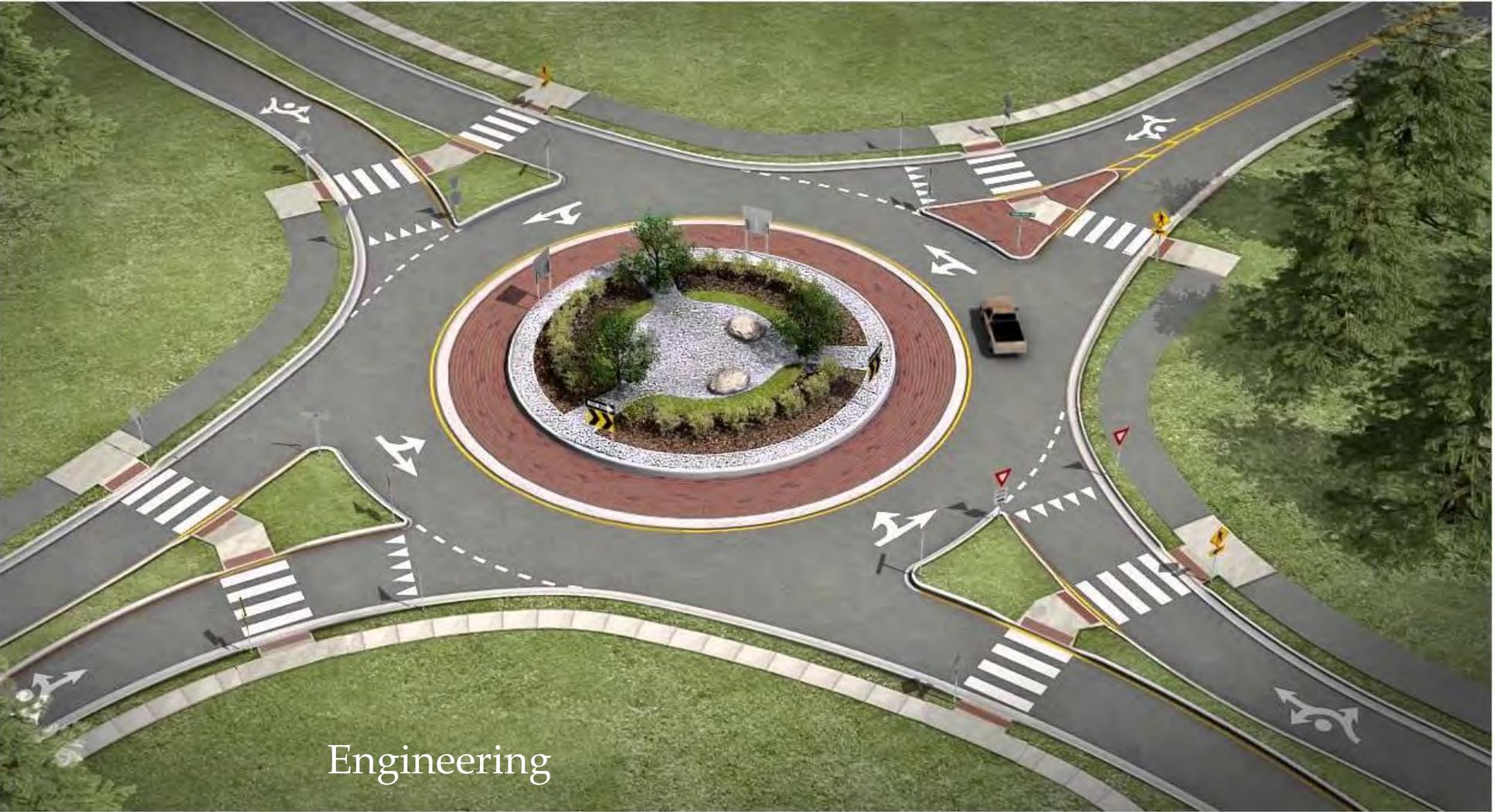








Enforcement



Engineering



COLVILLE TRIBE



EMERGENCY MEDICAL SERVICES

Emergency Medical Services



Lock in the future

The rate of our Native American People dying in traffic crashes because they aren't using their seat belts is 7 times higher than everyone else.



Developed by the Tribal Traffic Safety Advisory Board, funded by the Washington Traffic Safety Commission.

Lock in the future



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Lock in the future



The rate of our Native American People dying in traffic crashes because they aren't using their seat belts is 7 times higher than everyone else.

The #1 factor in our Native American People dying in traffic crashes is lack of seat belt use.

-  1. Seat belts save lives. Among drivers and front seat passengers, seat belts reduce the risk of death by 45% and cut the risk of serious injury by 50%.
-  2. Seat belts prevent drivers and passengers from being ejected during a car crash. Passengers who are not wearing their seat belts are 30 times more likely to be ejected from a vehicle during a crash.
-  3. More than 3 out of 4 people who are ejected during a fatal crash die from their injuries.

Buckle up even if you are just driving a short distance so you can continue your journey with your family and friends.

Developed by the Tribal Traffic Safety Advisory Board
Most data applies to Washington State, and source information is available at the Washington Traffic Safety Commission.

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Drive with a clear mind

The rate of our Native American People dying in a traffic crash because a driver is impaired by drugs or alcohol is 5 times higher than everyone else.



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Drive with a clear mind



The rate of our Native American People dying in a traffic crash because a driver is impaired by drugs or alcohol is 5 times higher than everyone else.

The #1 factor in traffic deaths is the use of drugs or alcohol while operating a vehicle.



1. Over 40% of impaired driver-involved traffic deaths occur during the night between the hours of 9PM and 3AM



2. If you drive while under the influence of drugs or alcohol, it will cost you more than the loss of your driver's license. Even if it is your first offense, you can face up to one year in jail in addition to thousands of dollars. The total cost of a DUI – alcohol or drugs – ranges from \$6,500 to more than \$10,000.



3. Plan ahead! If you're going to be attending a party or a "49" away from home, decide who will be the designated driver or call a cab and schedule for later pick up.

If you fail to plan ahead, call a sober cousin to pick you up, or just stay the night so you are safe.

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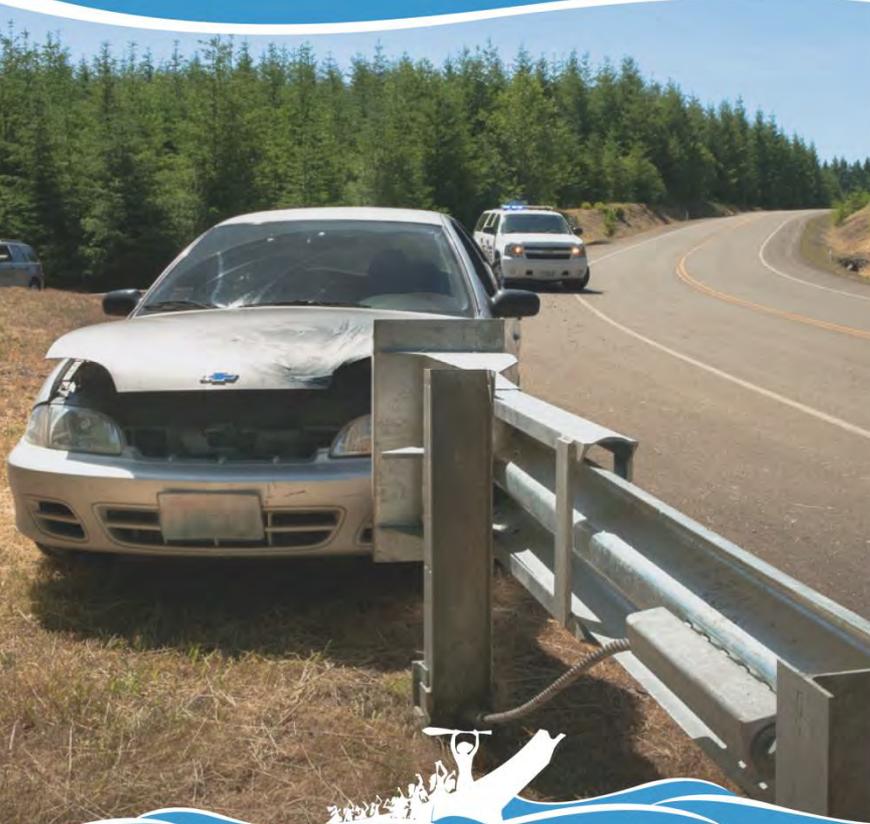


3. Plan ahead! If you're going to be attending a party or a "49" away from home, decide who will be the designated driver, or make plans with a cousin to pick you up at a certain time.

If you fail to plan ahead, call a sober cousin to pick you up, or just stay the night so you are safe.

Developed by the Tribal Traffic Safety Advisory Board
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**When traveling at
50 MPH, it takes more
than the length of a
football field to stop**



Source: Lawrence D. Woolf, Ph.D. (2003), General Atomics Sciences Education Foundation.

Drive at safe speeds and enjoy your journey.

Developed by the Tribal Traffic Safety Advisory Board; funded by the Washington Traffic Safety Commission.

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Tribal Traffic Safety Advisory Board

FOR IMMEDIATE RELEASE

February 25, 2016

Contacts:

MJ Haught, Tribal Liaison, 360.725.9879, mjhaught@wtsc.wa.gov

Tribal Chief of Police Honored

Lifetime Achievement Award

INDIAN COUNTRY IN WASHINGTON STATE – The Washington Traffic Safety Commission (WTSC) recently honored Ralph Wyman, Chief of Police, Chehalis Confederated Tribes, for a lifetime of achievement in traffic safety.

The Target Zero® Awards is a statewide program that occurs biennially. For nearly 30 years, the WTSC has recognized outstanding citizens who go beyond their job duties and make contributions, changes, and improvements that affect everyone's safety on our roads. During all

Target Zero SHSP Revisions



2016*	<ul style="list-style-type: none">• Updated data, format, & strategies• Added FHWA Model Evaluation
2013	<ul style="list-style-type: none">• More organized Project Team• Increased collaboration
2010	<ul style="list-style-type: none">• Revised goal-setting method• Enhanced Tribal involvement
2007	<ul style="list-style-type: none">• Established priorities, trends, and goals
2000	<ul style="list-style-type: none">• First adopted “zero” deaths goal

Collaborative Update Process

Project Co-Sponsors:

- John Nisbet, WSDOT Director of Traffic Operations
- Chris Madill, WTSC Deputy Director



Steering Committee

- Assoc WA Cities
- DSHS
- Dept of Licensing
- Dept of Health
- Univ of WA Harborview Research Ctr
- OFM (Gov's Office)
- OSPI (K-12)
- Puget Sound Regional Council
- Tribal Law Enf
- WA Assoc of County Engineers
- WASPC
- WSDOT
- WA State Patrol
- WTSC



DAG/Project Team

- DOH
- DOL
- OFM
- Tribal Reps
- Local Target Zero Mgr
- WSDOT
- WSP
- WTSC



Partners

- Advocacy Groups
- Interested Assoc.
- City Law Enforcment
- City Transit
- County Law Enfrcmt
- Courts
- Driver Tng Orgs
- Federal Agencies
- Injury Prev Orgs
- Legislative reps
- Regional Planning
- State Agencies
- TZ Task Forces
- Technology Groups
- Tribal Planning Dept
- Tribal Police Depts

Target **ZERO**



Washington's Strategic
Highway Safety Plan

targetzero.com