

# TRANSPORTATION SAFETY PLAN

*Saginaw Chippewa Indian Tribe*

**Isabella Indian Reservation**

Mt. Pleasant, Michigan



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BIA Midwest Region

The Saginaw Chippewa Indian Tribe is committed to improving the overall safety of its transportation system. This Transportation Safety Plan has been developed with input from a variety of agencies and from individuals within the Tribe in cooperation with the Michigan State DOT and the Bureau of Indian Affairs.

The direct participants in the transportation safety planning effort are listed in Attachment B. The plan outlines existing safety programs and policies and identifies issues and projects that can be implemented to further improve transportation safety for the Saginaw Chippewa Tribe, its people, and visitors to the tribal lands and facilities.

The Saginaw Chippewa Tribe has a number of safety programs and has developed relationships with other government entities to help assist in safety improvements:

- Tribal public safety events are held annually.
- There is a safety day at school with tribal police and a helicopter flight for law enforcement.
- The school has bus fire drills, school weather and evacuation drills, and a school safety construction project.
- 2 or 3 tribal staff members are trained in installing car seats.
- There is a tribal code concerning bicycle riding safety.

An MOA between the tribe and the city of Mt. Pleasant in 2010 established an enclave around the tribal trust properties where primary police enforcement is the responsibility of tribal law enforcement staff.

In an effort to further enhance safety efforts and save lives, the following opportunity areas have been identified as a priority within the Saginaw Chippewa Indian Tribe over the next 3 to 5 years:

## **INTERSECTION CRASHES**

**Description and Strategic Linkage:** Intersection related crashes are the most significant issue contributing to serious injury and fatal crashes. In the ten years of crash data that were analyzed, two fatal crashes and 57 injury crashes occurred at intersections in the Tribal Enclave.

**Strategy:** The following strategy is expected to reduce intersection related crashes in the future:

- Engineering Improvement at the Intersection of M-20 (Pickard) and Leaton Road

There are major concerns with the number of crashes at the intersection of M-20 and Leaton Road. There have been 20 injury crashes and one fatality at this intersection in the last 10 years. A road safety audit was done by MDOT in 2010. There is an intersection improvement project in the works by MDOT for \$3.5 million, to which the tribe is planning to contribute funds.

**Issue Champion:** Don Seal, SCIT Roads Director

**Implementation:** Michigan DOT is working on plans.

## **IMPAIRED DRIVING**

**Description and Strategic Linkage:** Impaired driving is a significant problem on the reservation. A review of crash reports shows that alcohol was a factor in 10% of car crashes reported on tribal and BIA roads. The tribe provides primary DUI enforcement for both tribal and non-tribal owned streets in the Tribal Enclave which is a busy and highly trafficked area on the eastern edge of the city of Mount Pleasant.

**Strategy:** The following strategy is expected to significantly impaired driving in the future:

- Tribal police cannot easily prosecute intoxicated drivers
  - The Saginaw Chippewa Police Department's current Breathalyzer is obsolete and cannot be recertified for use, so the results are not admissible in court.

**Issue Champion:** Kelly Babcock

**Implementation:** Begin process to purchase a Breathalyzer for DUI enforcement efforts in the Tribal Enclave.

## **OCCUPANT PROTECTION**

**Description and Strategic Linkage:** Safety devices must be used by vehicle occupants if they are to be effective in preventing injury and death. There were six crashes in the past ten years where golf cart, motorcycle, or bicycle riders experienced head trauma after being involved in a crash.

**Strategy:** The following strategy is expected to significantly increase vehicle occupants' use of safety devices (helmets, seatbelts).

- Primary Seat Belt Law for the Tribal Enclave  
There is no primary seat belt law or car seat law in the tribal code so none is in effect for cars traveling in the tribal enclave. BIA provided a sample tribal traffic code that has been adopted by the White Earth Reservation, MN.

**Issue Champion:** Kelly Babcock

**Implementation:** Present concept to tribal council.

## **VERY YOUNG DRIVERS (AGE 10-16)**

**Description and Strategic Linkage:** Some of the drivers of golf carts are very young and they do not follow traffic safety rules. Some drivers of golf carts are 10 years old and younger, and are out until 11 PM riding around. At least three crashes in the past ten years have resulted in the injury of very young drivers.

**Strategy:** Outreach to youth on safety topics.

**Issue Champion:** Cynthia Floyd

**Implementation:** Safety Day could have someone present bicycle safety and include helmet awareness for ATVs and golf carts. Tribe could consider education effort to parents to self-police their children on ORVs concerning speeding and reckless behavior

## **EVENT TRAFFIC MANAGEMENT**

**Description and Strategic Linkage** Event congestion is a big problem for casino concerts. Events attracting up to 10,000 people occur every summer weekend and at other times of the year. Congestion can last for up to two hours after the event ends. One time an officer directing traffic was hit by a vehicle.

**Strategies:**

- Signals in Yellow Flash During Event Management
- Current congestion efforts include barricades and officers directing traffic. A suggestion was made for allowing police to be able to manually adjust stop lights to a flashing yellow cycle to shorten the congestion period.

**Issue Champion:** Pat Gaffney, Isabella County

**Implementation:** Traffic lights at two locations now have flashing units for use by tribal police to help clear congestion after concert events at the casino. At the intersection of Leaton and Broadway, Isabella County is looking into the pricing for pedestrian push buttons.

- High pedestrian volumes are experienced at the intersection of Leaton and Broadway after events at the casino. Although no crashes have occurred, this risk will be mitigated by installing pedestrian push buttons.

**Issue Champion:** Pat Gaffney, Isabella County

**Implementation:** Investigate the feasibility of installing pedestrian buttons.

**OTHER SAFETY ACTIVITIES**

The following activities will improve transportation safety on the reservation. While these activities do not directly address a significant crash trend identified by the data, they are important activities to ensure the future of safe transportation on the reservation.

- Advanced Precision Driving Training for Tribal Police  
Tribal Police do not have an in-house certified instructor in Advance Precision Driving. Tribal police officers need refresher training in precision driving to safely conduct their duties, but cannot currently receive this training in-house. The cost is too high to send the officers individually.

**Issue Champion:** Kelly Babcock

**Implementation:** Send a tribal staff member to get certification in providing this training.

- Risk assessment of trails and sidewalks
  - There are limited sidewalks and paths for bikers in the tribal enclave. Paved shoulders south of Broadway on Leaton could accommodate bicycles there.
  - Existing trails in the tribal enclave do not have signage, and trails cross city streets midblock causing a hazard.
  - Golf carts and ATVs using the trails are a big safety issue, especially child drivers hitting elders.

**Issue Champion:** Don Seal.

**Implementation:** Begin mapping trails to nail down where the issues are and observe street crossing locations to get a handle on possible spots for signs and crossings. Consider signs or offset gates to restrict some trails to non-motorized traffic. Advocate for sidewalks in future projects.

- Include the tribal Youth League in future transportation safety efforts.
- Involve the Elders Advisory Board in transportation safety planning

**Issue Champion:** Don Seal

**Implementation:** Invited elders to second safety planning meeting and added Cynthia Floyd to the planning group.

- Tribal transportation safety committee  
Establish a tribal transportation safety committee to review and address tribal transportation safety issues. The committee will formally update this safety plan every 3-5 years.

**Issue Champion:** Don Seal

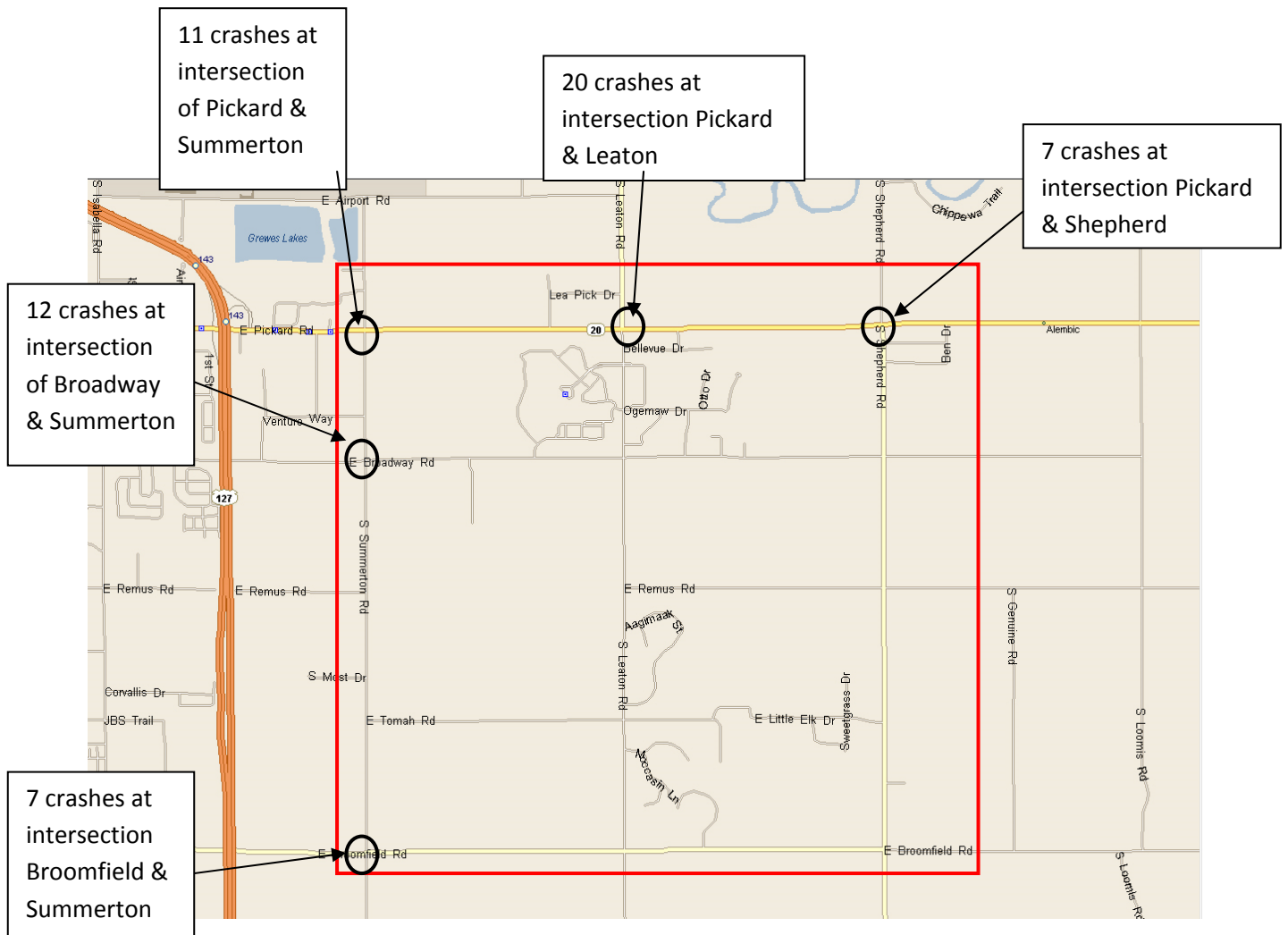
**Implementation:** Bring issue to tribal council.

## FATAL CRASHES IN THE SAGINAW CHIPPEWA AREA -- 2004-2013



## INJURY CRASH HOT SPOTS IN THE SAGINAW CHIPPEWA AREA

### STATE AND COUNTY ROADS -- 2004-2013



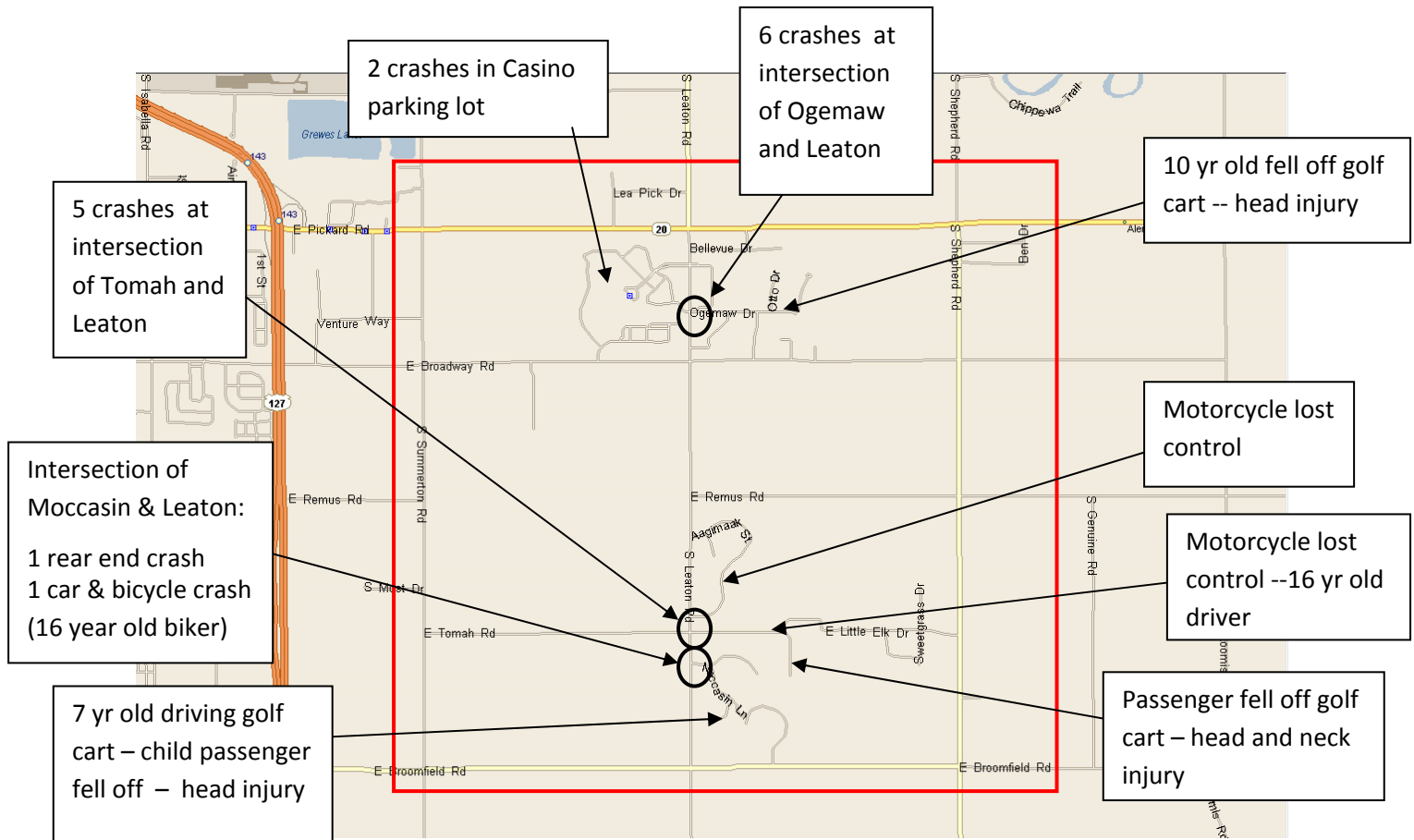
The busiest road in the community is M-20 or Pickard Rd, carrying over 17,000 vehicles per day according to 2013 Michigan DOT traffic maps. This street had the most crashes.

The intersection of M-20 (Pickard) and Leaton Rd had twenty crashes from 2004-2013, the highest concentration of crashes in the tribal community area. This intersection provides the main access to the casino from outside the tribal community.



## INJURY CRASHES

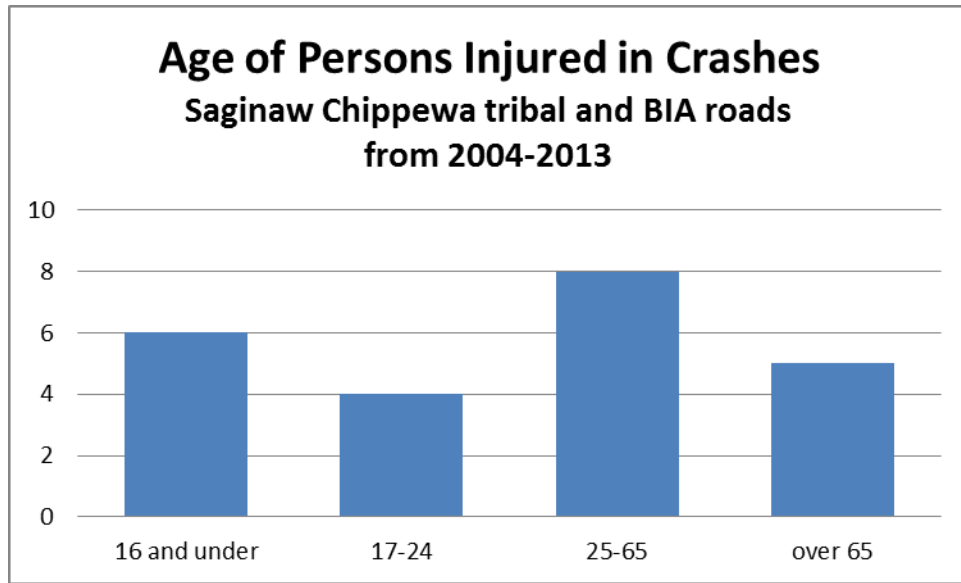
### SAGINAW CHIPPEWA TRIBAL & BIA ROADS -- 2004-2013



From 2004-2013 there were twenty-three people injured in crashes on tribal or BIA owned roads, or intersections of county roads with tribal or BIA owned roads.

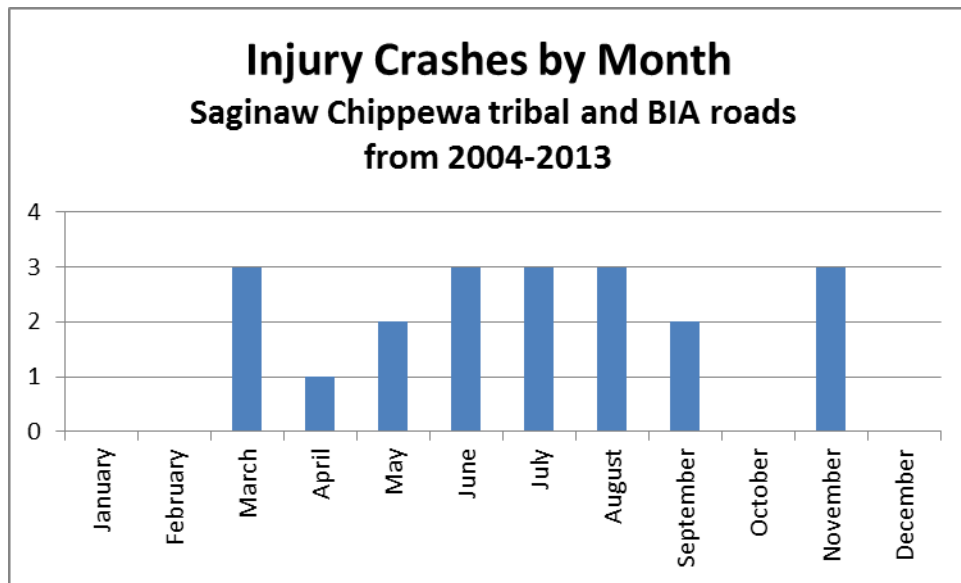
Seven of the twenty-three injured, 30%, were not in cars or trucks but riding golf carts, motorcycles, or bicycles. National statistics show that 3% is the average for injuries for people not riding in cars or trucks.\* Thus the rate of people injured on the Saginaw Chippewa tribal and BIA roads not riding in cars or trucks exceeds the national rate that by about a factor of ten.

\*Footnote page 9

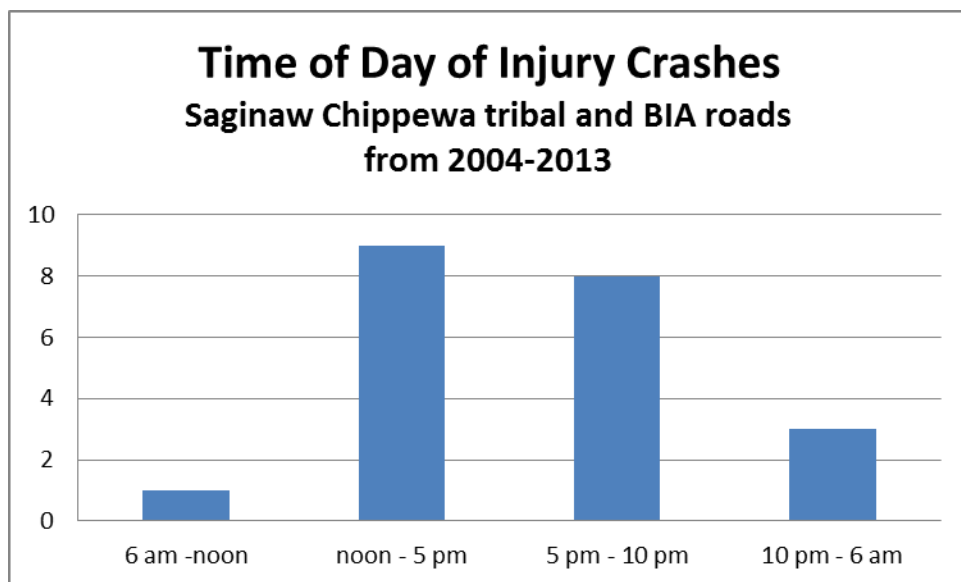


Six of the twenty-three injured were age 16 or younger, or 26%. Note that for the United States as a whole, the average percentage of children injured in crashes for a similar age group (age 15 and under) is less than 5%.\* Thus the rate of children injured on the Saginaw Chippewa tribal and BIA roads exceeds the national rate that by about a factor a five.

*\*Traffic Safety Crash Facts 2011: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System, National Highway Traffic Safety Administration, Washington, DC, 2013.*



Injury traffic crashes peak in the summer months, and occur infrequently in the winter.



Injury crashes peak between noon and 10 PM.

## **ATTACHMENT A**

### **Saginaw Chippewa Safety Plan**

#### **Kickoff Meeting Agenda**

March 13, 2014

- |            |  |
|------------|--|
| 9:00 a.m.  | Introductions  |
| 9:15 a.m.  | Defining a Safety Management System<br>SMS Background and Overview<br>FHWA SMS Implementation Plan<br>Discussion of Tribal Safety Plans<br>Q&A   |
| 9:30 a.m.  | Tribal 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)<br>Documentation of existing programs and approaches |
| 10:00 a.m. | Development of a Tribal Safety Plan<br>Identification and Discussion of Safety issues and concerns<br>Safety approaches to include<br>Safety approaches to develop<br>Integration with other safety plans  |
| 11:00 a.m. | Identification of implementation steps<br>Identification of responsible parties/champions for specific elements<br>Questions/Discussion of process and continued efforts   |
| 11:45 a.m. | Wrap Up  |

## ATTACHMENT B

### Saginaw Chippewa Transportation Safety Plan Second Meeting Invitees

#### Participants

<b><u>Name</u></b>	<b><u>Title</u></b>	<b><u>Organization/Agency</u></b>
Pat Gaffney	Engineer	Isabella County
Jay Reithel	Region Planner	MDOT
Ron Breedlove	Security Supervisor	SECR
Bill Starkey	Security Supervisor	SECR
Cynthia Floyd	Elders Advisory Board	SCITM
Kelly Babcock	Lieutenant	Tribal Police
David Perez	Risk Manager	SCITM
Don Seal	Community Engineer	SCITM
Melissa Montoya	Interim Director of Ed.	SCITM
Jon Myers	Traffic & Safety Engineer	MDOT
Harry Ambs	Sergeant	Tribal Police
Tom Fronk	Civil Engineer	BIA

Main contact for the tribe for safety planning:

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