

Hopi Strategic Highway Safety Plan

THE HOPI TRIBE



HDOT

Hopi Department of Transportation

Created: April 2015




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Acronyms



| | |
|-------------|--|
| ADOT - | Arizona Department of Transportation |
| AZDPS - | Arizona Department of Public Safety |
| BIA - | Bureau of Indian Affairs |
| CPR - | Cardiopulmonary Resuscitation |
| CPST - | Child Passenger Safety Technician |
| DHHS - | Department of Health & Human Services |
| DUI - | Driving Under the Influence |
| EMS - | Emergency Medical Services |
| FHWA - | Federal Highway Administration |
| HAZMAT- | Hazardous Materials |
| HDOT - | Hopi Department of Transportation |
| HEMS - | Hopi Emergency Medical Services |
| HERT - | Hopi Emergency Response Team |
| HRES - | Hopi Resources Enforcement Services |
| HSHSP - | Hopi Strategic Highway Safety Plan |
| IHS-OEH&E - | Indian Health Service Office of Environmental Health and Engineering |
| TMVIPP - | Hopi Tribal Motor Vehicle Injury Prevention Program |
| LRTP - | Long Range Transportation Plan |
| MVC - | Motor Vehicle Collision |
| MVD - | Motor Vehicle Department |

Acronyms

| | |
|--------|---|
| NIMS – | National Incident Management System |
| PSA – | Public Service Announcement |
| RSA – | Road Safety Audit/Road Safety Assessments |
| TIP – | Transportation Improvement Plan |





Consolidated Bridge No. 1—Route 58 Sand Springs Bridge.
(Before and After)



Seat-belt check point administered by HRES and TMVIP and Rollover simulator
administered by Arizona Highway Patrol at Second Mesa Day School.



HRES police units and HERT HAZMAT exercise.

INTRODUCTION

The Hopi Tribe is a federally recognized land-based tribe located in northeastern Arizona. The reservation, which lies within Coconino and Navajo counties, is 2,532 square miles in size and is entirely surrounded by the Navajo Nation. The Hopi Indian Reservation includes “District 6”, “Hopi Partitioned Lands”, and “New Lands”. The transportation network consists of over 1,235 miles of inventory roads which provide access to even the remote areas of the reservation. Approximately 100 miles of Arizona State Route 264 bisects the reservation from the Spider Mound Community to Moenkopi Village. As of April 2015, there were 7,774 of 14,097 enrolled Hopi people living on the reservation; this number is not inclusive of non-tribal and non-native people living on the reservation.

BACKGROUND

The Hopi Strategic Highway Safety Plan (HSHSP) is the first document dedicated to addressing Hopi highway safety concerns while also incorporating the “4E’s” (Engineering, Enforcement, Emergency Services and Education). The HSHSP establishes direction and emphasis to address traffic safety related issues. Furthermore, the Plan is designed to be a living document, a necessary characteristic in order to stay up-to-date with Hopi highway traffic safety concerns and to include unforeseen circumstances as they arise.

The HSHSP was developed with a collaborative approach to ensure all areas of the “4E’s” are incorporated to strengthen the outcomes of the Plan. This unique approach includes the partnership of the Hopi Department of Transportation (HDOT), Hopi Tribal Motor Vehicle Injury Prevention Program (TMVIPP), Hopi Emergency Medical Services (HEMS), Hopi Resource Enforcement Services (HRES), and Indian Health Service Office of Environmental Health and Engineering (IHS OEH&E).

For the Hopi Indian Reservation, motor vehicle crashes were the number one cause of death (52%) and the number two cause of unintentional injury – related hospitalizations (32%) between 2004-2008 (*Arizona Department of Health Services*). As a result, our focus is to enhance safety for motorists, pedestrians and cyclists. The Hopi Tribe is committed to reducing the number of deaths and serious injuries due to motor vehicle collisions.

The HSHSP was developed with consideration to the **"HOPIT POTSKWANIAT"** (*Hopi Tribal Consolidated Strategic Plan*), to provide safe, efficient and adequate access to all public roads on the Hopi Indian Reservation, to village/community members, visitors, recreational users and others.





VISION

“ One Is Too Many....”

SAFETY PARTNERS and STAKEHOLDERS

Partners and Stakeholders who will provide guidance in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan are:

Local Stakeholders: Hopi Department of Transportation, Hopi Resource Enforcement Services, Hopi Emergency Medical Services, Hopi Tribal Motor Vehicle Injury Prevention Program, Indian Health Services Office of Environmental Health and Engineering, Office of the Chairman, Hopi Department of Health and Human Services and Hopi Tribal Council members from the Law Enforcement Task Team and Transportation Task Teams.

State, County and Federal Partners: Navajo County, Arizona Department of Transportation, Navajo Department of Transportation, Inter Tribal Council of Arizona, Northern Arizona Council of Governments, Arizona Department of Public Safety and Federal Highway Administration.

Hopi Department of Transportation

Roads Maintenance & Construction



INTRODUCTION: On November 29, 2011, the Hopi Tribal Council Resolution H-09-2011 adopted the revised Hopi Potskwaniat to serve as the Strategic Plan for the Hopi Tribe. The Plan sets out the Mission, Goals & Objectives of the Hopi Tribe's transportation needs of the Tribe: **a) road maintenance & construction; b) road safety; c) transit; d) airport facilities.**

TRANSPORTATION MISSION STATEMENT: To provide safe, efficient and adequate transportation and public road access to and within Hopi Indian Reservation, to village/community members, visitors, recreational users, and others, while contributing to economic development, self-determination, and employment on the Hopi Indian Reservation.

POLICY: The policy of the Hopi Tribe Road Maintenance and Construction Program is to provide an adequate network of roads serving Hopi Indian Reservation to support the social and economic development of Hopi villages/communities. The Tribal priorities shall be established for the Hopi Indian Reservation and shall be used as a working guideline to formulate the road maintenance and construction programs for the Tribe.

PROGRAM SUMMARY: The Hopi Department of Transportation oversees all transportation road maintenance and construction projects throughout the Hopi Indian Reservation; administers programs and services to address the Hopi Tribal priorities and needs as determined by the Hopi Tribal Council. Programs to be administered shall include any and all programs authorized by law, for which funds have been appropriated by the BIA or made available from other agencies, i.e. FHWA (highway trust funds), through the BIA or through direct agreement with FHWA.

ROADS MAINTENANCE: The Hopi Road Maintenance Program includes, but is not limited to, the preservation of roads, roadside and road structure to maintain safe conditions necessary for efficient utilization.

PLANNING, DESIGN & CONSTRUCTION: The purpose of tribal transportation planning is to fulfill goals by developing strategies to meet the Hopi Tribe's transportation needs. These strategies address current and future land use, economic development, traffic demands, public safety, health, and social needs.

GOAL/OBJECTIVE: To provide quality, safe, efficient and adequate public road system for easy accessibility to/from various sources within the Hopi Indian Reservation by community members, visitors, recreational users, and the general public, while contributing to the economic development, self-determination, and employment within the Hopi Indian Reservation.



Hopi Department of Transportation

Roads Maintenance & Construction (cont.)

SAFETY PRIORITY PLAN OBJECTIVE: The lists of priorities recognize the various aspects associated with such as **Emergency Services, Enforcement, Education, and Engineering.** “SMART OBJECTIVES” will be utilized to achieve these priorities.

Specific
Measurable
Achievable
Realistic
Time-Bound

SAFETY PRIORITY PLAN LIST:

The Safety Priority Plan list is by no order of priority, only that it identifies needs expressed or observed that may require engineering to a degree for to address issues/ concerns. The Priority List needs to be further established through involvement of the Stakeholders:

- ◆ Development of the Tribe’s Transportation Safety Plan.
- ◆ Establish a Transportation Safety Program.
- ◆ Design a Data Collection point.
- ◆ Implement 911 addressing program/project.
- ◆ Conduct Road Safety Audits (RSA) on roadways within the Hopi Indian Reservation, Federal, State, Tribal, etc.)
- ◆ Establish a Long Range Transportation Plan (LRTP).
- ◆ Establish a Transportation Improvement Plan (TIP) programming of projects.
- ◆ Establish a Road Maintenance Safety Plan.
- ◆ Establish a Pedestrian Traffic Safety.
- ◆ Establish a Hazardous Material Transportation and Traffic Safety.
- ◆ Establish a School Bus Traffic.
- ◆ Establish a Access Management Plan.
- ◆ Establish a Emergency Road Response Safety Plan.
- ◆ Establish a Emergency Road Safety Plan.

Hopi Motor Vehicle Injury Prevention Program

Education

The Hopi Tribal Motor Vehicle Injury Prevention Program (TMVIPP) will approach the Plan's educational component from a public health perspective with the intent of decreasing motor vehicle injuries and fatalities, thus reducing the cost of healthcare and rehabilitation. The primary focus of the TMVIPP is to provide culturally appropriate education and intervention activities, training opportunities, community events and activities to various age populations within the Hopi Indian Reservation.

DECREASE MOTOR VEHICLE CRASH RELATED INJURIES:

Measures:

- ♦ Increase seat belt usage.
- ♦ Child safety seat usage.
- ♦ Improve motor vehicle occupant protection laws.

Strategies:

- ♦ Conduct annual observational surveys for seat belt and child safety seat use to measure occupant protection use rates.
- ♦ Provide educational outreach to community members.
- ♦ Conduct enforcement checkpoints with local law enforcement to educate.
- ♦ Provide media campaigns in local publications and media outlets.
- ♦ Continue current best practice educational programs.
- ♦ Continue child safety seat distributions through clinics, one-on-one appointments and community events.
- ♦ Provide Child Passenger Safety Technician (CPST) certification classes.
- ♦ Develop a pool of CPSTs to assist with child safety seat distributions and education.
- ♦ Advocate stronger and more effective occupant restraint laws.
- ♦ Track distribution of child safety seats to community members in order to manage distribution.



Hopi Motor Vehicle Injury Prevention Program

Education (cont.)

TEEN DRIVER EDUCATION:

Measures:

- ♦ Provide Teen driver education to increase knowledge and awareness of the Teen drivers.
- ♦ Reduce the number of crashes involving teen drivers.

Strategies:

- ♦ Review, evaluate and improve or develop a driver education program.
- ♦ Provide a safe drivers education course/program to teens in local schools and villages focused on:
 - ◇ The safe operation of motor vehicles
 - ◇ Seat belt safety
 - ◇ Distracted driving
 - ◇ Impaired driving
 - ◇ Traffic laws

DATA COLLECTION:

Measures:

- ♦ Improve enforcement and crash data collection.
- ♦ Improve data sharing among all stakeholders.

Strategies:

- ♦ Obtain motor vehicle crash and enforcement data from local law enforcement and/or other Agencies.



Hopi Motor Vehicle Injury Prevention Program

Education (cont.)

- ♦ Obtain a database system to combine data from local stakeholders.
- ♦ Use trending data to develop and tailor community outreach and intervention activities.



PEDESTRIAN SAFETY:

Measures:

- ♦ Increase knowledge and awareness of pedestrians, bicyclist and motorists on roadway safety.

Strategies:

- ♦ Implement education and public outreach activities to motorists to enhance awareness of pedestrian and bicyclist safety needs.
- ♦ Implement education and public outreach aimed at pedestrians and bicyclists regarding safe pedestrian/bicycling practices on roadways.





Hopi Motor Vehicle Injury Prevention Program

Education (cont.)

DISTRACTED/AGGRESSIVE DRIVING AND SPEED MANAGEMENT:

Measures:

- ◆ Increase Community awareness and knowledge on the dangers of distracted/aggressive and speed driving.

Strategies:

- ◆ Provide public education and outreach activities to increase awareness of the dangers of distracted/aggressive driving.
- ◆ Provide education and outreach activities to increase awareness of speed limits on local roads and highways.
- ◆ Work with tribal and state transportation departments to assess and update speed limits on local roads and highways with an emphasis on public safety.

IMPAIRED DRIVING:

Measures:

- ◆ Utilizing Data, Community Outreach and Education to decrease the number of serious injuries and fatalities caused by motor vehicle crashes involving alcohol or drugs and prescription drugs.

Strategies:

- ◆ Support the number of sobriety checkpoints.
- ◆ Develop educational programs targeting specific audiences such as elementary through JR/SR High school students.
- ◆ Develop media campaigns to educate the public of the dangers and consequences of impaired driving.

Hopi Resource Enforcement Services

Hopi Strategic Highway Safety and Enforcement



PURPOSE:

One of the primary functions and responsibilities of the Hopi Resource Enforcement Services (HRES) Department is to establish and maintain a safe environment within our reservation and its roadways. Traffic safety is recognized as a principal element to help create and maintain a safer community. The issue of traffic safety is a very common concern voiced by tribal leaders, schools and general public. This feedback from all concerned citizens within our community reinforces our focus. Traffic safety and the perceptions regarding the overall safety of our roadways are clearly our most significant challenges.

The HRES Highway Safety Plan (HSHSP) is to develop a long term strategic plan to systematically reduce the number of traffic collisions, deaths, and injuries; including addressing the public's concerns regarding traffic safety.

The primary objective is to make the roadways of the Hopi Tribe as safe as possible for everyone. Enforcement, as well as educational components, will be the framework of this strategic plan. Working closely in partnership with various programs, departments within the Hopi Tribe and outside Agencies will increase our impact, including the effectiveness of the HSHSP.



Hopi Resource Enforcement Services

Highway Strategic Safety and Enforcement (cont.)

OBJECTIVES

The objectives of the HRES is to enforce The HSHSP are as follows:

TO REDUCE TRAFFIC COLLISION RATES BY:

- ◆ Concentrating efforts on roadways within the boundaries of the Hopi Indian Reservation to reduce motor vehicle collisions.
- ◆ Take a proactive, approach to traffic enforcement throughout the Hopi Indian Reservation to achieve voluntary compliance of the laws and to identify poor driving habits.
- ◆ Ensuring that Officers show a proper balance of proactive, prevention and intervention activities.
- ◆ Developing partnerships with neighboring police departments and state agencies to coordinate efforts and share resources.



Hopi Resource Enforcement Services

Highway Strategic Safety and Enforcement (cont.)

- ◆ Developing partnerships with villages, businesses, schools and the Hopi Tribe, to increase awareness and achieve voluntary compliance of the laws by the public.

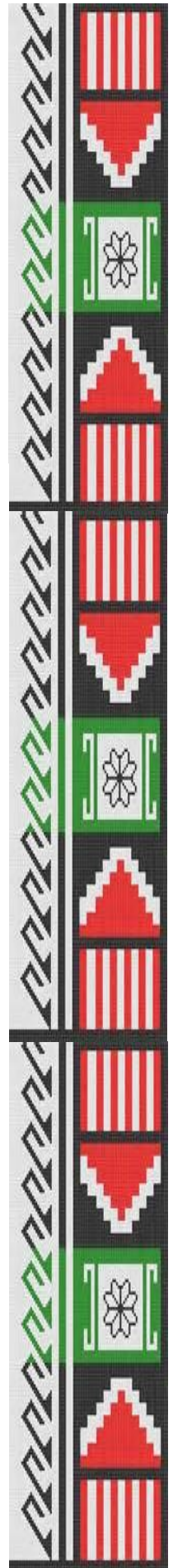
TO IMPROVE THE QUALITY OF LIFE ON THE HOPI RESERVATION AND ADDRESS COMMUNITY TRAFFIC ISSUES THROUGH:

- ◆ Emphasizing the importance of traffic enforcement and education to the general public.
- ◆ Enhance efforts and high visibility of all HRES officers through a coordinated approach to addressing traffic concerns.
- ◆ Encouraging the Officers to share community concerns among one another. This will increase the general public's perception that we are approachable, seek collaboration and partnership with others and are committed to providing exceptional services to the community.
- ◆ Understanding the importance of creating and maintaining a safe community includes changing the perception of safety by all citizens and those who travel through our Hopi Indian Reservation.

ROLES AND RESPONSIBILITIES:

To achieve long-term results in reducing traffic violations and collisions, every Officer within the Hopi Resource Enforcement Services will take an active role in this objective. Traffic Enforcement is the responsibility of all Patrol Officers. Officers shall focus their enforcement efforts in a manner designed to eliminate and/or reduce traffic safety problems at the high volumes of traffic and problem areas identified within their respective patrol areas or districts.

On a weekly basis, each HRES Officer will be expected to conduct some traffic enforcement activity within his or her respective patrol areas or district. HRES Officers will be responsible for identifying hazardous conditions that contribute to traffic problems, such as poorly marked roadways, improper placement of signs, and speed limit which need to be adjusted. Upon identifying these hazards, the Officer will notify the appropriate authorities so ensure that steps are taken to address the situation in a timely manner.



Hopi Resource Enforcement Services Highway Safety and Enforcement (cont.)

ENFORCEMENT, EDUCATION, EMERGENCY SERVICES, AND ENGINEERING



ENFORCEMENT – SWORN OFFICERS

Direct enforcement is considered part of the problem-oriented component of community policing, which has proven to be a very effective way of addressing traffic problems. When a traffic problem/concern is identified in a particular patrol area, direct enforcement, can be utilized to resolve the concerns. All Officers are expected to participate in direct enforcement within their respective patrol districts and assigned area.

DIRECT ENFORCEMENT METHODS INCLUDE MANY OF THE FOLLOWING COMPONENTS:

- ◆ Targeting known problem areas.
- ◆ Prompt response to public concerns.
- ◆ Continuous observations of all roadways to identify defects which could contribute to or cause collisions.
- ◆ Seatbelt compliance enforcement.

Hopi Resource Enforcement Services

Highway Safety and Enforcement (cont.)

- ♦ Holiday/Ceremonial Enforcement.
- ♦ Routine DUI Enforcement and scheduled safety checkpoints.
- ♦ Educational programs in the community and schools.
- ♦ High visibility saturation enforcement.

EDUCATION:

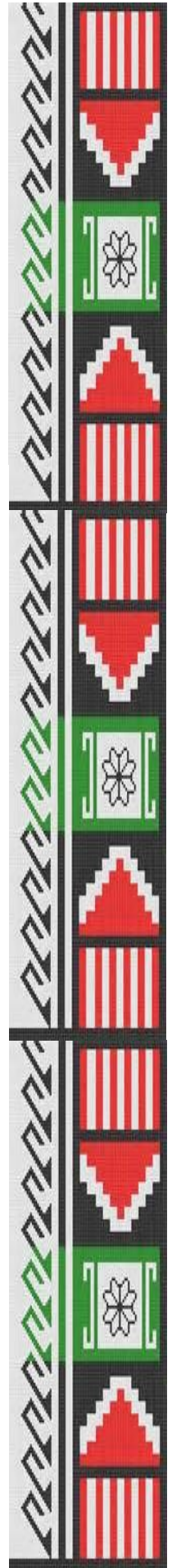
Educating the general public is a critical component of traffic safety and enforcement. Law Enforcement exists to improve the quality of life, by preserving the peace, protecting lives and property of all citizens. To accomplish this, we must communicate with our customers. Part of community policing is not just about responding to criminal issues, but it is also to respond to all issues important to our villages and community. Our traffic safety and enforcement efforts will have a positive effect on the community because it relates directly to saving lives, reducing injuries and property damage and improving the quality of life in the Hopi Tribe. We must work and partner with the community to develop and communicate. Each officer is a liaison with the community, particularly in their respective patrol area, and therefore are an integral part of the public education component. We can utilize the following as part of our public education effort:

- ♦ Bicycle, All-terrain-Vehicle (ATV), Skateboard Safety/Education: This is a comprehensive approach to bicycle safety, and employs enforcement and education to promote safe bicycle operation for riders of all ages and reduce collisions.

Pedestrian Safety: This comprehensive approach designed to reduce pedestrian/vehicle collisions employs the strategies of education, engineering and enforcement.

Car Safety Education: This approach is designed to educate the driver and enforce existing laws like those governing Seatbelts, Child Safety Seats and Tinted Windows.

*Utilize the media to enhance the traffic safety and enforcement efforts of the police.
Regular news releases will be developed and provided to the press for publication.*



Hopi Resource Enforcement Services

Highway Safety and Enforcement (cont.)

EMERGENCY SERVICES:

Emergency Services are essential when first responders arrive on scene to a motor vehicle collision. HRES Officers will provide direct first aid and/or CPR when they initially arrive on scene until Emergency Medical Personnel arrive to render further care. HRES will also provide direct communication from on scene personnel to responding Emergency Medical Services.

- ◆ Provide direct first responder first aid/CPR.
- ◆ Ensure all HRES personnel are First aid/CPR trained and certified.



ENGINEERING:

Officers should be cognizant of the fact that all traffic problems are not solved by enforcement alone. If there are continuous traffic violations and/or collisions in the same area or intersection, officers should consider whether there is an engineering problem that should be reviewed and/or addressed. An initial assessment of a problem area should include the following:

- ◆ Confirmation that all the roadway markings are clear and visible.
- ◆ Inspection to determine if there are any trees, shrubs or other obstructions that may be interfering with the vision of drivers or pedestrians.
- ◆ Verification that the traffic control devices are properly functioning.

Hopi Resource Enforcement Services

Highway Safety and Enforcement (cont.)

- ◆ Confirmation that all the signs are in good condition and visible from the proper distance.
- ◆ Assessment as to the current condition of the roadway surface.
- ◆ Consideration of speed limit adjustment.

Officers should notify the proper department regarding the repair of unsafe roadway conditions. Unsafe conditions should be reported without delay to ensure timely repairs to:

- ◆ **Arizona Department of Transportation**
- ◆ **Hopi Department of Transportation**

There should also be an evaluation of the area to determine if there is a possibility of a structural engineering problem such as:

- ◆ Improper or poor sign placement.
- ◆ Unsafe crossing conditions for pedestrians.
- ◆ Lack of visibility that would require revision of roadway markings, signs or signals.
- ◆ Need for increased roadway markings or signs.

The Hopi Resource Enforcement Services Traffic Highway Safety plan is designed to reflect our commitment to all of our valued drivers. A strong Traffic Safety and Enforcement plan will allow us to create and maintain a safe community. Being responsive to community concerns will help us develop and maintain a positive and collaborative partnership, while also allowing us to provide exceptional services to our villages and community. When implementing various facets of this plan officers will receive additional training, allowing us to further develop a highly competent department of officers.



Emergency Response Systems

Hopi Highway Safety Plan



PURPOSE:

The HSHSP is to provide a coordinated plan to address a comprehensive framework for reducing fatalities and serious injuries on all Hopi Indian Reservation roads. The Hopi Tribe has developed and adopted Hopi Emergency Response Plan (HERT) Plan. Emergency responses to all highway/roadway incidents adhere to and follow the policies & procedures in the HERT Plan. All Emergency Response Agencies have agency specific "Department Action Plans" within the HERT Plan.

Emergency Response Systems

Hopi Highway Safety Plan (cont.)

HOPI EMS RESPONSE

Hopi EMS response is according to the Regulations set forth by the Arizona Department of Health Services Bureau of EMS /Northern Arizona Region EMS Guidelines and the Flagstaff Medical Center Pre Hospital Care Treatment Guidelines. Medical operations will be under the control of the Medical Incident Commander. All other highway/roadway incident operations will come under the direction the Incident Commander through the National Incident Management System (NIMS) of the Hopi Emergency Response Team (HERT) Plan.

**Moencopi is under the jurisdiction of Navajo Nation EMS-Tuba City. Hopi EMS will respond if requested by Navajo Nation EMS or the villages of Moencopi for mutual aid.*

HOPI EMERGENCY RESPONSE TEAM:

Emergency Response Agencies within the HERT Plan include:

- ♦ Bureau of Indian Affairs Law Enforcement (includes Telecommunication).
- ♦ Hopi Resource Enforcement Services (includes Telecommunication).
- ♦ Hopi Emergency Medical Services.
- ♦ Hopi Tribe-Department of Public Safety and Emergency Services.
- ♦ Hopi Tribe Environmental Protection Office
- ♦ Arizona Department of Transportation.
- ♦ Hopi Department of Transportation (New agency-will submit Department Action Plan).
- ♦ Hopi Department of Health and Human Services.

Emergency situations covered in the HERT Plan pertaining to highways/roadways include:

- ♦ Transportation crashes/Mass Casualty
- ♦ Hazardous Material Incidents
- ♦ Major Fires
- ♦ Droughts
- ♦ Severe Storms/Flooding

Other Activities covered in the HERT Plan are Mitigation, Preparedness, Response and Recovery.



Emergency Response Systems

Hopi Highway Safety Plan (cont.)

DEFINITIONS OF EACH AREA:

Mitigation: Prior to a disaster the Hopi Tribe will take actions which will mitigate the effects of a disaster. Mitigation refers to activities and processes in the local community which are planned to avoid or to reduce the severity of emergencies which may be caused by severe weather conditions.

Preparedness: Preparedness refers to those measures taken in the local community in advance of the onset of emergency conditions to provide for the optimal utilization and coordination of local resources in responding to the emergency.

Response: Response refers to those processes involved in responding to conditions which pose a threat to people, livestock, and/or property.

Recovery: Recovery refers to the activities which come into play once the emergency situation has essentially come under control and the response activities are mostly complete.

EDUCATION:

Hopi EMS will provide educational assistance by:

- ♦ First Aid and CPR classes.
- ♦ Presentations at schools, communities, villages and to other public audiences by providing highway safety, visibility and other highway safety education.



Hopi Strategic Highway Safety Plan Summary Table

November 2014

Following are tables, by emphasis areas, to summarize the input from each of the Hopi Indian Reservation stakeholders.

EDUCATION:

To effectively influence positive changes by providing awareness training and education for the Hopi Community in order to reduce the frequency and severity of motor vehicle crashes and overall roadway safety.

| Emphasis Areas | Strategy Component(S) | Stakeholder(S) Involved |
|----------------------------|---|------------------------------|
| Driver/Passenger education | Seat belt safety, Child passenger seats, Media PSAs on traffic safety | HDOT, HRES, TMVIPP, and HEMS |
| Impaired driving | PSAs, public education | |
| Distractive driving | PSAs, public education | |
| Pedestrian safety | PSAs, public education | |
| Bicycle safety | PSAs, public education | |
| Youth driver education | Youth-specific courses/programs | |

ENFORCEMENT:

To effectively and proactively enforce traffic laws to promote roadway safety throughout the Hopi Indian Reservation.

| Emphasis Areas | Strategy Component(S) | Stakeholder(S) Involved |
|--|--|-------------------------|
| Primary occupant restraint law | Coordinate/advocate with Tribal Committees/Council | TMVIPP |
| Traffic Enforcement | Proactive/visible enforcement program | HRES |
| Develop/enhance partnerships with neighboring police departments, State and Hopi Tribe agencies, villages, businesses, and schools | Coordinate efforts and share resources | HRES |
| Community policy approach | Focus on community concerns and communications between HRES, and the community | HRES |
| Traffic Enforcement/Safety | Emphasize importance of traffic enforcement/safety within HRES | HRES |
| DUI Enforcement | Routine, high visibility saturation enforcements and checkpoints | HRES |
| Seat belt compliance | Compliance enforcement | HRES |





ENGINEERING:

To Identify, Plan, Evaluate, Maintain and Improve transportation systems on the Hopi Indian Reservation to enhance safety.

| Emphasis Areas | Strategy Component(S) | Stakeholder(S) Involved |
|--|--|-------------------------|
| Identify roadway problems | Report identified problems to appropriate agencies | HDOT, HRES, HEMS |
| Identify signage problems | Report identified problems to appropriate agencies | HDOT, HRES, HEMS |
| Speed limit | Recommended adjustment to speed limits as needed | HDOT, HRES, HEMS |
| Pedestrian safety | Evaluate pedestrian safety problems/needs/plans | HDOT, HRES, HEMS |
| Transportation safety program | Develop transportation program, long range transportation plan, transportation improvement plan | HDOT, HRES, HEMS |
| Road safety audits | Coordinate RSAs for all roadways | HDOT, HRES, HEMS |
| Road Maintenance | Develop road safety maintenance plan | HDOT, HRES, HEMS |
| Specific roadway safety planning/plan improvement/Alternate routes | Hazardous material traffic safety, tourism/economic traffic safety, school bus traffic safety, access management and safety, emergency road safety | HDOT, HRES, HEMS |

EMERGENCY SERVICES:

Through a collaborative team effort, respond to all emergencies, as actions taken in the initial minutes of an emergency are critical.

| Emphasis Areas | Strategy Component(S) | Stakeholder(S) Involved |
|---|--|-------------------------|
| Hazardous materials | Incorporate HERT plan into traffic safety planning | HDOT, HRES, HEMS |
| Transportation mass causality incidents | Incorporate HERT plan into traffic safety planning | HDOT, HRES, HEMS |
| Emergency response plan | Incorporate HERT plan into traffic safety planning | HDOT, HRES, HEMS |
| 911 addressing program/project | Develop 911 addressing system, implement project | HDOT, HRES, HEMS |

Input has been received from several Hopi Indian Reservation agencies regarding items to include in the HSHSP. The intent of the above tables is to:

- ♦ **Organize and Consolidate the input from each agency into common emphasis areas,**
- ♦ **List each specific topic/strategy within each common emphasis area, and**
- ♦ **Identify which agencies indicated interest or involvement in that specific topic/strategy.**

The Hopi Indian Reservation stakeholders that provided input into the HSHSP include:

Hopi Department of Transportation (HDOT),
Hopi Emergency Medical Services (HEMS),
Hopi Resource Enforcement Services (HRES),
Tribal Motor Vehicle Injury Prevention Program (TMVIP),
Hopi Department of Health & Human Services (DHHS), and
Hopi Office of Community Planning & Economic Development (OCPED).



DISCLAIMER

This plan was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation, Tribal Transportation Program Safety Fund, and the Hopi Tribe. The contents do not necessarily reflect the official policies of the Hopi Tribe or the Federal Highway Administration, U.S. Department of Transportation. This plan does not constitute a standard or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the plan. The Hopi Tribe, U.S. Government and the State of Arizona do not endorse products or manufacturers.

*The Hopi Strategic Highway Safety Plan is not a formula to be rigidly adhered to.
It is a suggested approach that can be adapted to fit the needs and the uniqueness
of each situation.*