ZERO IS OUR GOAL

A SAFE SYSTEM IS HOW WE GET THERE

U.S. Department of Transportation

Federal Highway Administration

Tribal Crash Reporting

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Congress finds that*…

- in many States, the Native American population is disproportionately represented in (motor vehicle) fatalities and crash statistics;
- improved crash reporting… would facilitate safety planning and would enable Indian tribes to apply more successfully for State and Federal funds for safety improvements
- without more accurate reporting of crashes … it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures

*U.S. Department of Transportation, *Tribal Governments and Transportation Safety Data: Report to Congress*, 2017.

Data Desert

Leadership priorities

Jurisdictional overlap

Data sharing concerns

Federal agency procedures

Limited capacity to collect crash data

Inconsistent policies can result in crashes being unreported

Image Credit: FHWA

Data Desert

- False appearance of safety
- Inequitable distribution of resources
- Difficult to plan safety improvements
- Difficult to justify funding

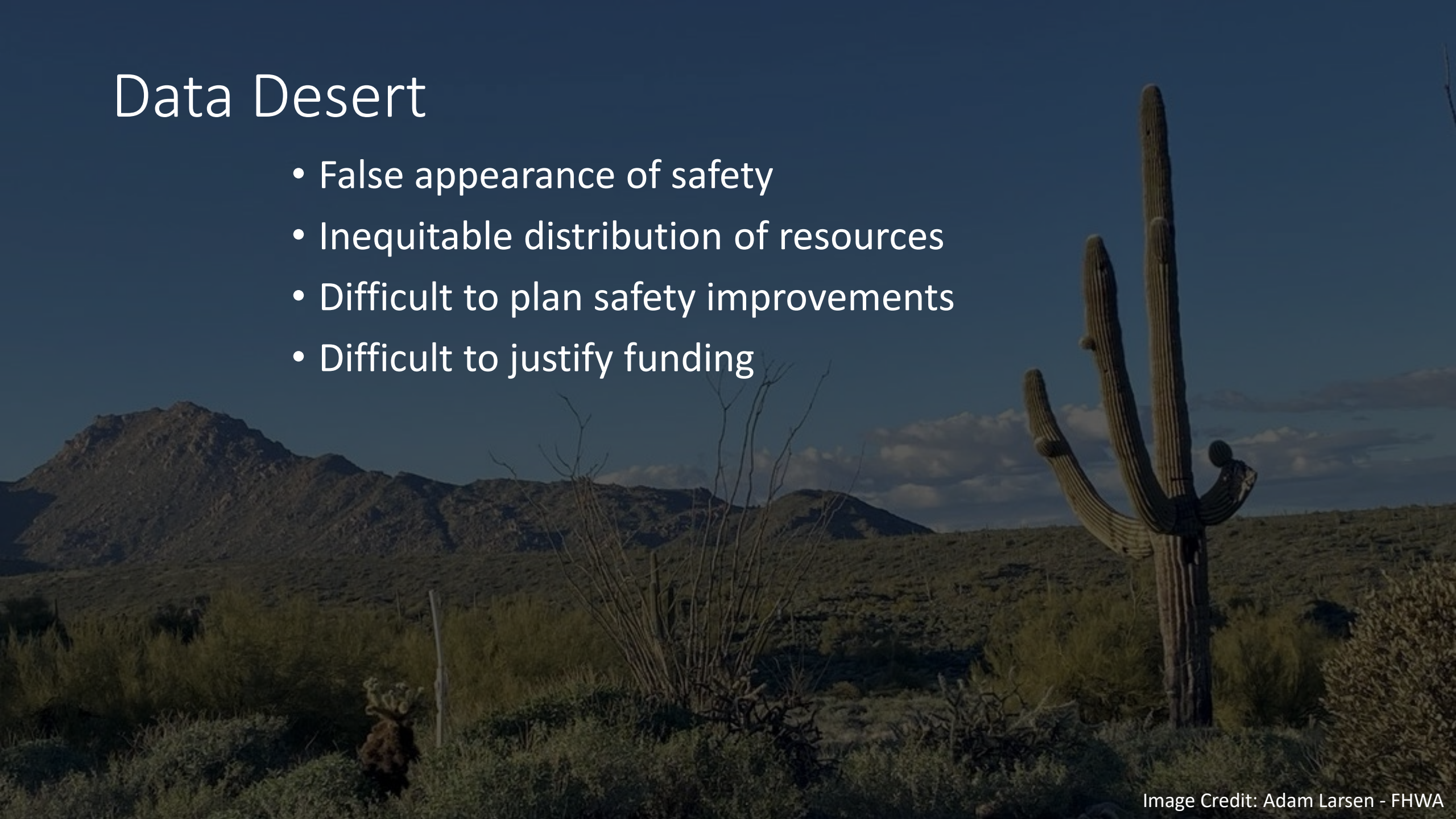


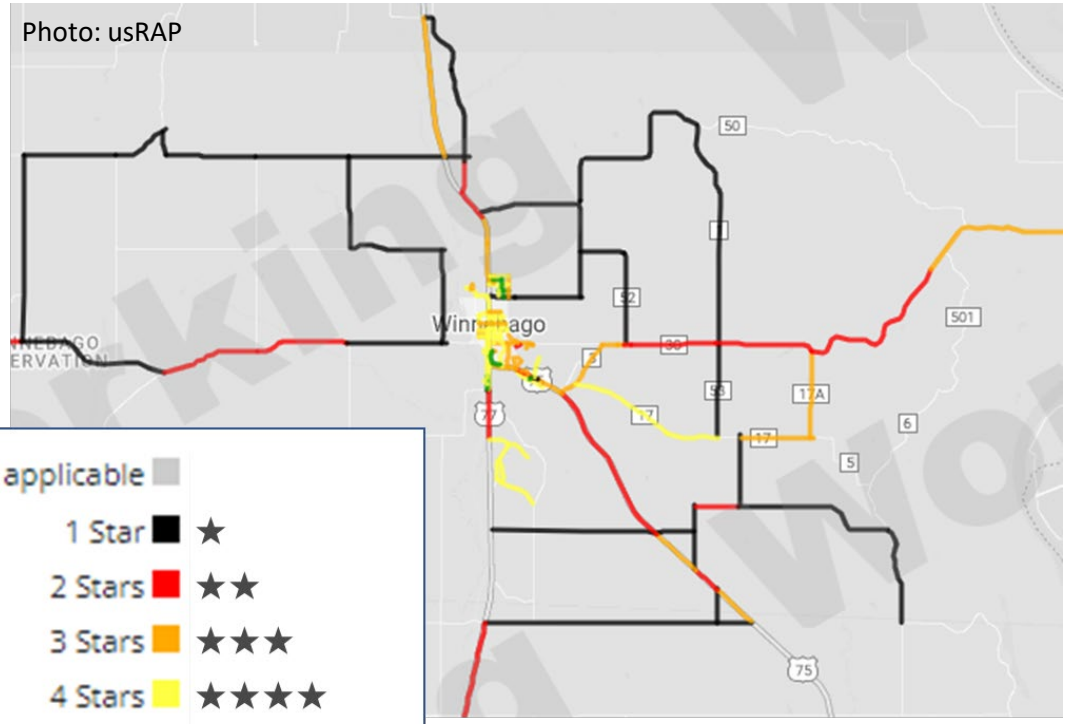
Image Credit: Adam Larsen - FHWA

Addressing Safety in a Data Desert

- Safety plans
- Risk-based safety analysis
- Safety data improvement
  - Crash data
  - Asset data
  - Centerline Data
  - Traffic Volumes

Image Credit: FHWA

Risk-Based Safety Planning



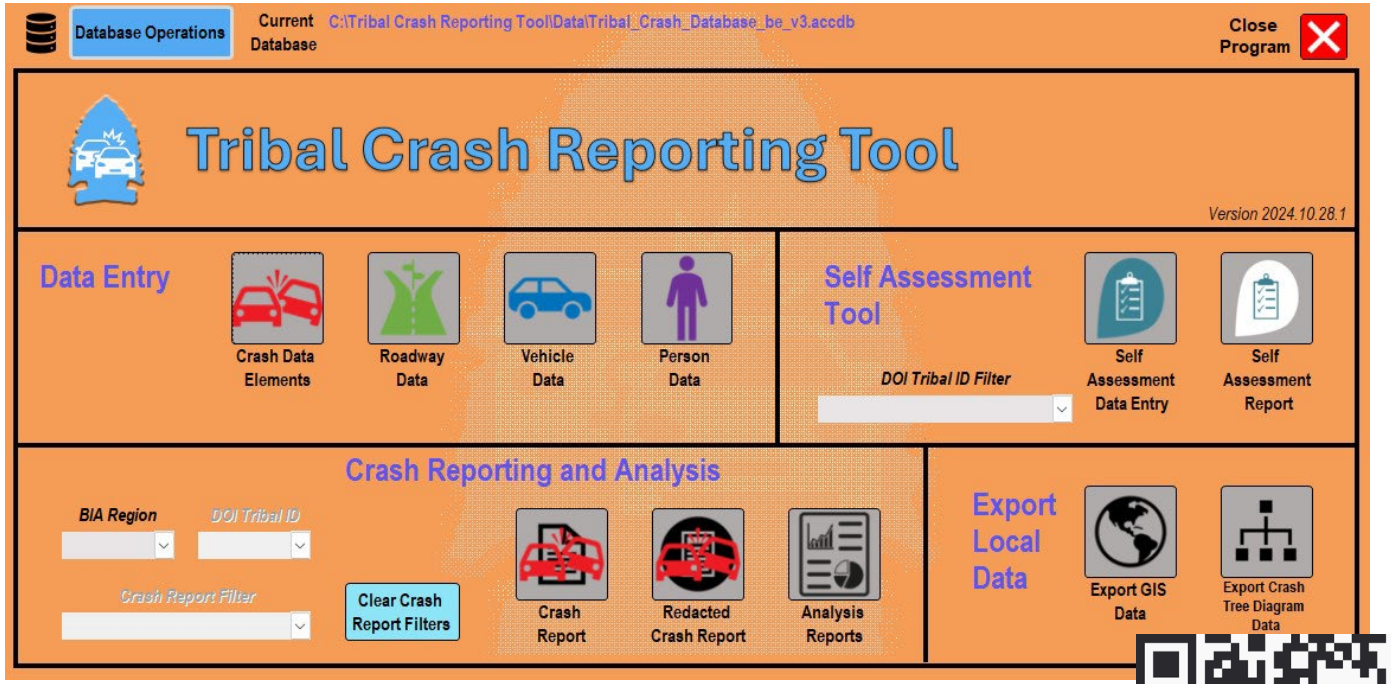
- Systemic Safety Analysis - Describing crash risk in terms of crash experience at similar locations
  - Example: Systemic Safety Study of Pedestrian Safety in Tribal Areas
  - https://www.tribalsafety.org/ped-study
- Asset-based risk models – Using established methods to assign risk ratings based on road attributes
- Video Analytics – Computer vision counting conflict points, vehicle paths and near miss data

Report to Congress: Tribes & Safety Data
Findings

- BIA & Tribal Police should collect standardized crash data
- BIA & Tribes should share crash data with Tribal departments
- Tribes & States should consult on crash data sharing barriers
- Tribes encouraged to conduct traffic records assessments
- GIS enabled road inventory would enable better safety analysis

Tribal Crash Reporting Toolkit

- Self-Assessment Tool
- Facts & Fiction Tool
- Data Analysis Tool
- Crash Reporting Tool
- Officer's Instruction Tool
- Quality Control Tool
- Database Tool



https://www.tribalsafety.org/tribal-crash-reporting-toolkit

Export a PDF version of the report and attach it to a CAD case file.
May also be useful for providing copies of the report to the public or resource agencies.

TRIBAL CRASH REPORT

CRASH DATA ELEMENTS

DOI Tribal ID	F60470 Bay Mills Indian Community Michigan
TTP Route Number	3151
C1. Crash Identifier	F60470_3151_202107031734
C2. Crash Classification	
S1 Ownership	01 Public Property
S2 Characteristics	01 Trafficway, On Road
S3 Secondary Crash?	01 No
C3. Crash Date and Time	
S1 Crash Date and Time	202107031734 *(YYYYMMDDHHMM)*
S2 Time of Roadway Clearance	0100 *(HHMM)*
C4. Crash County	033 Chippewa
C5. Crash City/Place	0325 Bay Mills
C6. Crash Location	
S1 Latitude	46.46181700
S2 Longitude	-84.73685500
C7. First Harmful Event	40 *Collision With Fixed Object* Tree (standing)
C8. Location of First Harmful Event Relative to the Trafficway	09 Roadside
C9. Manner of Crash/ Collision Impact	00 Not a Collision Between Two Motor Vehicles
C10. Source of Information	
S1 Source of Information	01 Law Enforcement Agency
S2 Law Enforcement Agency Identifier	260325033
C11. Weather Conditions	03 Clear
C12. Light Condition	01 Daylight
C13. Roadway Surface Condition	01 Dry
C14. Contributing Circumstances – Roadway Environment	01 Animal(s)
C15. Relation to Junction	
S1 Within Interchange Area?	01 No
S2 Specific Location	00 Not an Interchange Area
C16. Type of Intersection	
S1 Number of Approaches	03 (3) Three
S2 Intersection Geometry	00 Angled/Skewed
S3 Traffic Control Device	03 Stop – Partial
C17. School Bus-Related	01 No
C18. Work Zone-Related (Construction/Maintenance/Utility)	
S1 Was the crash in a construction, maintenance, or utility work zone or was it related to activity within a work zone?	01 No
S2 Location of the Crash	98 Not Applicable/Not Within or Related to a Work Zone
S3 Type of Work Zone	98 Not Applicable/Not Within or Related to a Work Zone
S4 Workers Present	98 Not Applicable/Not Within or Related to a Work Zone
S5 Law Enforcement Present	98 Not Applicable/Not Within or Related to a Work Zone
C19. Crash Severity	03 B Suspected Minor Injury *If K attribute is selected the Fatal Crash Section must be completed.*
C20. Number of Motor Vehicles Involved	1
C21. Number of Motorists	3
C22. Number of Non-Motorists	0
C23. Number of Non-Fatally Injured Persons	3
C24. Number of Fatalities	0
C25. Alcohol Involvement	01 No
C26. Drug Involvement	01 No
C27. Day of Week	07 Saturday

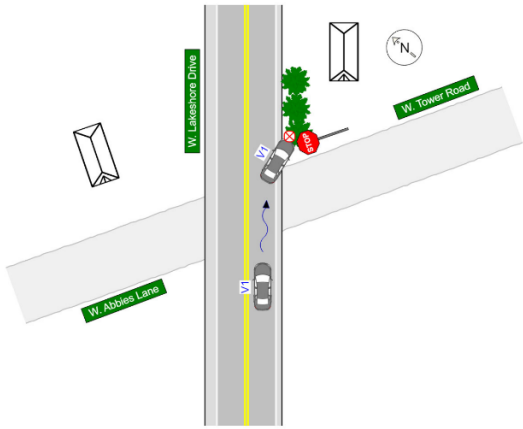
TRIBAL CRASH REPORT

CRASH DATA ELEMENTS

Crash Description

At approximatley 1730 hours, I (Sgt. Parish) recieved a call from Central Dispatch regarding a one car PI accident. I arrived on scene and spoke with the driver and passengers. All stated that a bee flew in the vehicle and one was highly allergic so they tried to get the bee out. Driver stated that she took her eye off the road and when she looked backup she was off the road heading into the trees. The vehicle did strike a tree causing heavy front end damage.

Crash Diagram



Engineering Planning

FHWA

Tribal Crash Data Dashboard

Please Select a Tribal ID

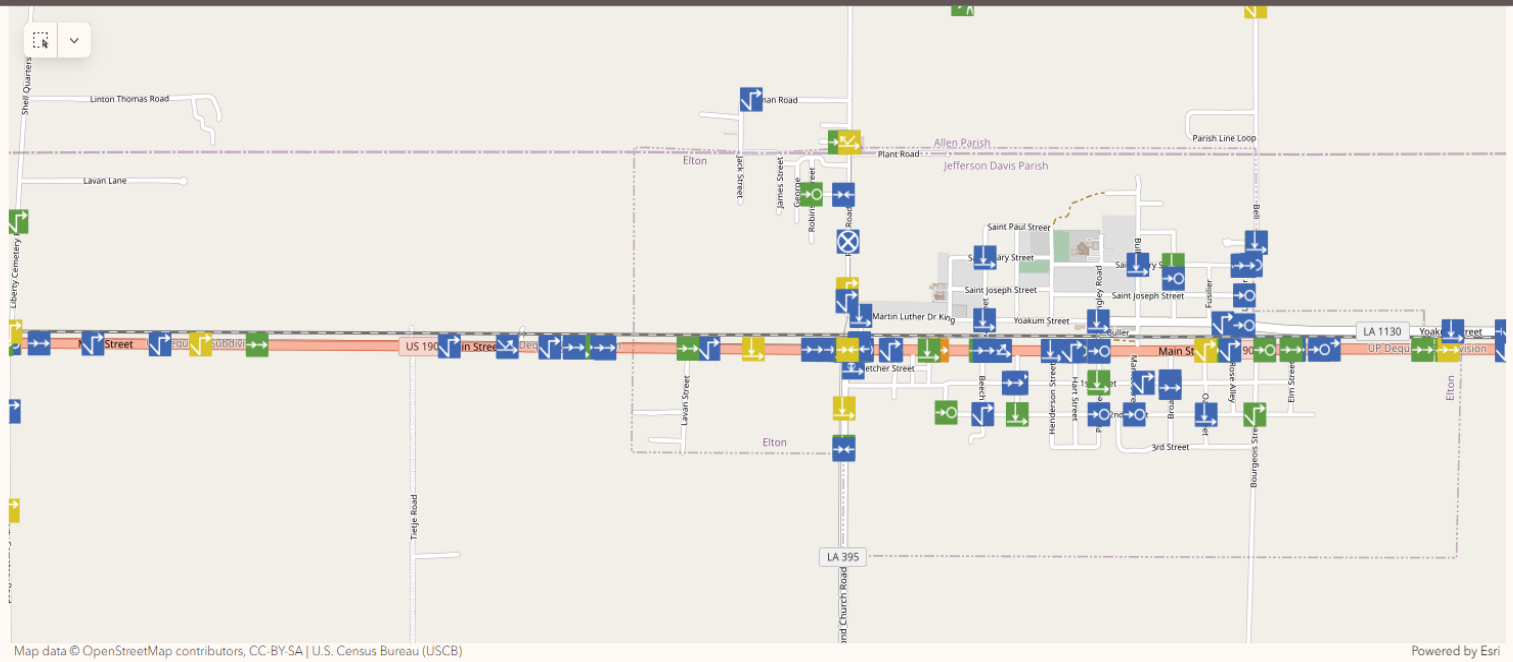
Select a Tribal ID: None | Select a Date Range: No Date Selected | Filter By Crash Severity: No Severity Selected

Number of Crashes

4,725

Number of Fatalities

1,748



Severity

- (K) Fatal Injury
- (A) Suspeced Serious Injury
- (B) Suspected Minor Injury
- (C) Possible Injury
- (O) Property Damage Only
- (U) Unknown

First Harmful Event

Non-Collision Crash

- Fire/Explosion
- Immersion, Full or Partial
- Overturn/Rollover
- Other Non-Collision Crash

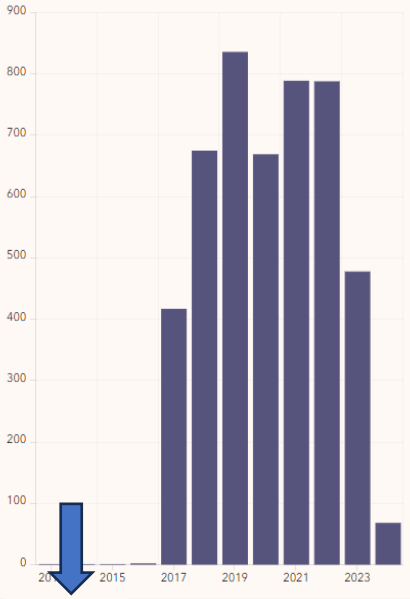
Non-Vehicular Collision

- Animal (live)
- Parked Motor Vehicle
- Pedalcycle
- Unknown
- Pedestrian
- Railway Vehicle (train, engine)
- Collision With Fixed Object
- Other Non-Vehicular Collision

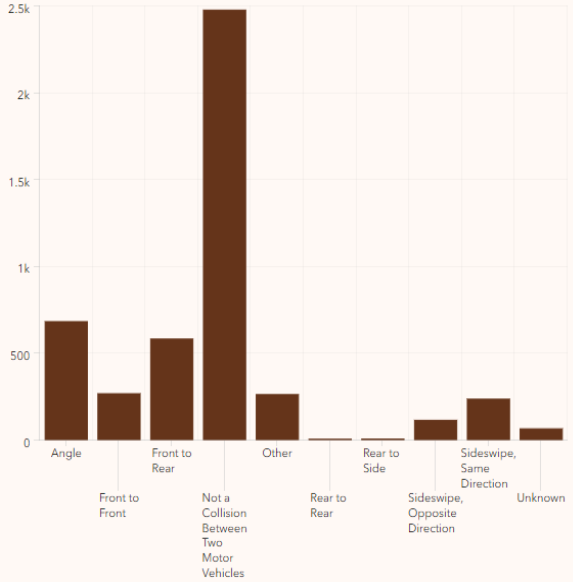
Collision Between Two or More Vehicles

- Angle
- Front to Front
- Front to Rear
- Sideswipe, Opposite Direction
- Sideswipe, Same Direction
- Other

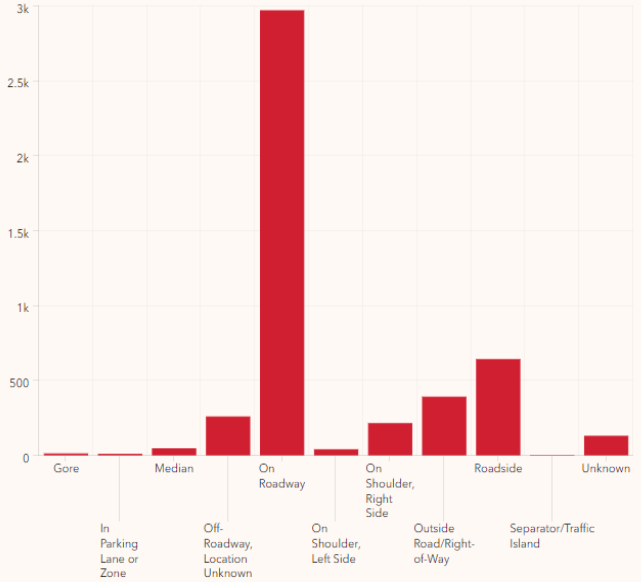
Number of Crashes By Year



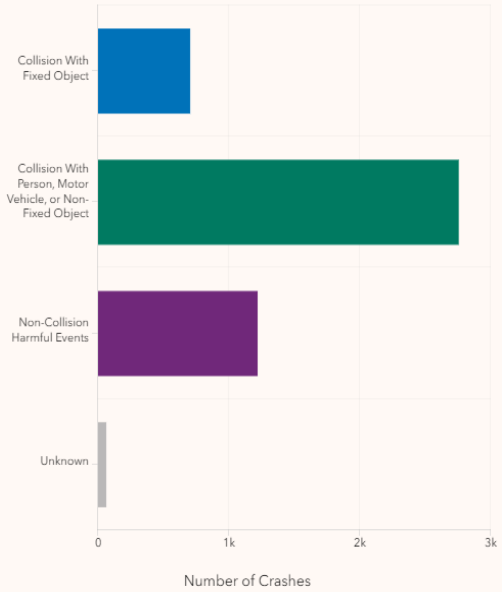
Manner of Crash



Location of First Harmful Event Relative to the Trafficway



First Harmful Event



% Crashes With Alcohol Involvement

QUICK STATS | CRASH ELEMENT ANALYSIS | VEHICLE ELEMENT ANALYSIS | PERSON DATA ANALYSIS | NON-MOTORIST ELEMENT ANALYSIS | ROADWAY DEPARTURES | PEDESTRIAN ANALYSIS

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