

Kiowa Tribe of Oklahoma  
SAFETY MANAGEMENT PLAN  
November 2011

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The Kiowa Tribe of Oklahoma is committed to reducing the number of deaths and serious injuries and improving the overall safety of the transportation system. As part of an ongoing effort to make safety improvements, this Safety Management Plan has been developed with input from a variety of agencies and individuals within the Tribe in cooperation with the Federal Government, Oklahoma State Government, and other Oklahoma tribes sharing the territory and roads of the Kiowa, Comanche, and Apache (KCA) Reservation and adjoining lands. The plan is intended to outline existing programs and policies, as well as identify issues and procedures or projects that can be implemented to further improve transportation safety for the Kiowa Tribe, its people and others living within or visiting the traditional Kiowa lands of Oklahoma.

The Tribe has implemented or is currently working on a number of programs and has developed relationships with other government entities to help assist in safety improvements. A complete list of these, as well as other safety issues that have been identified, is included in Attachment A, but below are some of the highlights:

- The Tribe has a well-developed Injury Prevention program that focuses on motor vehicle safety, child passenger safety, seat belt use, and teen driver safety, along with other non-transportation related safety issues.
- The Tribe operates the Kiowa Alcohol and Drug Abuse Program (KADAP) in a 10 County service area, offering alcohol and drug education, prevention, counseling, and other services for members of the Kiowa Tribe and other Federally Recognized Tribes.
- The Kiowa Head Start Office has a program for children called “I Ride Safe”, which emphasizes car seat and seatbelt usage.
- The Kiowa Tribe Transportation Director is a member of the Safety Management System (SMS) Steering Committee for FHWA’s Office of Federal Lands Highway. The committee’s purpose is to identify and promote resources available for a fully coordinated transportation safety planning process for the tribes, and to improve government-to-government communication and consultation with the tribes to better highway safety.

In an effort to further enhance safety efforts and save lives, the following items have been identified as a priority for expansion or initiation for the Kiowa tribe over the next 3 to 5 years:

- Organize a Seven Tribes Safety Council
  - Given that the Kiowa Tribe inhabits territories shared with or abutting seven (7) other Federally Recognized Tribes, and many of the safety issues and solutions are common to the seven, a resolution will be placed before the Seven Tribes Council, an existing body dedicated to inter-tribal issues, to form a Seven Tribes Safety Council to meet on a regular basis to address safety issues and to champion safety initiatives. This Council will include representatives of the seven tribes, as well representatives of Federal, State, and Tribal stakeholder groups.

**Issue Champion:** Chuck Tsoodle and LaRue Guoladdle, Kiowa Roads Department.

**Implementation:** This will require a Tribal Resolution or other official action from each of the Seven Tribes. The current Chairman of the Seven Tribes Council is the Chairman of the Kiowa Tribe. Mr. Tsoodle will approach him to bring this issue to the attention of the Seven Tribes Council at their next meeting.

- Traffic Safety Enforcement
  - The Kiowa Tribe does not have a tribal police department. They rely on BIA Law Enforcement for Public Safety Enforcement and Investigation on Tribal and Trust lands. This does not include Traffic Safety Enforcement. The County Sheriff or the Department of Public Safety generally enforces traffic laws outside of incorporated municipalities. In Caddo County, the largest county in the Kiowa territories, the County Sheriff does not enforce traffic. This task is left to Oklahoma DPS Troopers, of which there are only three (3). The BIA has nine (9) officers, however, they are not “cross-deputized”, and therefore have no jurisdiction. They are willing and able to assist in traffic enforcement if given the legal authority to do so. To that end, a Jurisdictional agreement will be sought with the Caddo County Sheriff’s Department, or other legal authority as appropriate.
  - As stated above, The Kiowa Tribe has no police force, other than a non-commissioned security force for the Tribal Complex. Funding is available for a Traffic Safety Officer from the Indian Highway Safety Office. The Kiowa Tribe will consider applying for this funding in the near future

**Issue Champion:** Dusty Joplin, Indian Health Service

**Implementation:** Cross-deputization will require a formal agreement with the Sheriffs of several Oklahoma Counties, principally Caddo. This agreement will be pursued immediately. A grant proposal for a Traffic Safety Officer will be submitted next year during the call for applications.

- DUI Enforcement/Distracted Driving
  - One of the major issues for the Kiowa Tribe and extended tribal community is DUI. Added to this is drug abuse and distracted driving. The gaps in Law Enforcement coverage make these problems difficult to solve, however, saturation points/patrols have and can be continued to be used. This may involve bringing in the BAT Mobile from the BIA in Muscogee. As an incentive to offenders, especially young people, the Tribe may investigate the feasibility of offering some sort of reward for going through the process of getting their drivers license back after suspension.

**Issue Champion:** Injury Prevention Office, BIA Law Enforcement, and Oklahoma DPS.

**Implementation:** Enhance enforcement through Jurisdictional Agreements.

- Safety Education – Including Treatment and Prevention
  - The Tribe’s safety education efforts have mostly been through the Injury Prevention Office and have centered on seat belt and child restraint use. Little effort has been done lately in using public outreach or public service announcements to a larger audience. The Tribe would like to look at other tribal education programs and develop a public service outreach and marketing plan, concentrating on drug and alcohol abuse, impaired driving, excessive speed, teen driving, treatment, and prevention.

**Issue Champion:** Injury Prevention Office, IHS, and Law Enforcement.

**Implementation:** A plan will be developed that will identify training and education opportunities, subjects and outreach techniques.

- Road Safety Audits
  - The Tribe will review Crash Data and other records to determine where Road Safety Audits should be held to identify road conditions that may be contributing to fatality and injury accidents. Preliminary discussions and a cursory examination of crash data supplied by the Oklahoma DOT identified a number of possible candidates for RSAs:
    - Park Road
    - Square Top Road
    - Cut Through Road
    - Mears-Porter Hill Road

**Issue Champion:** TTAP and Teresa Stephens, Traffic Safety Engineer, ODOT.

**Implementation:** Road Safety Audit training will be scheduled and identified target sites will be audited.

- Data Collection Access and Training

- Many of the stakeholders were not aware of the crash data available from the Oklahoma Department of Transportation Traffic Safety Engineering Office. Training will be provided by ODOT to facilitate access to the ODOT system, as well as data extraction and interpretation.

**Issue Champion:** Teresa Stephens, ODOT and the TTAP.

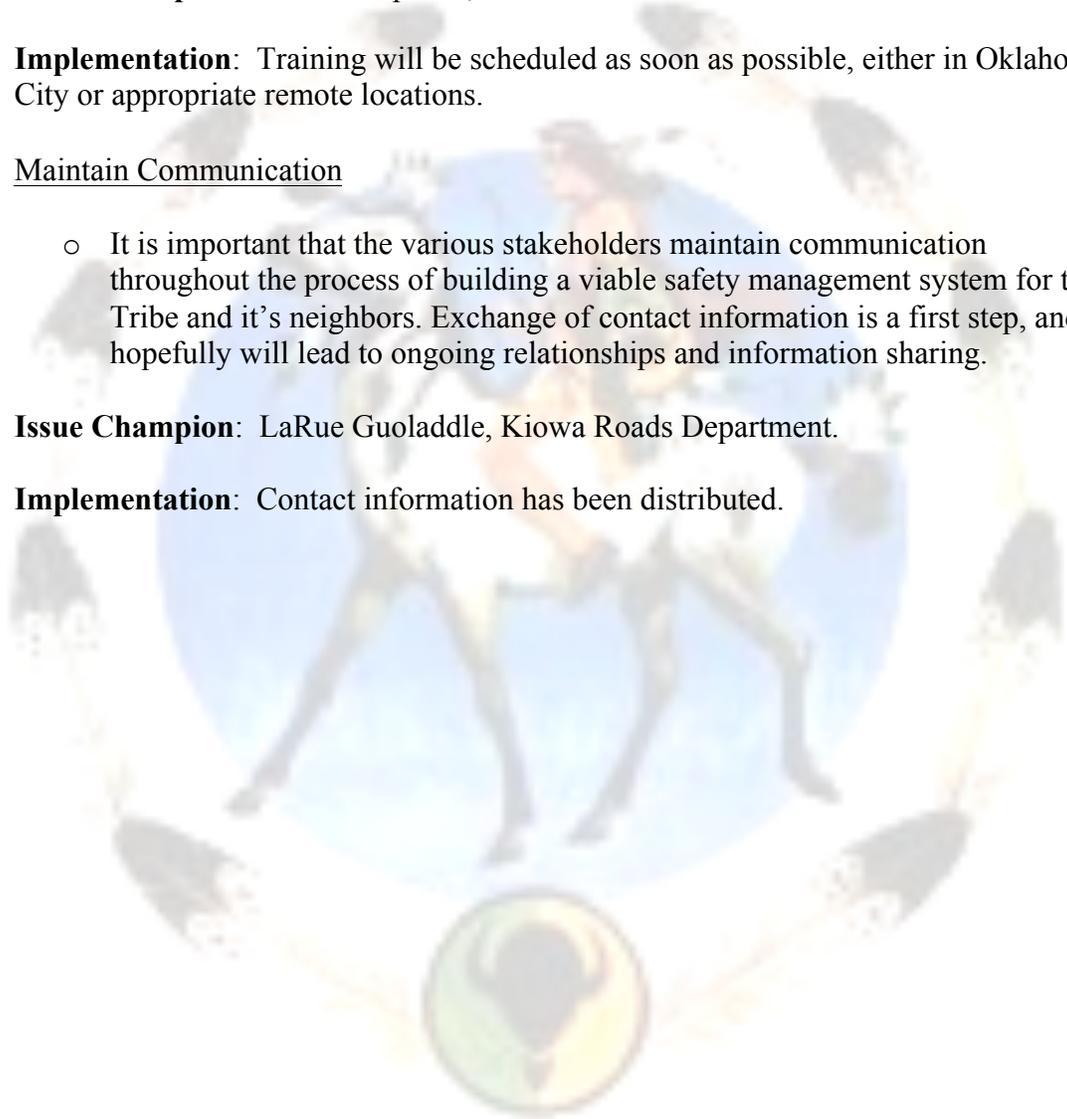
**Implementation:** Training will be scheduled as soon as possible, either in Oklahoma City or appropriate remote locations.

- Maintain Communication

- It is important that the various stakeholders maintain communication throughout the process of building a viable safety management system for the Tribe and it's neighbors. Exchange of contact information is a first step, and hopefully will lead to ongoing relationships and information sharing.

**Issue Champion:** LaRue Guoladdle, Kiowa Roads Department.

**Implementation:** Contact information has been distributed.



## ATTACHMENT A

### Existing Programs Identified:

- Injury Prevention Program
- Drug and Alcohol Abuse Programs
- Habitual DUI Programs
- Pre-Prom Awareness (Comanche)
- SAFE TEEN (Comanche)
- BAT Mobile (BIA)
- Teen Suicide Prevention
- Kiowa Head Start “I Ride Safe” program
- Bike Rodeos
- SAFEKIDS Calendar
- Safe Elder Driving

### Issues Identified:

- Lack of traffic enforcement resources
- Police jurisdictional issues
- Seat belts/restraints
- Drug and alcohol use and DUI
- Treatment and rehabilitation
- Elder driving
- Access to data
- Distracted driving
- Speeding
- Suspended or no driver’s license
- Hit and run
- Evading arrest
- Heavy equipment damage to roads
- Animal crashes
- Damaged highway signs
- No dedicated traffic safety officers
- Park Road
- Square Top Road
- Cut Through Road
- Mears-Porter Hill Road

## ATTACHMENT B

### **Kiowa Tribal Road Safety Workshop**

**America's Best Value Inn**

**Anadarko, OK**

**October 20, 2011**

### **Agenda**

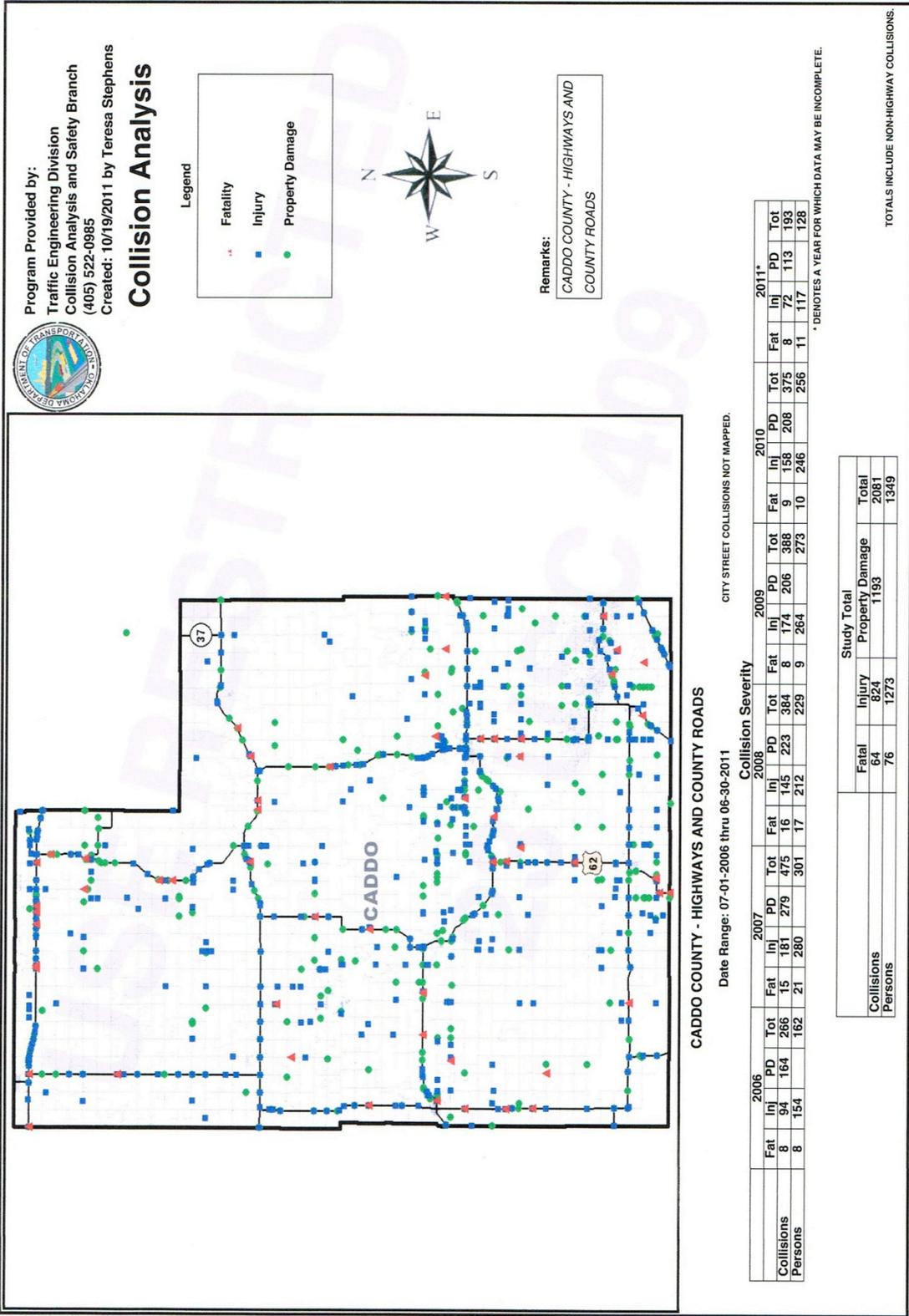
- 9:00 a.m. Invocation – Ronald Twohatchet, Tribal Chairman, Kiowa Tribe
- 9:05 a.m. Introductions – Chuck Tsoodle, Kiowa Tribe Transportation Director
- 9:15 a.m. Safety Video Presentation - Karla Sisco, OSU TTAP
- 9:30 a.m. Defining a Safety Management System – Jim Self, OSU TTAP  
SMS Background and Overview – Chuck Tsoodle, Kiowa Tribe  
FHWA SMS Implementation Plan – Craig Genzlinger  
Discussion of Tribal Safety Plans  
Q&A
- 10:00 a.m. Tribes 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)  
Documentation of existing programs and approaches
- 10:30 a.m. Break
- 10:45 a.m. Development of a Tribal Safety Plan  
Identification/Discussion of Safety issues and concerns  
Safety approaches to include  
Safety approaches to develop  
Integration with other safety plans
- 12:00 Lunch (Provided by TTAP)
- 1:00 p.m. Identification of implementation steps  
Identification of responsible parties/champions for specific elements
- 2:15 p.m. Questions/Discussion of process and continued efforts
- 2:30 p.m. Site visit to traffic safety concern or transportation safety issues (Optional)
- 4:00 Wrap Up

## **PARTICIPANT LIST:**



1. Ronald D. Twohatchet	Chairman	Kiowa Tribe of Oklahoma
2. Chuck Tsoodle	Transportation Director	Kiowa Tribe
3. LaRue Guoladdle	Kiowa Roads Dept.	Kiowa Tribe
4. Gene Cain	Sheriff	Caddo County
5. Michael Longhat	Officer	BIA Police
6. Jarrod Prince	Transportation Dept.	Wichita & Affiliated Tribes
7. Kelli Simmons	Injury Prevention Coord.	Kiowa Tribe
8. Teresa Stephens	Traffic Safety Engineer	ODOT
9. Michael Hensley	Construction Inspector	Cheyenne & Arapaho Tribes
10. Brent Bear	Kiowa Transportation	Kiowa Tribe
11. Milton Sovo	Transportation Director	Caddo Nation
12. Fred Trescott	Fire/EMS Department	City of Anadarko
13. Theo Niedo	Project Inspector	Comanche Nation
14. Elia Ahdosy	Transit Manager	Comanche Nation
15. Farrel Smith	District EHO	IHS OEH Shawnee, OK
16. Adrian Tehauno	Transportation Director	Comanche Nation
17. Craig Genzlinger	Transportation Specialist	FHWA
18. John Ketcher	Safety Manager	BIA
19. Katie Tompkins	Env. Health Officer	IHS OEH Lawton, OK
20. Dusty Joplin	Env. Health Officer	IHS OEH Lawton, OK
21. Regina Jones	Sergeant	Anadarko, OK Police
22. Daniel Moreno	Trooper	Oklahoma Highway Patrol
23. Bonita Paddyaken	Injury Prevention Director	Comanche Nation
24. Karla Sisco	TTAP Specialist II	OSU TTAP
25. Jim Self	TTAP Director	OSU TTAP

# ATTACHMENT C



Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 10/19/2011 by Teresa Stephens



## Collision Analysis

### Legend

- Fatality (Red Triangle)
- Injury (Blue Square)
- Property Damage (Green Circle)



Remarks:  
 CADDO COUNTY - HIGHWAYS AND  
 COUNTY ROADS

### CADDO COUNTY - HIGHWAYS AND COUNTY ROADS

Date Range: 07-01-2006 thru 06-30-2011

CITY STREET COLLISIONS NOT MAPPED.

#### Collision Severity

	2006			2007			2008			2009			2010			2011*			
	Fat	Inj	Tot	Fat	Inj	Tot													
Collisions	8	94	164	15	181	279	16	145	223	8	174	206	9	158	208	8	72	113	193
Persons	8	154	162	21	280	301	17	212	229	9	264	273	10	246	256	11	117	128	128

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

Collisions			Study Total		
Fatal	64	824	Fatal	64	824
Injury	76	1273	Injury	76	1273
Property Damage	1193	1349	Property Damage	1193	1349
Total	2081	2081	Total	2081	2081
Persons	1349	1349	Persons	1349	1349

TOTALS INCLUDE NON-HIGHWAY COLLISIONS.