

# SEMINOLE NATION OF OKLAHOMA SAFETY MANAGEMENT PLAN November 2011

The Seminole Nation 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 and Oklahoma State Governments. 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 Seminole Nation, its people and visitors to the Seminole tribal area.

Along with a commercial brick making plant, Seminole County has significant oil field efforts underway throughout the area. This has resulted in extraordinary amounts of truck traffic and drivers from across the country driving on state and county roads, which have resulted in increased rates for crashes and deteriorating road conditions. The Tribe has implemented or are currently working on a number of programs and have 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:

- ARRA funds have allowed the Seminole Nation to upgrade traffic signs at the mile section lines.
- Road signs have also been updated for 911 service, offering a good location identification system for emergency management personnel in Seminole County.
- Law enforcement officials are cross-deputized in Seminole County.
- Injury Prevention Program “Ride Safe” provides car seats.
- Five law enforcement agencies, to include police departments in Seminole, Wewoka, and Konawa; the Seminole County Sheriff’s office; and the Seminole Lighthorse Police Department cooperate to do county-wide DUI checks.
- Alcohol Substance Abuse Program (ASAP) provides a comprehensive drug and alcohol program that gives participants the opportunity to resist, reduce, and prevent drug and alcohol abuse.

In an effort to further enhance safety efforts and save lives, the following items have been identified as a priority for expansion or initiation within the Seminole Nation over the next few years.

- Data Collection Access and Training
  - Oklahoma Department of Transportation (ODOT) Data Training

The Tribe was unaware that the Oklahoma Department of Transportation Traffic Safety Engineering Office provides access to crash data following training on using their database.

Training will be provided by ODOT to facilitate access to the ODOT system, as well as data extraction and interpretation. The Tribe has identified “hot spots” and will use the data to discern whether the records support improvements to those areas.

**Issue Champion:** The Oklahoma State University Tribal Technical Assistance Program (TTAP) and ODOT (Teresa Stephens, Safety Engineer)

**Implementation:** Implementation of Data Collection Access and Training should occur in early 2012. Jim Self and Karla Sisco of the Oklahoma State University TTAP will work with Teresa Stephens, ODOT, to schedule training for the Seminole Nation on using the ODOT data system.

- Road Safety Audits

The Commercial Brick Plant in Wewoka, OK seems to be the area of greatest concern for the Seminole Nation. The increased truck traffic on Highway 270 resulting from trucks exiting the plant and entering the roadway, combined with site distance and speed limit issues for vehicles approaching that intersection, make for potentially dangerous driving situations. Preliminary discussions and a cursory examination of crash data supplied by the Oklahoma DOT identified a number of possible candidates for Road Safety Audits:

- Commercial Brick Plant, intersection of Highway 270 and old Highway 270 (Area of New Lima School on east/west 127)
- Highway 99 S and 99A by the Little cemetery
- Highway 270 and 270 Bypass, the “Y” from Seminole to Wewoka where signs may be blocking drivers’ views
- Jumper Creek Bridge
- New Highway 270 and Highway 59
- E/W 131 between Highway 9A and Highway 377 on new paved road: dips are a concern

**Issue Champion:** ODOT; Seminole County-District 3; and Chris Cutler-Seminole Nation Transportation Department Director.

**Implementation:** The initial steps in implementation are to review the data from ODOT on the incidences of crashes in these locations. District 3 and representatives from Seminole Nation plan to attend the ODOT Data Collection and Access Training. This group will also work with ODOT and the OSU-TTAP to coordinate a Road Safety Audit. A survey for transit drivers will be compiled that will allow the Tribe to have another “set of eyes” on the road. This information will assist the Tribe’s awareness of safety concerns as they arise.

- Enforcement

- Overweight Enforcement

With the large number of trucks that are currently on the roads in Seminole County and with oil drilling activity expected to expand, issues with large trucks and the materials that they are transporting are of great concern to the Seminole Nation. The Tribe must work with federal, state, and county government to evaluate any issues that are keeping motor carrier regulations from being enforced. Many various strategies, including training and enforcement activities were discussed, but for the immediate future the following were identified to continue to improve motor carrier safety:

- Deploy Joint Strike Force safety inspections.
- Provide needed training to tribal enforcement staff on use of portable scales and truck safety inspection techniques.
- Identify sites where weight and/or safety inspection turnouts are needed on the state and county systems.
- Determine if any additional permanent scale sites need to be developed.

**Issue Champion:** Denea White, Program Analyst for Seminole Nation Transportation Department; FMCSA

**Implementation:** Since these items are related to enforcement of motor carrier safety and weight issues, it is recommended that a separate plan be developed with the OHP and Federal Motor Carrier staff that includes the items above, as well as any other issues that may be identified.

- Memorandums of Understanding (MOU's for Division of Funding on fine collections)

Develop MOU's between Tribe, State, and County, so that funds received from fines for overweight vehicles are divided appropriately.

- Traffic Safety Officer

Funding is available for a Traffic Safety Officer from the Indian Highway Safety Office. The Seminole Nation will consider applying for this funding in the near future.

**Issue Champion:** Denea White, Program Analyst for Seminole Nation Transportation Department

**Implementation:** The issue of an interagency agreement or memorandum of agreement for funds sharing is vital. The Tribe will initiate an MOU between the Tribe, the County, and the State, so that some division of funding with regard to fines can be pursued. A grant proposal for a Traffic Safety Officer will be submitted next year during the call for applications. If the

law enforcement groups within the Seminole service area can become a team for traffic safety and all that implies, the stretched resources can be utilized more effectively to have a greater impact on the area.

- Education

- DUI

DUI continues to be a concern in Seminole County. An assessment of the education programs that are in place to combat underage drinking, while educating drivers of all ages on the dangers of drinking and driving is needed. The Alcohol and Substance Abuse Program (ASAP) provides services to individuals and/or groups to include drug-alcohol education, the teaching of techniques for decision-making and constructive processes to deal with stress, recreation, social activities, and cultural activities or events. Services that ASAP provides include outreach to offer prevention and education on substance abuse issues, which includes working with schools in Seminole County in educating student on alcohol/substance abuse. One of the listed goals of the ASAP is to work with the community and Seminole Nation to collaborate services.

**Issue Champion:** Richard McCulley, Construction Representative for Seminole Nation Transportation Department

**Implementation:** The Tribe will contact area schools, the ASAP, and Indian Health Services to assess the education efforts that are currently underway to combat drinking and driving. The Tribe will work to collaborate on those efforts.

- Seatbelt Usage

Seatbelt usage is another area of concern in Seminole County. An assessment of the education programs that are in place to address seatbelt usage and the need for marketing campaigns to target these issues will be examined. Again, this will require a look at what the area schools are currently doing and what Indian Health Services might have underway. Injury prevention within the Seminole Nation is currently under the Chickasaw Nation Health System Office of Environmental Health (CNHSOEH) service area. Car Seat Classes in conjunction with a Car Seat Safety Program, “Ride Safe,” are one type of educational outreach program being offered through Injury Prevention Services and CNHSOEH.

**Issue Champion:** Richard McCulley, Construction Representative for Seminole Nation Transportation Department

**Implementation:** The Tribe will contact area schools and Indian Health Services, particularly CNHSOEH, to assess the education efforts that are currently underway to address seatbelt usage. Possible marketing campaigns may follow these assessments.

- Rural Road Safety

Rural road safety continues to be an area of great concern in Seminole Nation. A number of “hot spots” have been identified as targets for Road Safety Audits. In response to the known issues on rural roads, educational programs should be developed to inform the public about dangers on the roadway. Some of these hazards include distracted drivers, poor site distances, speeding vehicles, narrow roads, and drunk drivers. Providing education on driving defensively and attentively, while expressing to the public the specific challenges of rural roads should be an area of emphasis in the schools and in public service messages.

**Issue Champion:** Richard McCulley, Construction Representative for Seminole Nation Transportation Department

**Implementation:** The Tribe will work with the County, the Department of Public Safety, the Tribal Lighthorse Police, and Tribal Transportation officials to identify those specific locations where safety issues exist. As those areas are identified, information and education will be disseminated on how drivers should handle certain situations. Educational programs in the schools and community will not only target prevention, but will look at defensive driving techniques that can be employed to best respond to the challenges on the road.

- Safety Task Force

- Work Plan Group

The process of building a viable Safety Management System will require various stakeholders to maintain communication. The Tribe desires to establish a core Safety Work Force, which includes participants of the initial Seminole Safety Workshop. This team would meet on a regular basis to assess ongoing safety efforts within the Tribe, City, County, and State. Players that could contribute to this group include the Sheriff, Tribal Lighthorse Police, Department of Public Safety, Cities, Schools, and Transit.

**Issue Champion:** Seminole Nation Transportation Department

**Implementation:** The Seminole Nation Transportation Department will compile the contact list from the initial Seminole Safety Workshop to establish a core Safety Work Force and plan a regular meeting schedule for this group.

## ATTACHMENT A

### Existing Programs Identified:

- Injury Prevention Program through Chickasaw nation Health System Office of Environmental Health (CNHSOEH).
- “Ride Safe” program provides car seats and classes on how to use them.
- Many traffic and road signs have been upgraded in Seminole County, making it easier for Emergency Management Personnel to locate situations that occur on roadways.
- Periodic county-wide DUI checks are done by five law enforcement agencies: Police in Seminole, Konawa, and Wewoka; the County Sheriff’s Department; and the Seminole Lighthorse Police.
- Law enforcement officials are cross-deputized in Seminole County.
- Alcohol Substance Abuse Program (ASAP) provides a comprehensive drug and alcohol program that gives participants the opportunity to resist, reduce, and prevent drug and alcohol abuse.

### Issues Identified:

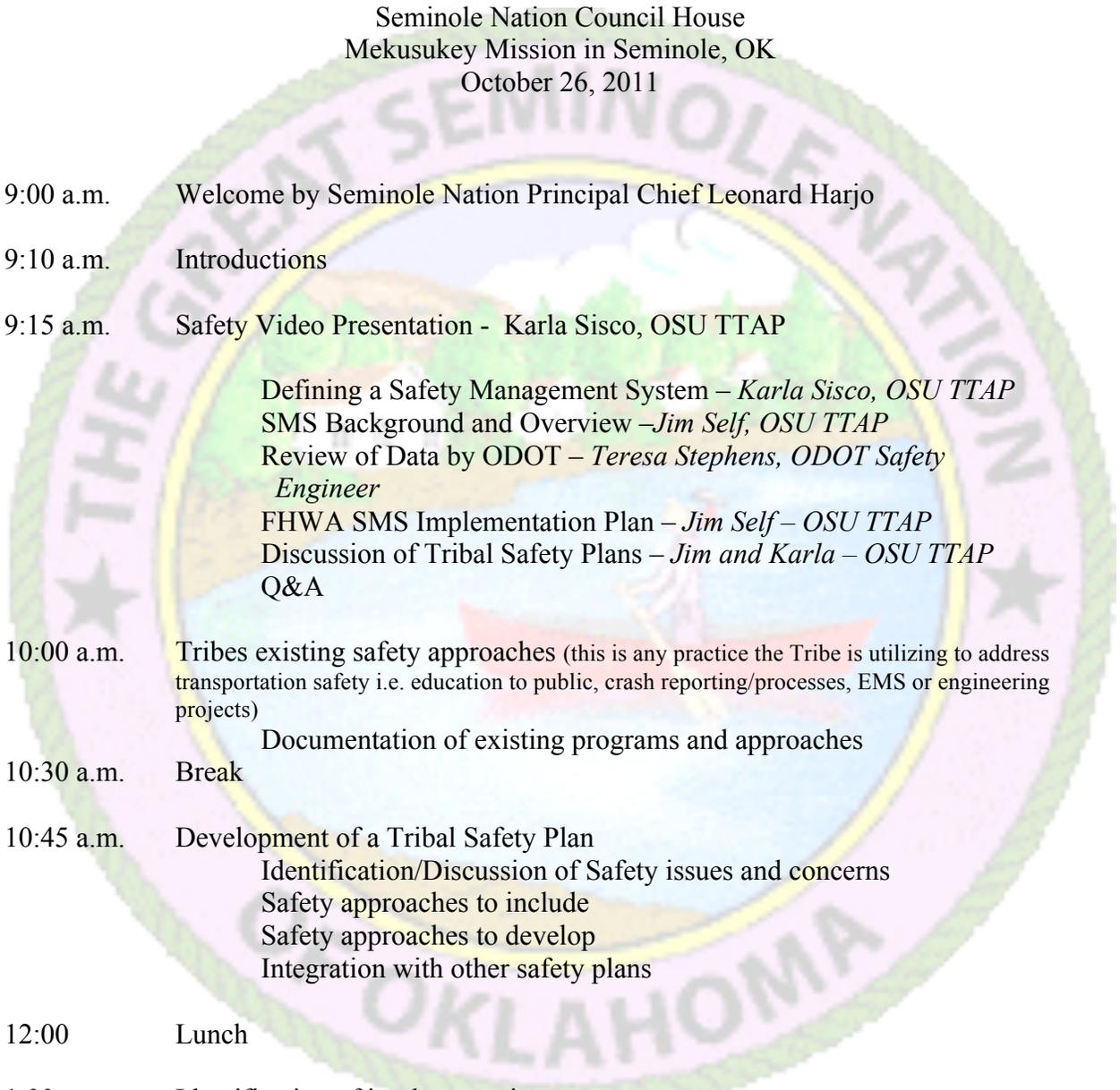
- Lack of traffic enforcement resources
- Need to develop MOU’s between Tribe, State, and County, so that funds received from fines for overweight vehicles, traffic citations, and other violations can be divided appropriately.
- Seatbelts
- Distracted Driving
- DUI
- Access to Data
- Speeding
- Heavy equipment damage to roads
- Sign Management System needed
- Commercial Brick plant intersection
- Highway 99S and 99A
- Highway 270 and 270 Bypass, the “Y” from Seminole to Wewoka, where signs may be blocking a driver’s view
- Jumper Creek Bridge
- New Highway 270 and Highway 59
- E/W 131 between Highway 9A and Highway 377 on new paved road-dips are a concern

## ATTACHMENT B

# Seminole Nation Tribal Safety Plan

## Agenda

Seminole Nation Council House  
Mekusukey Mission in Seminole, OK  
October 26, 2011

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- 9:00 a.m. Welcome by Seminole Nation Principal Chief Leonard Harjo
- 9:10 a.m. Introductions
- 9:15 a.m. Safety Video Presentation - Karla Sisco, OSU TTAP
- Defining a Safety Management System – *Karla Sisco, OSU TTAP*
  - SMS Background and Overview – *Jim Self, OSU TTAP*
  - Review of Data by ODOT – *Teresa Stephens, ODOT Safety Engineer*
  - FHWA SMS Implementation Plan – *Jim Self – OSU TTAP*
  - Discussion of Tribal Safety Plans – *Jim and Karla – OSU TTAP*
  - 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
- 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
- 3:00 Wrap Up

## **PARTICIPANT LIST:**



1. W. Kaye Carter	Transportation Planner	Seminole Nation
2. Tandy Cooper	Housing Development	Seminole Nation
3. Malissa Parsons	Safety Coordinator	Seminole County- Dist. 2
4. Fred Combs	County Commissioner	Seminole County-Dist. 2
5. Quanah Nail	Sanitarian	Chickasaw Nation Health
6. Clifton Taylor	County Commissioner	Seminole County-Dist. 3
7. Ed Jones	County Commissioner	Seminole County-Dist. 3
8. Von Wilcots	Emergency Manager	Seminole County
9. David Haskins	Lieutenant	Seminole Nation Lighthouse
10. Mickey Douglas	Emergency Management	Seminole Nation
11. Farrel Smith	District Environmental H.O.	Indian Health Services
12. Chris D. Cutler	Transportation Director	Seminole Nation
13. DeWayne Wilson	IASAP Coordinator	Seminole Nation
14. Denea White	Program Analyst	Seminole Nation
15. Leonard Harjo	Principal Chief	Seminole Nation
16. Martha Wind	TERO Director	Seminole Nation
17. Walter Larney	Roads Committee	Seminole Nation
18. Teresa Stephens	Safety Engineer	ODOT
19. Wayne Shaw	Roads Committee	Seminole Nation
20. Richard McCulley	Construction Representative	Seminole Nation
21. Jim Self	TTAP Director	OSU TTAP
22. Karla Sisco	TTAP Specialist	OSU TTAP

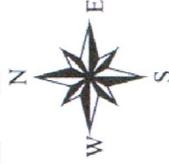


Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 10/25/2011 by Teresa Stephens

## Collision Analysis

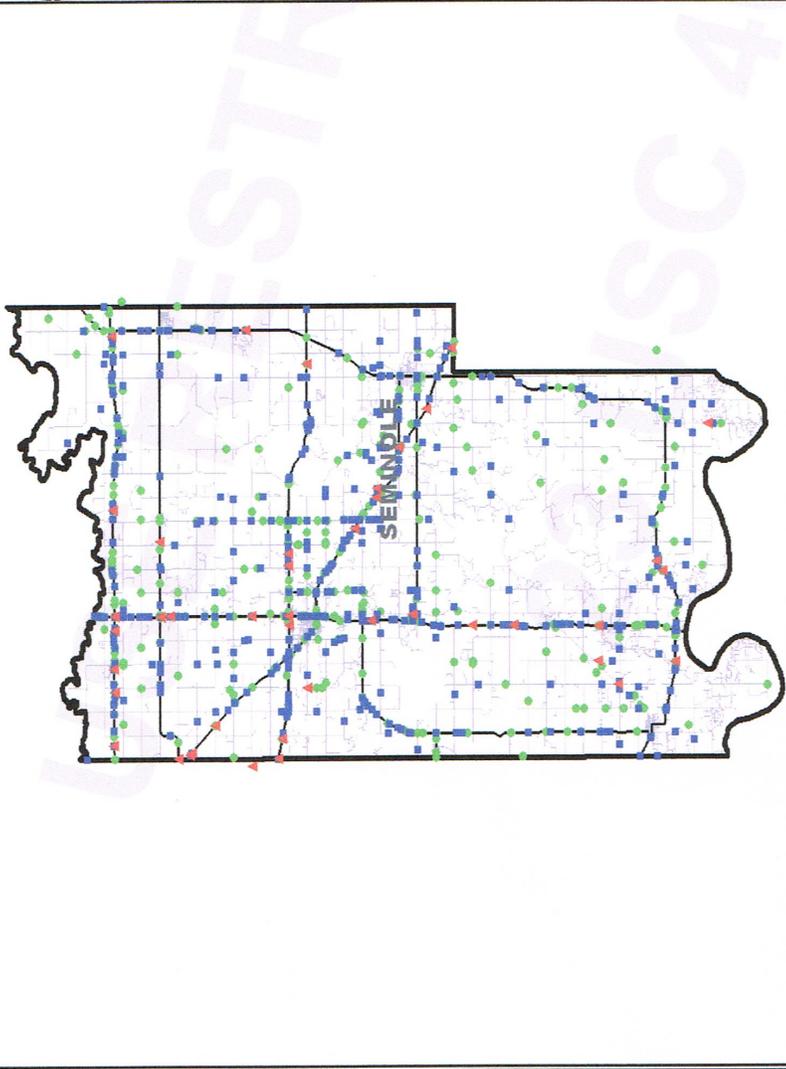
### Legend

- Fatality ▲
- Injury ■
- Property Damage ●



### Remarks:

SEMINOLE COUNTY - HIGHWAYS  
 AND COUNTY ROADS



### SEMINOLE 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	5	73	172	10	132	241	10	121	221	14	134	248	5	162	363	1	67	153
Persons	7	120	127	11	216	227	12	207	18	221	18	239	5	247	252	1	119	120

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

Collisions	Study Total		
	Fatal	Injury	Property Damage
Persons	45	689	735
	54	1130	1469
			1184

TOTALS INCLUDE NON-HIGHWAY COLLISIONS.