

White Mountain Apache Tribe Strategic Highway Safety Plan



Created: November 2017



WHITE MOUNTAIN APACHE TRIBE

A Sovereign Tribal Nation

(Approval of the White Mountain Apache Tribe’s Strategic Highway Safety Plan)

WHEREAS, the Division of Transportation received a grant from Federal Highway Administration, U.S. Department of Transportation, and Tribal Transportation Program Safety Fund to write the White Mountain Apache Tribe Strategic Highway Safety Plan (“WMATSHSP”); and

WHEREAS, WMATSHSP was created by the Tribal Transportation Technical Working Group (“TTWG”); and

WHEREAS, the WMATSHSP is a live document subject to updates every five (5) years; and

WHEREAS, the Tribal Council understands the necessity to establish a safety plan to address transportation safety issues and approves the White Mountain Apache Tribe Strategic Highway Safety Plan.

BE IT RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby approves the White Mountain Apache Tribe Strategic Highway Safety Plan and the plan is a live document subject to updates every five (5) years.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event this Resolution directly conflicts with the Tribal Constitution, Tribal Ordinances, or any material facts concerning the issues presented are later found to be false, this Resolution shall be deemed null and void and have no legal effect.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event that this Resolution conflicts with a prior Resolution or Policy, this Resolution shall supersede and govern over the conflicting subject matter.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that the Chairman, or in his absence, the Vice-Chairman, is hereby authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

The foregoing resolution was on NOVEMBER 8, 2017 duly adopted by a vote of TEN for, ZERO against, and ONE abstentions by the Tribal Council of the White Mountain Apache Tribe, pursuant to authority vested in it under the enumerated powers listed in Article IV, Section 1 of the WMAT Constitution, so ratified on September 30, 1993, and federally recognized pursuant to Section 16 of the Indian Reorganization Act of June 18, 1934 (48 Stat. 984).


Ronnie Lupe, Tribal Chairman
ACTING CHAIRMAN
11-15-17
Date


Doreen T. Numkena, Tribal Secretary
11-15-17
Date

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Acronyms

ADOT -	Arizona Department of Transportation
BAC-	Blood Alcohol Content
BIA -	Bureau of Indian Affairs
DUI -	Driving Under the Influence
EMS -	Emergency Medical Services
FHWA -	Federal Highway Administration
IHSF -	Indian Highway Safety Funds
IHS – OEH&E	Indian Health Service Office of Environmental Health and Engineering
IR -	Indian Route
LRTP -	Long Range Transportation Plan
RSA -	Road Safety Audit/Road Safety Assessments
TIP-	Transportation Improvement Plan
TTTWG -	Tribal Transportation Technical Working Group
WMAT -	White Mountain Apache Tribe
WMATDOT	White Mountain Apache Tribe Division of Transportation
WMATFAC	White Mountain Apache Tribe Fort Apache Connection
WMATPD	White Mountain Apache Tribe Police Department
WMATSHSP	White Mountain Apache Tribe Strategic Highway Safety Plan

INTRODUCTION

The White Mountain Apache Tribe is a federally recognized Tribe located on the Fort Apache Indian Reservation in eastern Arizona. The reservation is 1.6 million acres and ranges from 2,600 feet above sea level to 11,400 ft on the peak of the sacred mountain, Mount Baldy.

The White Mountain Apache Tribe Strategic Highway Safety Plan (WMATSHSP) is the first document dedicated to addressing transportation safety concerns. The plan is intended and designed to be a living document.

Unintentional injury is the leading cause of death for American Indians/Alaska Natives of all ages in Arizona. Approximately one-half (51%) involve motor vehicle crashes. ¹ For the Tribe, motor vehicle crashes were the leading cause of injury fatality and the third leading cause of injury hospitalization between 2008 -2009 according to Arizona Department of Health Services. ² As a result, our focus is to enhance safety for motorists, pedestrians, and cyclists. The Tribe is committed to reducing the number of deaths and serious injuries due to motor vehicle collisions.

The White Mountain Apache Tribe is committed to improving overall transportation safety on the Fort Apache Indian Reservation for years to come. During the process of developing this document, the Tribe has identified numerous transportation safety issues and created a framework of strategies on how best to address these issues. The plan was developed with input from several safety partners.

VISION

“Getting you there and back safely.”

SAFETY PARTNERS

Partners and stakeholders that assisted and will continue to assist in gathering and analyzing data, selecting emphasis areas, developing strategies and implementing the plan are:

Local Stakeholders:

- WMAT Division of Transportation
- WMAT Police Department
- WMAT Fire Department
- WMAT Emergency Medical Services

¹ Centers for Disease Control and Prevention, Web-based Injury Statistics and Query System (WISQARS), 1999-2015.

² Injury Data Summary Report, Fort Apache Indian Reservation, 2008-2009, IHS/OEH&E, unpublished.

- WMAT Housing Authority
- WMAT Land Office
- WMAT Environmental Protection Office

State, County and Federal Partners:

- Navajo County
- Gila County
- Apache County
- Arizona Department of Transportation
- Central Arizona of Governments
- Indian Health Service, Office of Environmental Health and Engineering
- Federal Highway Administration
- Bureau of Indian Affairs

PROCESS

The planning process and outline of implementing the safety plan was based off two Federal Highway Administration (FHWA) documents (*Developing a Transportation Safety Plan; Information Tools for Tribal Governments and Developing Safety Plans; A Manual for Local Rural Road Owners*).

Using this process the Tribe was able to establish leadership, analyze safety data, determine emphasis areas, identify strategies, prioritize and incorporate strategies, and create a series of next steps to begin implementation of identified strategies. The Tribal Transportation Technical Working Group (TTTWG), which is made up of various Tribal Departments, was invited to a kick off meeting on August 8, 2017. This meeting was to give an overview of what is a safety plan, the benefits of having one for the Tribe, identify stakeholders, and to establish a working group. The working group included the following:

- WMAT Division of Transportation
- WMAT Police Department
- WMAT Fire Department
- WMAT Emergency Medical Service
- WMAT Environmental Protection Office
- WMAT Public Works
- WMAT Realty/Land Office
- White Mountain Apache Housing Authority
- Indian Health Service, Office of Environmental Health and Engineering

The working group continued to meet, gathered and analyzed data, established emphasis areas and identified and incorporated strategies.

EXISTING EFFORTS

The WMAT have a few programs in place and/or plans that help to enhance transportation safety. The existing efforts are:

- ADOT completed a Road Safety Assessment (RSA) for SR 73 in November 2011.
- ADOT and the Tribe prepared a Fencing Action Plan in December 2016.
- The Tribe completed a Commodity Flow Study in November 2015.
- The Tribe has a Car Seat Distribution Program through the Fire Department. There is also a pool of Child Passenger Safety Technicians (CPST) through WMAT Fire Department, Indian Health Services, and Navajo County to assist with child safety seat distributions and education.
- The Tribe, through the partnership between WMAT PD and DOT submit crash data to ADOT on a regular basis.
- The Tribe has an Emergency Management Division where they respond to natural and man-made disasters by coordinating with local and state governments to mitigate the disaster.
- The Tribe currently has a 911 Rural Addressing System in place through the WMAT PD and Fire Department with collaboration with Navajo County, Frontier Communications, and Arizona 911.
- The Tribe regularly attends and hosts Traffic Incident Management training for Emergency Responders, Tribal Programs, and outside entities.

There are discussions on applying for the Indian Highway Safety Funds through BIA, however after further evaluation of the WMAT PD they are extremely understaffed and cannot support the IHSF at this time. However, it is intended once staff is replenished to begin planning on implementing the IHSF process.

DATA SUMMARY

WMAT PD Data

Crash data was obtained from WMAT PD reflecting reservation wide roadway accidents from 2012 – August 2017. Since our efforts in submitting crash data to ADOT are new, the data provided from WMAT PD are more accurate than ADOT's. Data gathered from WMAT PD includes information on the year of crash and severity of injuries. In addition WMAT PD provided DUI data that did not involve a crash. The data collected helped to identify high crash types.

	Type of Crash	2012	2013	2014	2015	2016	2017
1	Fatality	0	2	2	1	1	1
2	Injury	7	7	10	5	18	9
3	No Injury	9	20	6	4	31	18
4	Property Damage Only	5	8	4	2	10	9
5	Pedestrian	0	0	0	1	0	1
6	Cattle/Horses	2	1	2	0	1	3
7	Wildlife	1	3	1	1	3	1
8	Weather	2	3	5	2	2	7

Table 1: WMAT PD Crash Data Overview based on Type of Crash

This data shows from 2012-August 2017 there were a total of 231 accidents:

- 7 with fatalities
- 56 with injuries
- 88 with no injuries
- 38 with property damage only
- 2 pedestrian
- 9 cattle/horses caused
- 10 wildlife caused
- 21 weather caused

This data suggests further analysis to determine locations and causes.

DUI Statistics that did not result in an accident were provided for 2012 –2015. From 2016-2017 the category of “DUI-Causing an Accident” was included.

	JAN 12	FEB 12	MAR 12	APR 12	MAY 12	JUN 12	JUL 12	AUG 12	SEP 12	OCT 12	NOV 12	DEC 12	TOTAL
OFFENSE													
DUI--Slightest Degree	76	79	86	88	60	87	86	67	76	67	66	69	907
DUI--OVER 0.08 BAC	1	0	0	1	0	0	0	0	0	0	0	0	2
DUI--AGGRAVATED	0	0	2	2	0	1	2	1	0	1	0	3	12
DUI--DRUGS	0	1	1	1	0	0	0	0	0	1	0	1	5
													YEARLY TOTAL
													926
	JAN 13	FEB 13	MAR 13	APR 13	MAY 13	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	TOTAL
OFFENSE													
DUI--Slightest Degree	64	78	69	38	54	62	48	46	47	50	50	51	657
DUI--OVER 0.08 BAC	X	X	X	1	X	X	X	X	X	X	X	X	1
DUI--AGGRAVATED	2	1	1	X	1	1	X	1	X	2	2	1	12
DUI--DRUGS	X	1	X	1	X	X	X	X	X	X	X	X	2
													YEARLY TOTAL
													672
	JAN 14	FEB 14	MAR 14	APR 14	MAY 14	JUN 14	JUL 14	AUG 14	SEP 14	OCT 14	NOV 14	DEC 14	TOTAL
OFFENSE													
DUI--Slightest Degree	48	67	54	70	64	59	53	59	52	50	48	41	665
DUI--OVER 0.08 BAC	X	X	X	X	X	X	X	1	1	X	X	X	2
DUI--EXTREME OVER 0.15 BAC	X	X	X	X	1	X	X	1	X	X	X	X	2
DUI--AGGRAVATED	1	2	X	1	1	3	2	3	4	2	1	X	20
DUI--DRUGS	1	2	X	X	X	1	X	1	X	X	X	X	5
													YEARLY TOTAL
													694

Table 2: DUI Statistics 2012 – 2014

	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUN 15	JUL 15	AUG 15	SEP 15	OCT 15	NOV 15	DEC 15	TOTAL
OFFENSE													
DUI--Slightest Degree	37	49	58	47	45	56	42	49	46	41	36	46	552
DUI--OVER 0.08 BAC	X	X	X	X	X	1	3	X	X	X	2	2	8
DUI--AGGRAVATED	3	2	2	2	4	3	1	5	1	X	1	X	24
DUI--WITH PASS UNDER 15	X	X	X	X	X	X	1	X	X	X	X	1	2
DUI--DRUGS	X	X	X	1	X	X	X	X	1	X	1	X	3
													YEARLY TOTAL 589
	JAN 16	FEB 16	MAR 16	APR 16	MAY 16	JUN 16	JUL 16	AUG 16	SEP 16	OCT 16	NOV 16	DEC 16	TOTAL
OFFENSE													
DUI--Slightest Degree	37	36	34	26	11	10	8	6	10	12	10	12	212
DUI--OVER 0.08 BAC	3	1	X	X	1	X	X	1	2	4	2	2	16
DUI--EXTREME OVER 0.15 BAC	X	X	X	X	X	1	X	X	X	X	X	X	1
DUI--AGGRAVATED	1	X	2	1	1	1	3	1	X	X	X	1	11
DUI--WITH PASS UNDER 15	X	1	X	X	X	1	X	X	X	X	1	X	3
DUI--DRUGS	X	1	X	X	2	X	X	X	X	X	X	X	3
DUI--CAUSING AN ACCIDENT	X	X	X	X	1	1	X	1	X	1	2	4	10
													YEARLY TOTAL 256
	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	JUL 17	AUG 17	SEP 17	OCT 17	NOV 17	DEC 17	TOTAL
OFFENSE													
DUI--Slightest Degree	8	8	11	11	6	12	15	7	9	X	X	X	87
DUI--OVER 0.08 BAC	1	3	2	7	1	X	3	7	5	X	X	X	29
DUI--EXTREME OVER 0.15 BAC	X	X	X	X	1	2	X	X	X	X	X	X	3
DUI--AGGRAVATED	4	1	1	2	2	3	6	2	6	X	X	X	27
DUI--WITH PASS UNDER 15	X	X	X	X	X	X	X	1	X	X	X	X	1
DUI--CAUSING AN ACCIDENT	3	X	2	X	3	1	5	1	2	X	X	X	17
DUI--DRUGS	X	X	X	X	X	1	X	X	1	X	X	X	2
													YEARLY TOTAL 166

Table 3: DUI Statistics 2015 – September 2017

IHS-OEH&E Data

The IHS-OEH&E Office collects data on seatbelt usage in the community. In addition, for Fiscal Year 2016, staff provided data to WMAT Department of Transportation on car seat use and seatbelt/child restraint observational survey usage in the community.

WMAT Fire Department

Raw data was also obtained from WMAT Fire Department reflecting reservation wide roadway accidents from 2011-2015. The data collected provided general information on the following:

- Vehicle accident, general clean up
- Extrication of victims(s) from vehicle
- Motor vehicle accident with no injuries
- Motor vehicle/pedestrian accident
- Motor vehicle accidents with injuries
- Motor vehicle fires
- Roadway vegetation fires caused by vehicles

Although data was provided it was unclear if they correlated with WMAT PD crash data. Further analysis would allow for comparisons and better organizing of the data.

WMAT FACT Ridership

The WMAT Fort Apache Connection Transit began services on June 12, 2017. Although it may be too early to identify if pedestrian traffic has decreased we felt it important to show the ridership since the inception of the transit service.

Month	Days in Service	Ridership
June	15	123
July	17	118
August	22	232
September	13	123
Total	67	596

Table 6: Days in Service and Ridership from June 12 – September 30, 2017

WMAT Game Rangers

The WMAT Game Rangers provided minimal data, based on their current manual database capabilities. They have two types of forms that were provided: Department of Public Safety/Game Rangers Investigation Report and an Arizona Traffic Ticket & Complaint form.

Game Rangers Forms	2016	2017
Department of Public Safety/Game Rangers Investigation Report	4	2
Arizona Traffic Ticket & Complaint	2	3

Table 7: Reports from 2016-2017

EMPHASIS AREAS

The following Emphasis Areas are based on data analysis and input and discussions from the safety plan working group. Each Emphasis Area has strategies to address identified transportation safety issues through the 4 E's: Emergency, Engineering, Enforcement and Education.

Data Collection & Comprehensive Tribal Data

It is important for decision makers to have precise and comprehensive data to address safety issues more easily and accurately. A significant issue when gathering data for this Strategic Transportation Safety Plan was the process of analyzing, inputting and organizing the data. This issues stems from three underlying causes: Database Management, Data Collection & Reporting, and Data Sharing.

- *Data Management:* Creating an overall Tribal digital database of crash data that includes all Tribal emergency services: Police Department, EMS, Fire Department and Game Rangers. The WMAT PD currently has an internal digital crash database called Information Technology, Inc. (ITI) which allows for easy data sharing and reporting.
- *Data Collection & Report:* The ability to analyze factors that contribute to crashes including time of day, location, driver factor, road conditions and additional factors is essential when identifying safety issues and developing strategies to address those issues. WMAT PD currently uses the Arizona Crash Report Forms that have those factors listed.
- *Data Sharing:* While the WMAT PD currently record crashes and shares them to WMAT DOT where it is submitted to ADOT, the Tribe does not collect crash data from outside agencies. In addition there is not a system in place for the WMAT Game Rangers, WMAT Fire Department and WMAT EMS to share data with WMAT DOT. Obtaining more information from safety partners and partner agencies will better assist the Tribe.

Strategies (Emergency)

- Develop a Tribal Digitized Crash Database
- Implement Geo-Referenced Data Gathering System for Tribal Emergency Responders by using GIS technology.
- Update Data Collection Protocol for Tribal Emergency Responders to include: location, time of day, driver factors, roadway conditions and additional factors.
- Obtain crash data from ADOT for the last five years
- Use data to develop and identify trends, as well as use data for community outreach and intervention activities.

Responsible Parties: WMAT DOT, WMAT PD, WMAT Fire Department, WMAT EMS, WMAT Game Rangers, and ADOT.

Roadway Design & Vegetation Control

The November 2011 ADOT Road Safety Assessment for SR 73 identified several roadway design issues as well as the need for vegetation control. In addition available crash data, visual observation from Tribal Emergency Responders, WMAT DOT, and the Tribal Council helped to identify problem areas throughout the reservation. There are many concerns that areas on SR 73 have speed limits that are set too high.

Locations for roadway design and vegetation control are as follows:

- SR 73 from milepost 330 south
- BIA IR 1 – River Road
- BIA IR 3 – S. Cooley Road & Cromwell Road
- BIA IR 12 – Cibecue Road
- BIA IR 34 – N. Tessay Road
- BIA IR 46 – Fort Apache Road
- BIA IR 55 – East Fork Road

Strategies (Engineering)

- Install shoulders and widen lanes to 12 feet on SR 73 from milepost 330 to the intersection of SR 73 and US 60
- Address drainage issue on BIA IR 12 Cibecue Road between mileposts 3-4
- Implement a Vegetation Control Plan
- Conduct Road Safety Assessment(s) along BIA Indian Routes 1, 3,12,46,and 55
- Conduct Road Safety Assessments along SR 260, 273, 473 and US 60

Responsible Parties: WMAT DOT, ADOT

Pedestrian Safety

Pedestrian safety is an important issue for the WMAT. The current pedestrian environment within the reservation was identified on visual observations and discussions from the safety plan working group and Tribal Council are identified as dangerous. The November 2011 ADOT Road Safety Assessment for SR 73 identified several pedestrian issues on SR 73 that include: location and recommendations. In addition available crash data, visual observation from Tribal Emergency Responders, WMAT DOT, and the Tribal Council helped to identify problem areas throughout the reservation. Although the Tribe has recently implemented a transit service it has limited service times and locations. ADOT has also constructed 2 hybrid beacon pedestrian crossings at Falcon Way and Oak Street, they are currently still under construction.

Locations for high pedestrian traffic:

- SR 73 from mileposts 333 – 348, 357 southbound
- SR 73/SR 260 intersection (Hon Dah Resort & Casino)
- SR 260 from mileposts 356 - 362
- BIA IR 1 – River Road
- BIA IR 3 – S. Cooley Road & Cromwell Road
- BIA IR 12 – Cibecue Road
- BIA IR 34 – N. Tessay Road
- BIA IR 42 – Industrial Road
- BIA IR 44 – East Fork Road
- BIA IR 46 – Fort Apache Road
- BIA IR 55 – East Fork Road

Strategies (Education, Engineering, Enforcement)

- Improve Pedestrian Access to Schools
- Eliminate Pedestrian Connectivity Gaps
- Address SR 73 at milepost 357 – 357 (approx. 1 mile) Hon Dah Resort & Casino – Lighting
- Address SR 73 at milepost 334 - Canyon Day Store
- Address SR 73 at mileposts 319-322 – Cedar Creek Community
- Implement Route 3 of the Fort Apache Connection Transit Service on BIA IR's 46 and 55.
- Implement a Pedestrian Safety Plan for BIA IR 3,12, 34, 42, 44, 46 & 55
- Complete Trails Scoping Study for SR 260 from mileposts – Hon Dah Ski and Outdoor Shop to the community of McNary.
- Increase Enforcement at high pedestrian areas during special events

- Provide educational outreach to schools and the public on pedestrian and bicyclist safety.
- Establish a school bus traffic safety plan.

Responsible Parties: WMAT DOT, WMAT PD, ADOT

Impaired Driving

Reducing DUI is an area of emphasis nationwide as well as with the WMAT. The data provided by the WMAT PD categorized the data into: DUI-Slightest Degree, DUI Over 0.08 BAC, DUI-Aggravated, and DUI- Drugs. There were a total of 3,303 DUI's from 2012 – September 2017. The Tribe has a 0.08% BAC law. It is important for the Tribe to take measures to reduce the occurrence of DUI's.

Strategies (Education, Enforcement)

- Establish DUI checkpoints/enforcement
- Increase saturation patrol
- Stricter penalties through Tribal Court
- Implement an Anti-Drunk Driving Campaign through the Indian Highway Safety Grant
- Outreach to the public to develop education programs and media campaigns

Responsible Parties: WMAT DOT, WMAT PD, ADOT

Driver Behavior and Awareness

Technology is rapidly becoming a larger portion of everyday life and increases the number of distractions while driving. It is important to ensure the drivers refrain from using cell phones and other devices while driving in order to improve transportation safety. By establishing and enforcing laws the Tribe will be able to reduce the occurrences of distracted driving within the reservation.

Strategies (Education, Enforcement)

- Enforce the Distracted Driving Law
- Develop and enforce a No Texting While Driving Law
- Increase enforcement of speed limit at high speed and problem areas
- Implement a Driver Awareness/Anti- Texting Campaign.
- Outreach to the public
- Provide teen driver education to increase knowledge and awareness of the teen drivers.
- Provide a safe drivers education course to teens in schools focusing on distracted driving, seat belt safety, impaired driving, and traffic laws.

Responsible Parties: WMAT Tribal Council, WMAT Office of the Attorney General, WMAT PD, WMAT DOT, ADOT

Seat Belts & Child Restraint

Seat belts and child car seats have been proven to effectively save lives during crashes. The Tribe mimics the State of Arizona seat belt law 28-909. The Tribe also mimics the State of Arizona child restraint law 28-907. The approach is to continue with a public health approach with the intent to decrease motor vehicle injuries and fatalities, thus reducing the cost of healthcare and rehabilitation. The primary focus will be to continue to provide culturally appropriate education and interventions, training, community events and activities to WMAT community.

Strategies (Education, Enforcement)

- Advocate and enforce Occupant Protection and Child Restraint Law
- Implement Occupant Protection/Child Restraint Education Campaign
- Develop and Implement a Primary Seat Belt Law
- Enhance and continue current Car Seat Program
- Continue to conduct annual observation surveys for seat belt and child safety seat use to measure occupant protection use rates.
- Provide educational outreach to community members.
- Provide media campaigns in local publications and media outlets.
- Continue current best practice education programs.
- Continue child safety seat distributions through Fire Department, clinics, one-on appointments and community events.
- Provide Child Passenger Safety Technician (CPST) certification classes.
- Continue to develop a pool of CPST's to assist with child safety seat distributions and education.

Responsible Parties: WMAT Tribal Council, WMAT Office of the Attorney General, WMAT DOT, WMAT PD, WMAT Fire Department, WMAT EMS, ADOT, IHS-OEHE

Recreational Access Road Safety

Recreational safety is important due to the high level use of the Tribe's hunting, hiking, fishing, camping, rafting, and winter activities. The WMAT Game Rangers are primarily responsible for enforcing Tribal law in the "back country"; they patrol the reservation boundary, back roads, lakes, rivers/streams, and all hunting and fishing activities. Currently there is not a digital collection database in place. All records are kept in a manual database with the Tribe's Game Rangers. This system makes it difficult to determine common factors which contribute to accidents off the main roadways and roadway conditions. This system also results in a cumbersome process to obtain significant amounts of data.

Strategies (Education, Enforcement)

- Develop digitized database for incidents taken by WMAT Game Rangers
- Develop a GPS database
- Update data collection protocol for WMAT Game Rangers to include location, time of day, driver factors, roadway conditions and additional factors of incidents.

Responsible Parties: WMAT Game Rangers, WMAT PD, WMAT DOT

Livestock and Wildlife

Livestock and wildlife on the roadways are concerns expressed by the TTTWG, WMAT DOT, Tribal Council and ADOT. An ongoing issue of downed fences, cattle guards not maintained and non branded livestock are the major causes.

Strategies (Education, Enforcement)

- Utilize and distribute the ADOT and WMAT Fencing Action Plan as a guidebook on the process of downed fences on ADOT Right of Way.
- Update and enforce the Livestock Code.
- Provide educational outreach on impacts of livestock and wildlife on roadways
- Increase livestock and wildlife signs on roadways.
- Develop a program for back fencing of homes, business and communities.

Responsible Parties: WMAT Tribal Council, WMAT Office of the Attorney General, WMAT Livestock Associations, WMAT Land Operations, WMAT DOT, WMAT PD, and ADOT.

IMPLEMENTATION & EVALUATION

Based on the unique strategies of the emphasis areas; monitoring and evaluation procedures will range from the analysis of data to an assessment of strategies. While these performance measures are non-binding, the Tribe is dedicated to improving safety and will strive to achieve the overall vision of this plan. Strategies will be evaluated every quarter to determine measure of success. Evaluations, implementation and updates to this plan will be completed by the WMAT Tribal Transportation Technical Working Group. The WMAT DOT will include progress of the plan in their quarterly updates to Tribal Council.

In order to implement many of the strategies in this plan the Tribe must work cooperatively within its own Tribal Programs as well as with State and Federal agencies. Synchronizing future projects with upcoming grant funding cycles will help to further implement this plan.

As strategies in this plan are implemented, transportation safety issues on the reservation may change. It is intended this plan will work as a living document and will be updated every 5 years. This will ensure transportation safety issues continue to be identified and addressed.

DISCLAIMER

This plan was funded in part through a grant from the Federal Highway Administration, U.S. Department of Transportation, and Tribal Transportation Program Safety Fund and the White Mountain Apache Tribe. The contents do not necessarily reflect the official policies of the White Mountain Apache Tribe or the Federal Highway Administration, U.S. Department of Transportation.

The White Mountain Apache Tribe Strategic Highway Safety Plan is a living document that can be adapted to fit the needs of each situation.