



U.S. Department
of Transportation
**Federal Highway
Administration**

Tribal Crash Reporting Toolkit, Analysis, and Funding

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360-619-2601

NHTSA GO Teams



NHTSA GO Teams: Technical Assistance for Tribal Traffic Safety

- GO Teams consist of 1-3 subject matter experts who are selected based on the specific traffic safety needs of the Tribe.
- GO Teams recommend strategies, methods and tools that Tribes can use to overcome their traffic safety challenges.
- Examples of possible GO Teams for Tribes:
 - Improving your crash data collection
 - Crash data analysis and problem identification
 - BIA Highway Safety Plan grant application guidance
 - Strategic planning and working with State Traffic Records Coordinating Committees.
- Once available only to State agencies, NHTSA GO Teams are now also available to Tribes.
- GO Teams are free to Tribes – NHTSA pays the contractor.
- GO Team requests should have a clearly delineated scope – be as detailed and specific as possible in identifying your problem or issue and what you want to accomplish.
- GO Teams begin with an introductory call, defining project requirements and objectives, data collection, followed by an onsite visit, and conclude with a Final Report and teleconference.
- GO Team Technical Assistance Applications can be downloaded from <http://www.tribalsafety.org/Resources/Safety-Data/Data-Collection/>. Once complete, the applications should be emailed to tom.bragan@dot.gov.
- A representative of the NHTSA Traffic Records Division will contact the Tribal POC once they have received the application form to review the request details and timing of the technical assistance if the request is approved.



Go Team Training & Technical Assistance Application for Tribes

Instructions: Tribe should complete all fields marked with a red star (*). Then, send completed application by email to tom.bragan@dot.gov.

State* : Click here to enter text. Tribe* : Click here to enter text.	Date* : Click here to enter a date. NHTSA Regional Program Manager Name: Tom Bragan Phone: (202) 366-6978 Email: Tom.Bragan@dot.gov
Point of Contact Name* : Click here to enter text. Phone* : Click here to enter text. Email* : Click here to enter text.	TR Team Tracking (FOR NHTSA USE ONLY) Date of receipt: Click here to enter a date. Priority? Yes <input type="checkbox"/> No <input type="checkbox"/> RPM Recommendation on next page
RPM Tracking (FOR NHTSA USE ONLY) Date of receipt: Click here to enter a date. Priority? Yes <input type="checkbox"/> No <input type="checkbox"/> RPM Recommendation on next page	TR Team Tracking (FOR NHTSA USE ONLY) Date of receipt: Click here to enter a date. Priority? Yes <input type="checkbox"/> No <input type="checkbox"/> Notes: Click here to enter text.
Please provide a narrative addressing the following: <ul style="list-style-type: none">• Describe the specific technical issue the Tribe/State wishes to address.• Describe the specific training or technical assistance the Tribe/State requires.• Describe the desired outcome of this training or technical assistance.• Provide the details of the Tribe/State officials that will work with the Go Team on this issue.• Describe in detail the specific actions the Tribe/State has already taken to address this issue.• Describe how a GO Team for this issue supports the Tribe's Transportation Safety Plan (More Info), Tribe/State's NCHRP-788 self-assessment (More Info), and/or State TRCC's Strategic Plan (More Info)?• Describe how this training or technical assistance improve the performance of the Tribe's and/or State's traffic records data systems.	
State/Tribe Narrative* Box will expand with text Click here to enter text.	
TR Team Review TR Team Narrative (FOR NHTSA USE ONLY) Box will expand with text Click here to enter text.	

For additional information, view the webinar "Safety Data Improvement Tools for Tribes" at: <http://tribalsafety.org/Resources/Safety-Data/Data-Collection>

- Traffic records technical assistance available from NHTSA
- Available to Tribes since September 2017

<https://www.nhtsa.gov/research-data/traffic-records#go-teams-38861>

<http://tribalsafety.org/Resources/Safety-Data/Data-Collection>

What is Tribal Crash

Data?

collection of historical data regarding
SPECIFIC details of vehicular crashes

- Organized system for collection, maintenance, and management
- Tool to help mitigating safety problems



Congress finds that...

FAST ACT

- 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



1. Tribes & Safety Data

2. Options to Improve Safety

Tribal Crash Reporting Toolkit

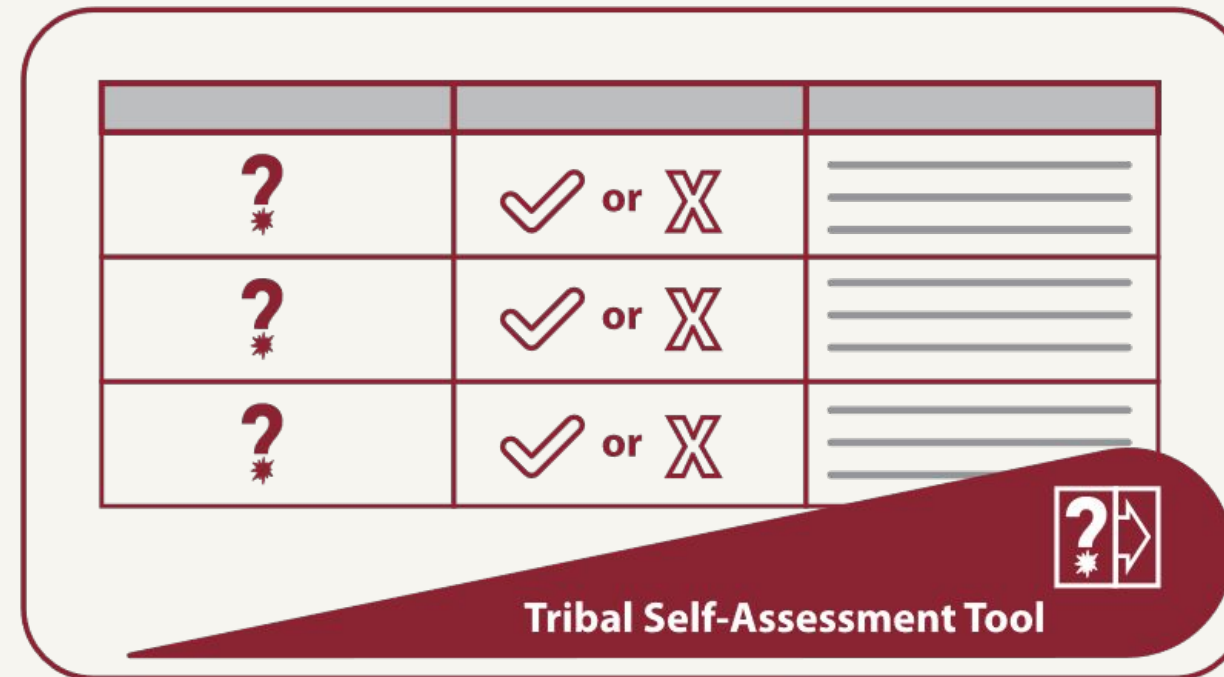


- Self-Assessment
- Facts & Fiction Tool
- Data Analysis Tool
- Crash Reporting Tool
- Officer's Instruction Tool
- Quality Control Tool
- Database Tool

Self Assessment Tool



- Helps identify opportunities to improve crash data.
 - 20 questions.
 - Automated response directs user to more resources in *NCHRP 788, Report to Congress: Tribal Governments & Safety Data*, and the *Tribal Crash Reporting Toolkit*.
 - Similar assessment for States to review their policies effecting Tribal Crash Reporting.
 - Available now at <https://www.tribalsafety.org/data-collection>



Facts and Fictions Tool



- Addresses crash reporting misconceptions.
 - Addresses agency crash data concerns.
 - Provides facts contrasted to common misunderstandings/fictions.
 - Promotes benefits of collecting and using crash data.

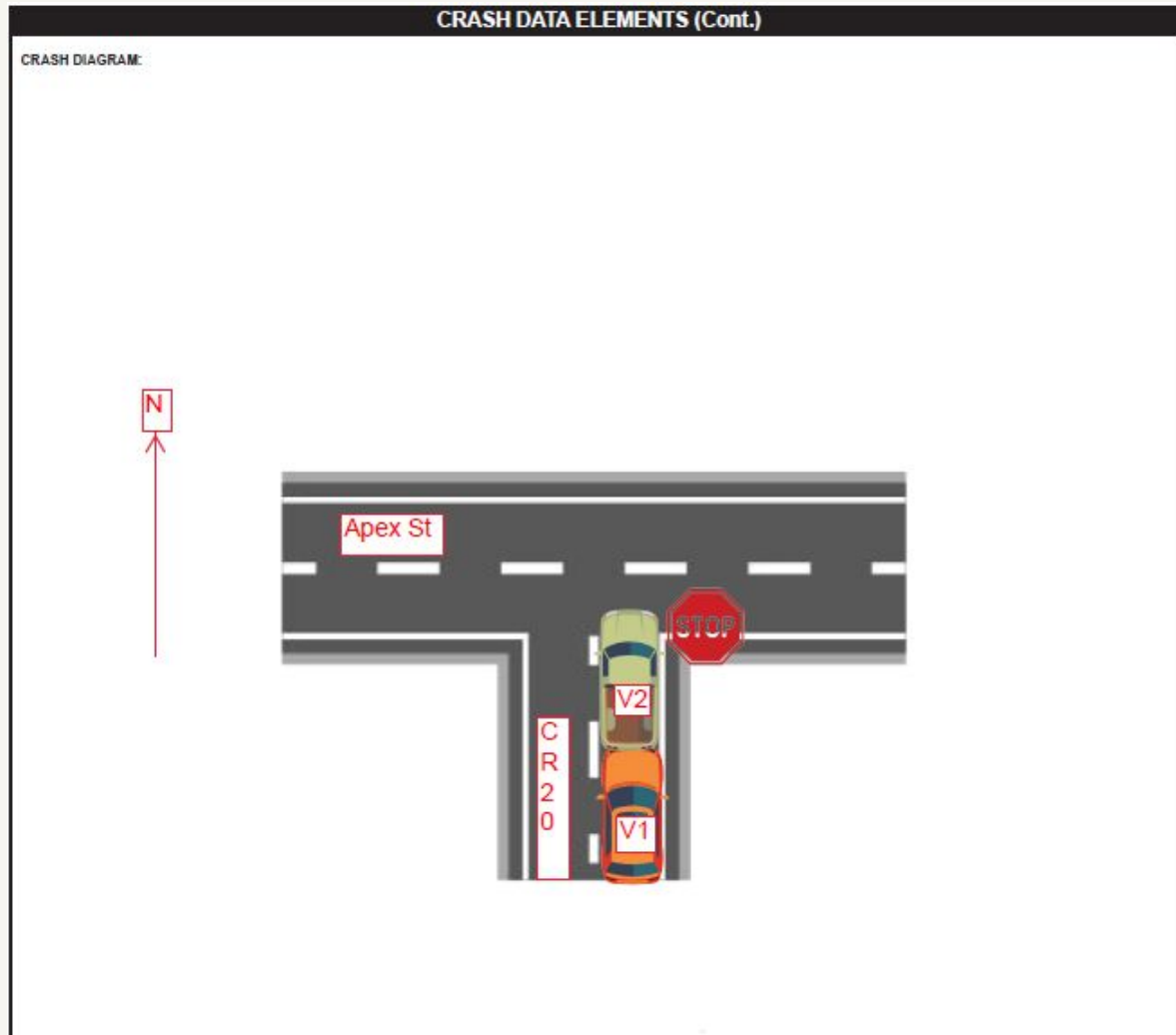


Crash Reporting Tool



CRASH DATA ELEMENTS			
C1. Crash Identifier <input type="text"/>		C2. Crash Classification S1 Ownership 01 Public Property <input type="checkbox"/> 02 Private Property <input type="checkbox"/> S2 Characteristics 01 Trafficway, On Road <input type="checkbox"/> 02 Trafficway, Not on Road <input type="checkbox"/> 03 Non-Trafficway <input type="checkbox"/>	
		S3 Secondary Crash? <input type="checkbox"/> 01 No 02 Yes	
C3. Crash Date and Time S1 Crash Date and Time (YYYYMMDDHHMM) <input type="text"/>			
S2 Time of Roadway Clearance (HHMM) <input type="text"/>			
C4. Crash County <input type="text"/>		C5. Crash City/Place (Political Jurisdiction) <input type="text"/>	
		C6. Crash Location Latitude (degrees.minutes.seconds + compass direction) <input type="text"/> Longitude (degrees.minutes.seconds + compass direction) <input type="text"/>	
C7. First Harmful Event <input type="checkbox"/> Non-Collision Harmful Events 01 Cargo/Equipment Loss or Shift 02 Fell/Jumped From Motor Vehicle 03 Fire/Explosion 04 Immersion, Full or Partial 05 Jackknife 06 Other Non-Collision 07 Overtum/Rollover 08 Thrown or Falling Object Collision With Person, Motor Vehicle, or Non-Fixed Object 09 Animal (live) 10 Construction Equipment (backhoe, bulldozer, etc.) 11 Farm Equipment (tractor, combine harvester, etc.) 12 Motor Vehicle in Transport 13 Other Non-Fixed Object 14 Other Non-motorist 15 Parked Motor Vehicle 16 Pedalcycle 17 Pedestrian 18 Railway Vehicle (train, engine) 19 Strikes Object at Rest from MV in Transport 20 Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle		C8. Location of First Harmful Event Relative to the Trafficway <input type="checkbox"/> 01 Gore 02 In Parking Lane or Zone 03 Median 04 Off-Roadway, Location Unknown 05 On Roadway 06 On Shoulder, Left Side 07 On Shoulder, Right Side 08 Outside Road/Right-of-Way 09 Roadside 10 Separator/Traffic Island 99 Unknown C9. Manner of Crash/ Collision Impact <input type="checkbox"/> 00 Not a Collision Between Two Motor Vehicles 01 Angle 02 Front to Front 03 Front to Rear 04 Rear to Rear 05 Rear to Side 06 Sideswipe, Opposite Direction 07 Sideswipe, Same Direction 98 Other	
		C12. Light Condition <input type="checkbox"/> 01 Daylight 02 Dawn/Dusk 03 Dark - Lighted 04 Dark - Not Lighted 05 Dark - Unknown Lighting 98 Other 99 Unknown	
		C13. Roadway Surface Condition <input type="checkbox"/> 01 Dry 02 Ice/Frost 03 Mud, Dirt, Gravel 04 Oil 05 Sand 06 Slush 07 Snow 08 Water (standing, moving) 09 Wet 98 Other 99 Unknown	
		C14. Contributing Circumstances - Roadway Environment (choose up to 2) <input type="checkbox"/> <input type="checkbox"/> 00 None	
		C15. Relation to Junction S1 Within Interchange Area? <input type="checkbox"/> 01 No 02 Yes 99 Unknown S2 Specific Location <input type="checkbox"/> 00 Not an Interchange Area 01 Acceleration/Deceleration Lane 02 Crossover-Related 03 Driveway Access or Related 04 Entrance/Exit Ramp or Related 05 Intersection or Related 06 Non-Junction 07 Railway Grade Crossing 08 Shared-Use Path or Trail 09 Through Roadway 10 Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside) 99 Unknown	
		C16. Type of Intersection S1 Number of Approaches <input type="checkbox"/> 01 Not an Intersection 02 (?) Two	

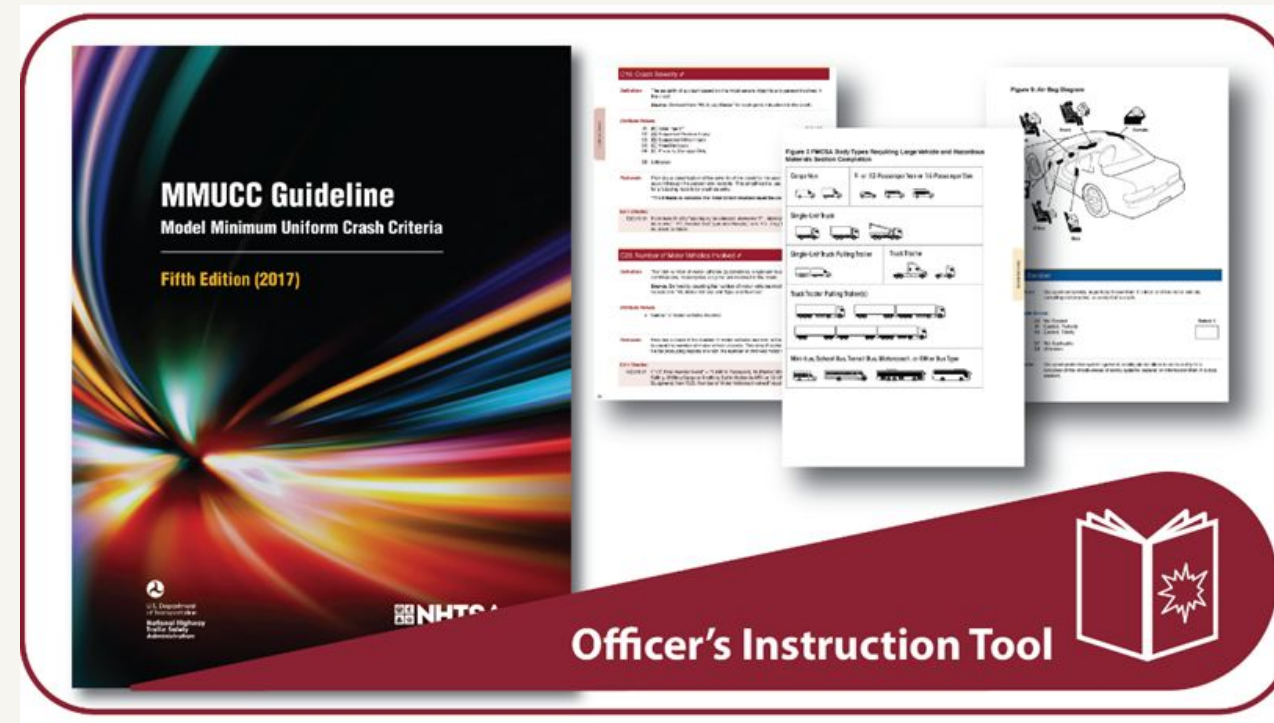




Officer's Instruction Tool



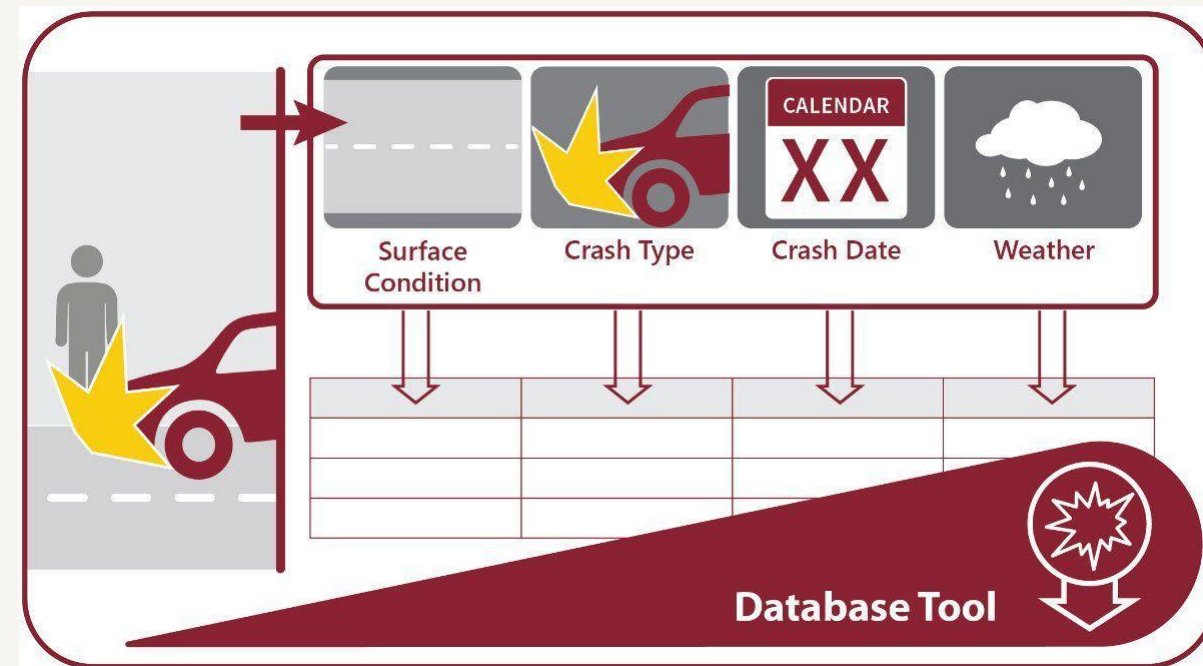
- Defines data elements and describes crash reporting processes.
 - Companion to Crash Reporting Tool.
 - Helps improve completeness, accuracy, and uniformity.
 - Reinforces agency and academy training.



Database Tool



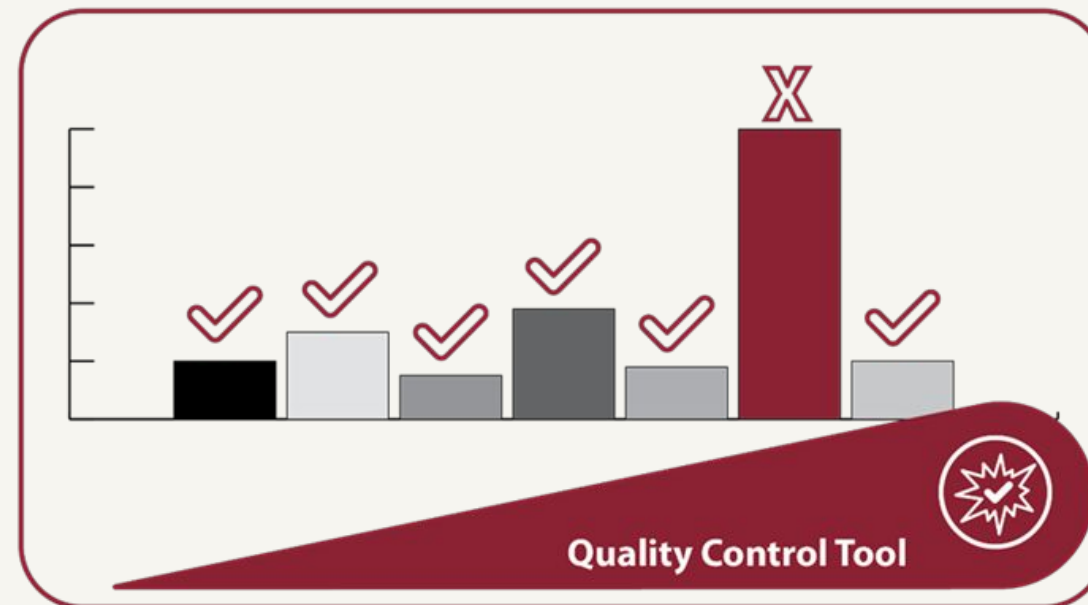
- SQL Server Database
 - Stores completed crash reports
 - Retrieve individual reports
 - Export tabular crash data



Quality Control Tool



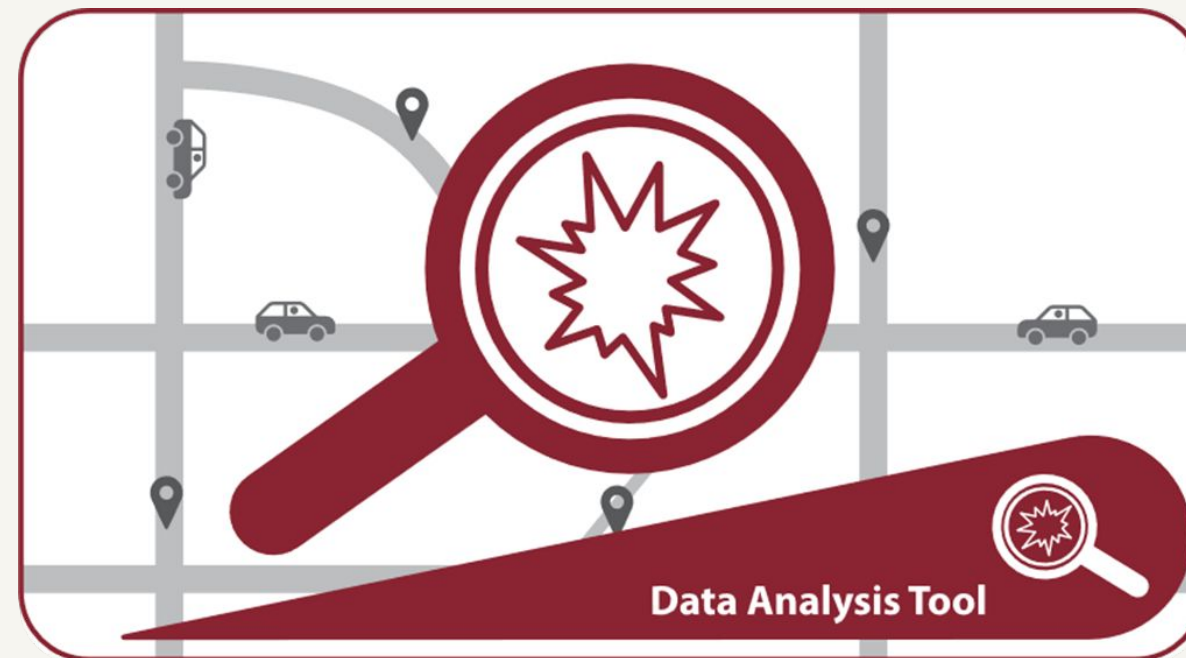
- Describes methods of crash data quality management.
 - Formal, comprehensive data quality management process.
 - Data quality analyses and performance measurements.
 - Edit checks and validation rules.



Data Analysis Tool

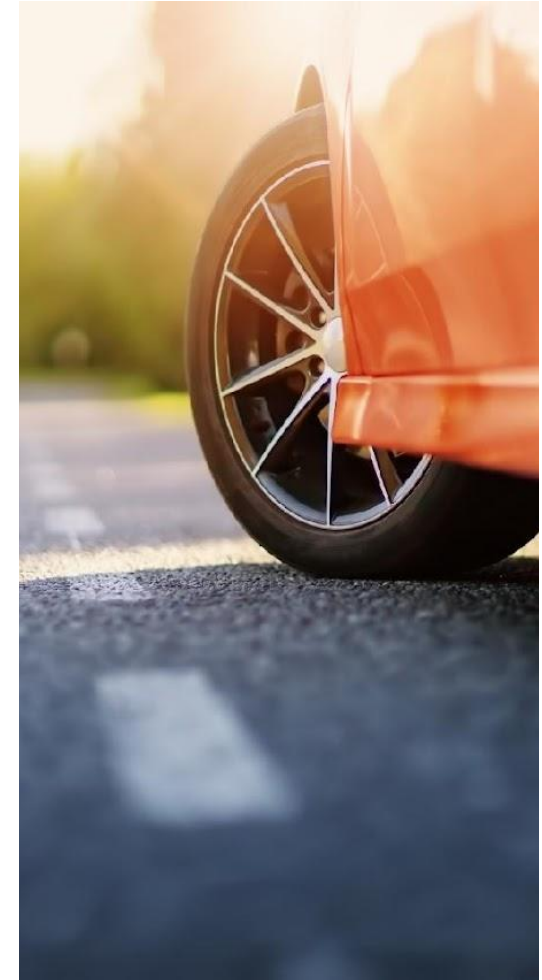


- Describes safety analyses using crash data.
 - Multiple types of analysis.
 - Using analysis to improve safety.
 - Analysis for other planning efforts.





Tribal Crash Reporting Toolkit Version 2.0 Project

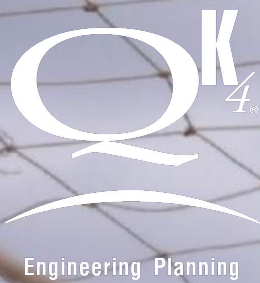


system directly benefit Tribes?

- Locate problem locations in your transportation system
- Identify patterns attributing to increased crashes
- Suggest potential mitigation measures at dangerous locations
- Increases funding availability to improve safety



The Crash Data Collection Path (the Goal)



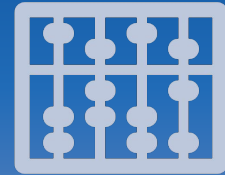
How do we get to the Goal?

Training
(Law Enforcement,
Tribal Crash
Data Czar)

**Standard
Crash
Report
Form**

**User-Frie
ndly
system**
to transfer
Crash Data to
TTP Decision
makers

Common types of analysis



Contributing factors trends



Systemic safety analysis



Network Screening

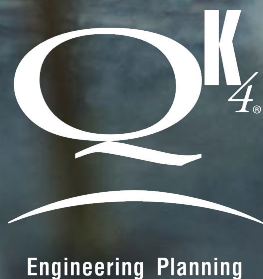


**Road Safety Audits
Site-specific safety study**

Sharing of Data Optional

**Each Crash Database
will be housed at the Tribe.**

Sharing available, not mandatory.



Pilot Program for Crash Data Collection & Analysis at the Tribal Level



Tribal Input

What do you want out of the data?

Workflow between Law Enforcement on-the-scene vs Database Input. Should Tribes appoint a Crash Data Czar?

Who can input the data?

Who can read the data?

What kind of training would be helpful?

Should there be an added module for recording unsafe road conditions where Crash Data does not exist?



Report to Congress: Safety Data Collection, Analysis, and Use in Tribal Areas (Section 14008)

–(b) Best Practices, Standardized Crash Report Form.--

(1) Secretary of Transportation in consultation with (States, Tribes, BIA)... shall develop--

(A) **best practices** for the compiling, analysis, and sharing of motor vehicle crash data for crashes occurring on Indian reservations and in Alaska Native communities; and

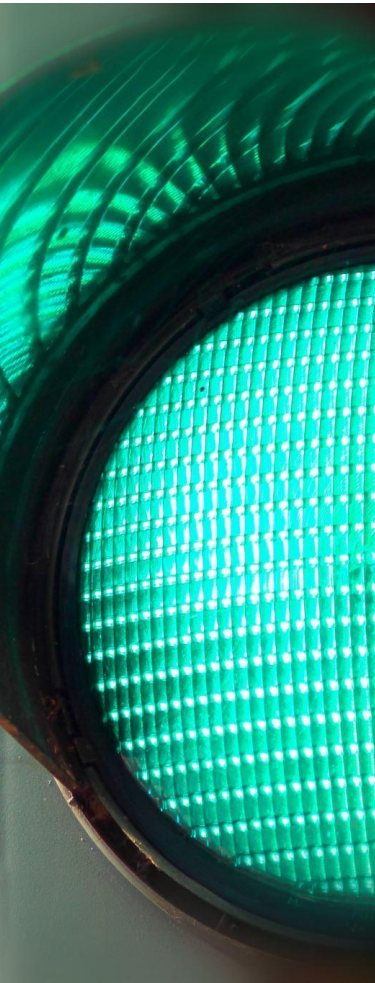
(B) **a standardized form** for use by Indian tribes and Alaska Native communities to carry out those best practices.

(2) Purpose.--The purpose of the best practices and standardized form developed under paragraph (1) shall be to **improve the quality and quantity of crash data available** to and used by the Federal Highway Administration, State departments of transportation, Indian tribes, and Alaska Native villages.

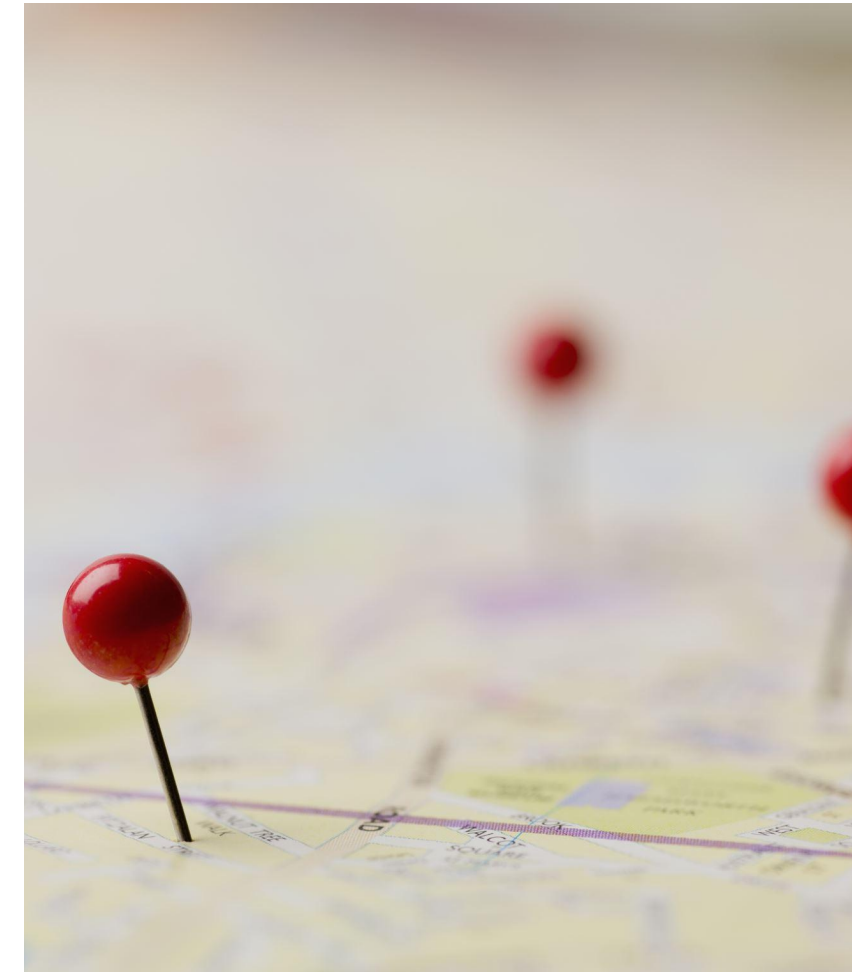
(3) Report

can come from Tribal Safety Fund or BIA Indian Highway Safety Program





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<https://www.tribalsafety.org/tribal-crash-reporting->

Infrastructure Investment and Jobs Act

Section 14008

BIA Law Enforcement Crash Reporting

(c) Use of IMARS.--The Director of the Bureau of Indian Affairs shall require all law enforcement offices of the Bureau, for the purpose of reporting motor vehicle crash data for crashes occurring on Indian reservations and in Alaska Native communities--

- (1) to use the crash report form of the applicable State; and
- (2) to upload the information on that form to the Incident Management Analysis and Reporting System (IMARS) of the Department of the Interior.





360-Imagery

&

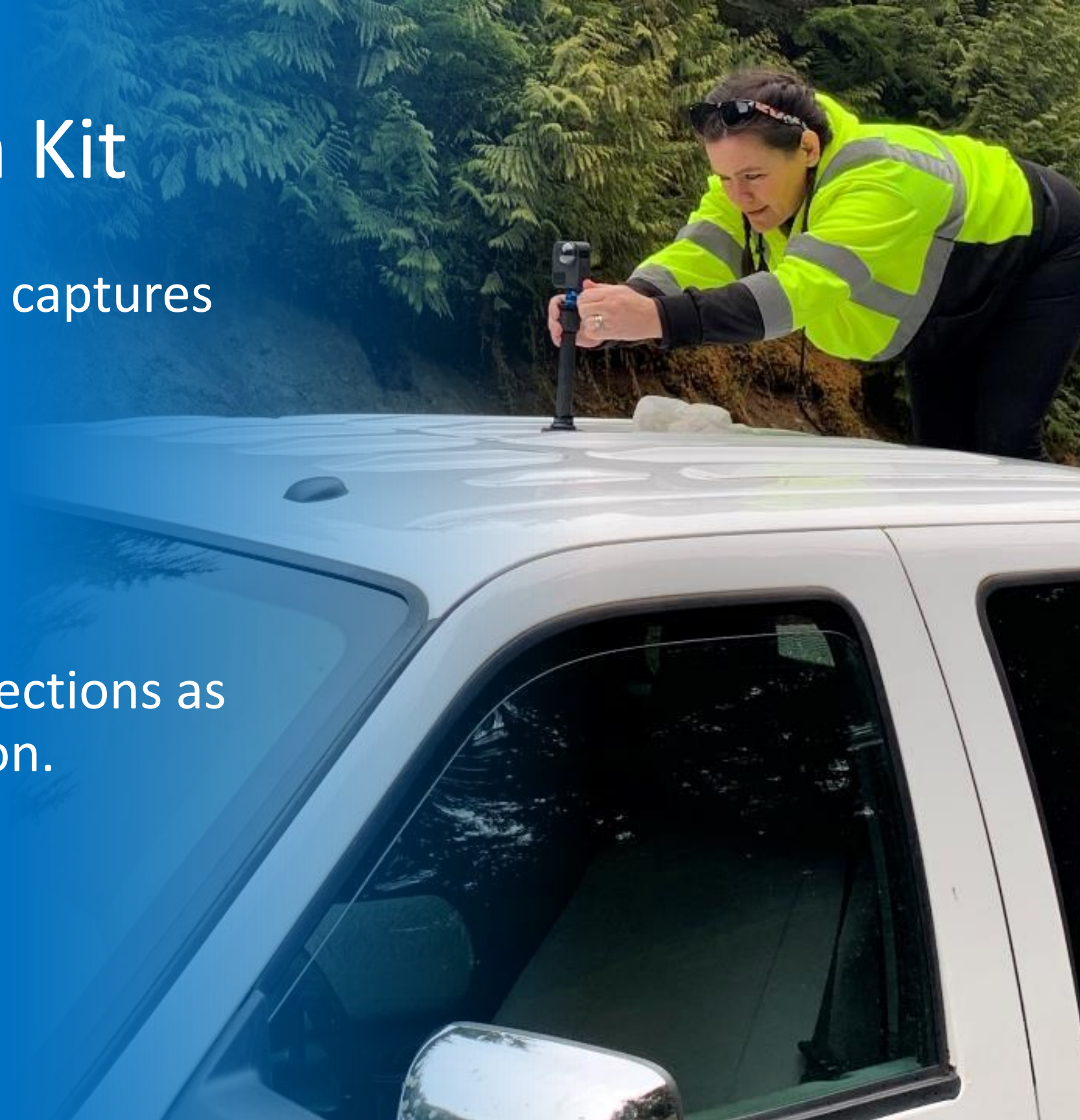
Risk-Based Safety Analysis

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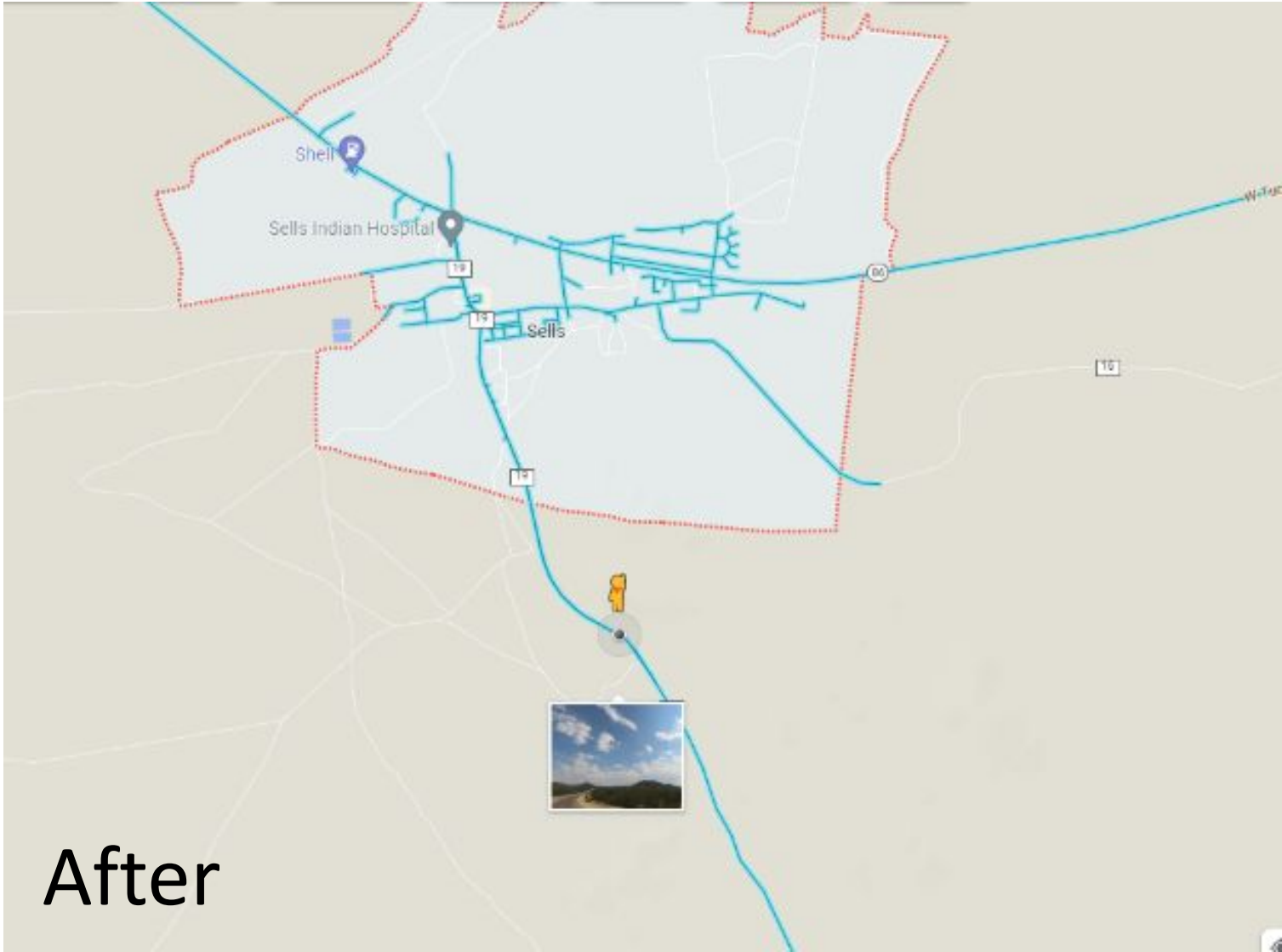
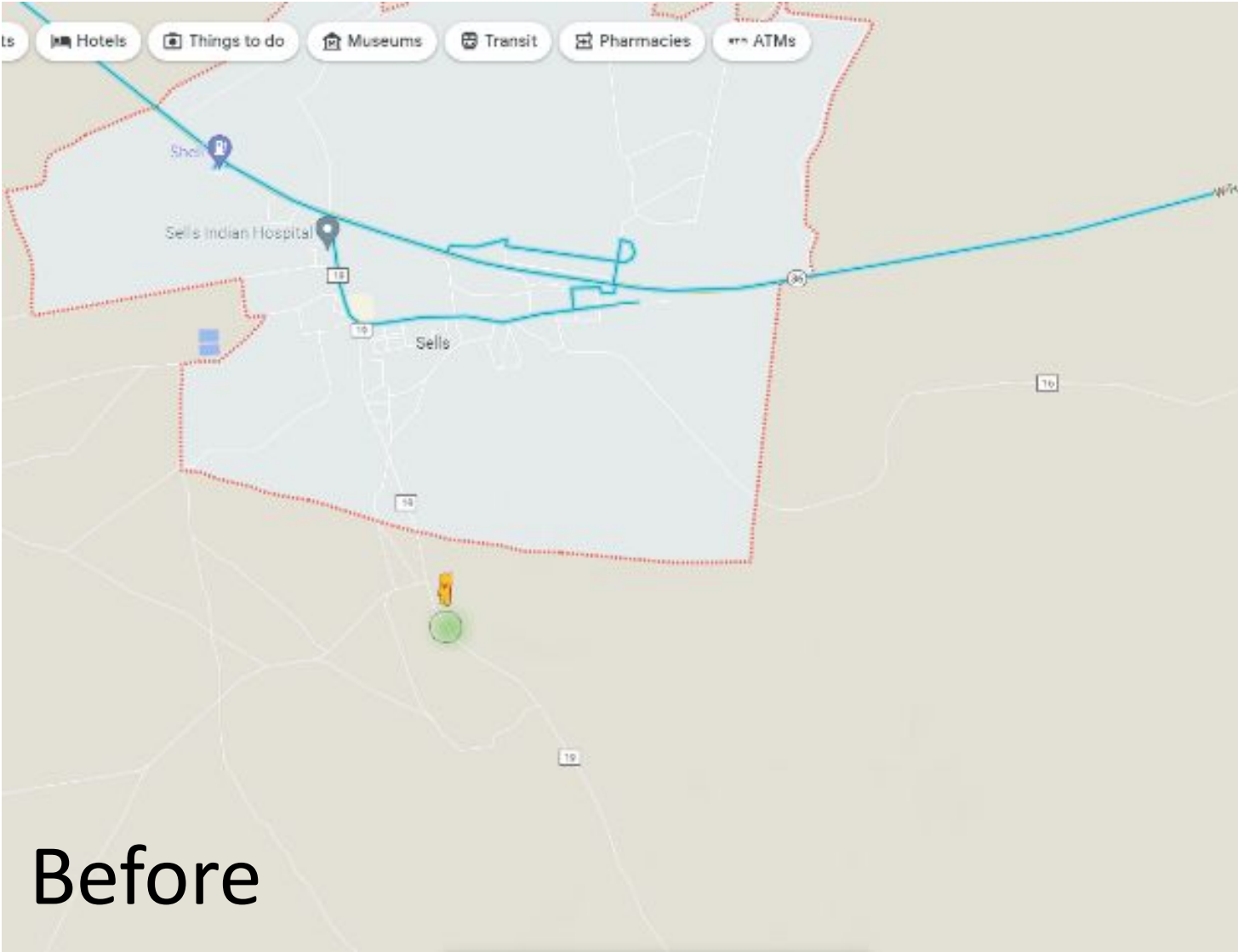
Virtual Tours Camera Kit

- 360 Camera has two lenses and captures spherical photos/video.
- Mounts on top of vehicle.
- View the photos/video in all directions as if standing at the camera location.



Update Google StreetView Imagery

Sells, Az Example

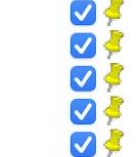


Telemetry Data

ex: 37 25.818' N, 122 05.36' W
[Get Directions](#) [History](#)

▼ Places

- ✓ My Places
 - > ✓ [Sightseeing Tour](#)
Make sure 3D Buildings layer is checked
 - > ✓ [GS016876.360](#)
GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D)
 - > ✓ [GS016878.360](#)
GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D)
 - > ✓ [GS016879.360](#)
GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D)
 - ▼ ✓ [GS016880.360](#)
GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D)



▼ Layers

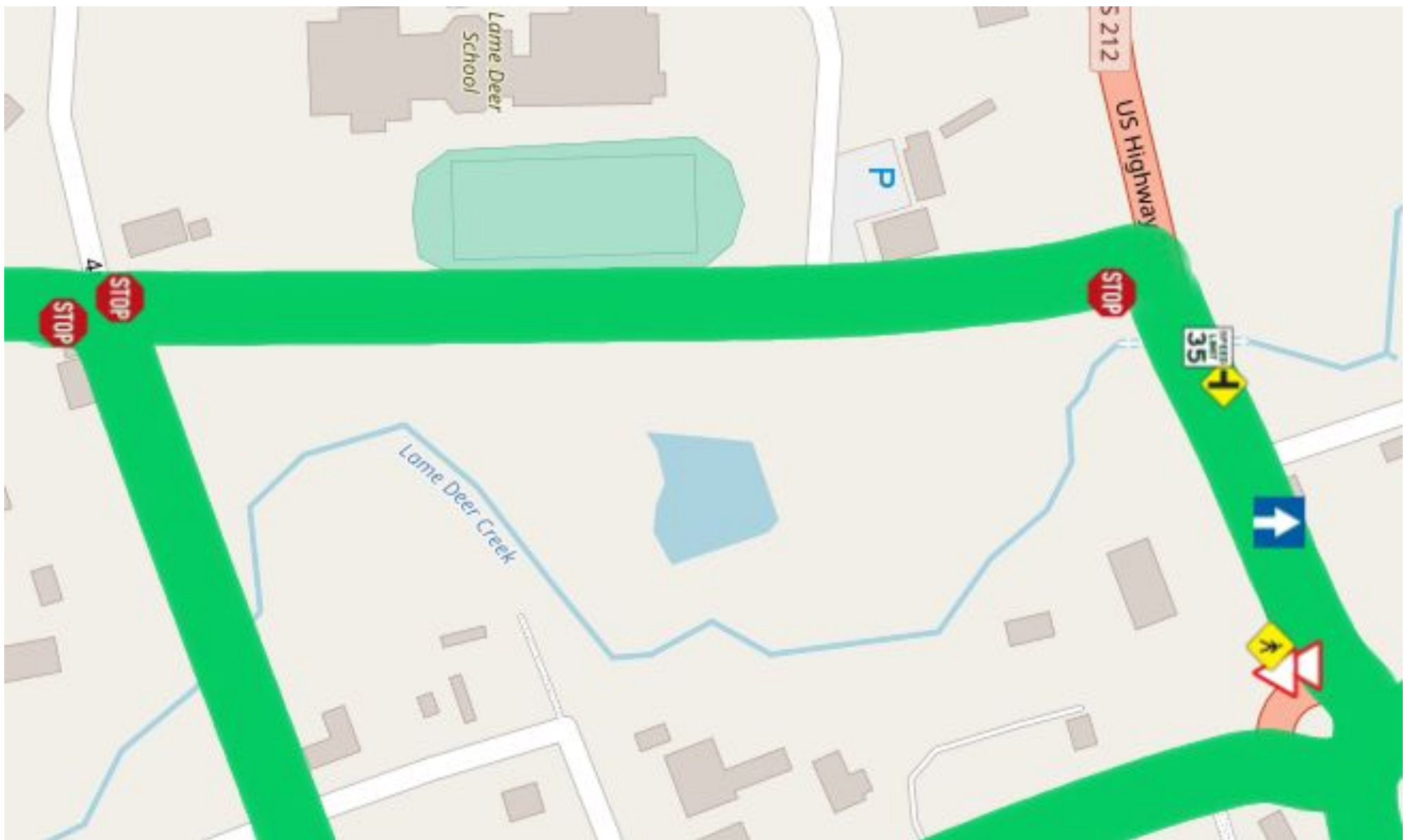
- ✓ Primary Database
 - Announcements
 - > ✓ Borders and Labels
 - ✓ Places
 - > Photos
 - ✓ Roads
 - > 3D Buildings
 - > Weather
 - > Gallery
 - > More
 - ✓ Terrain



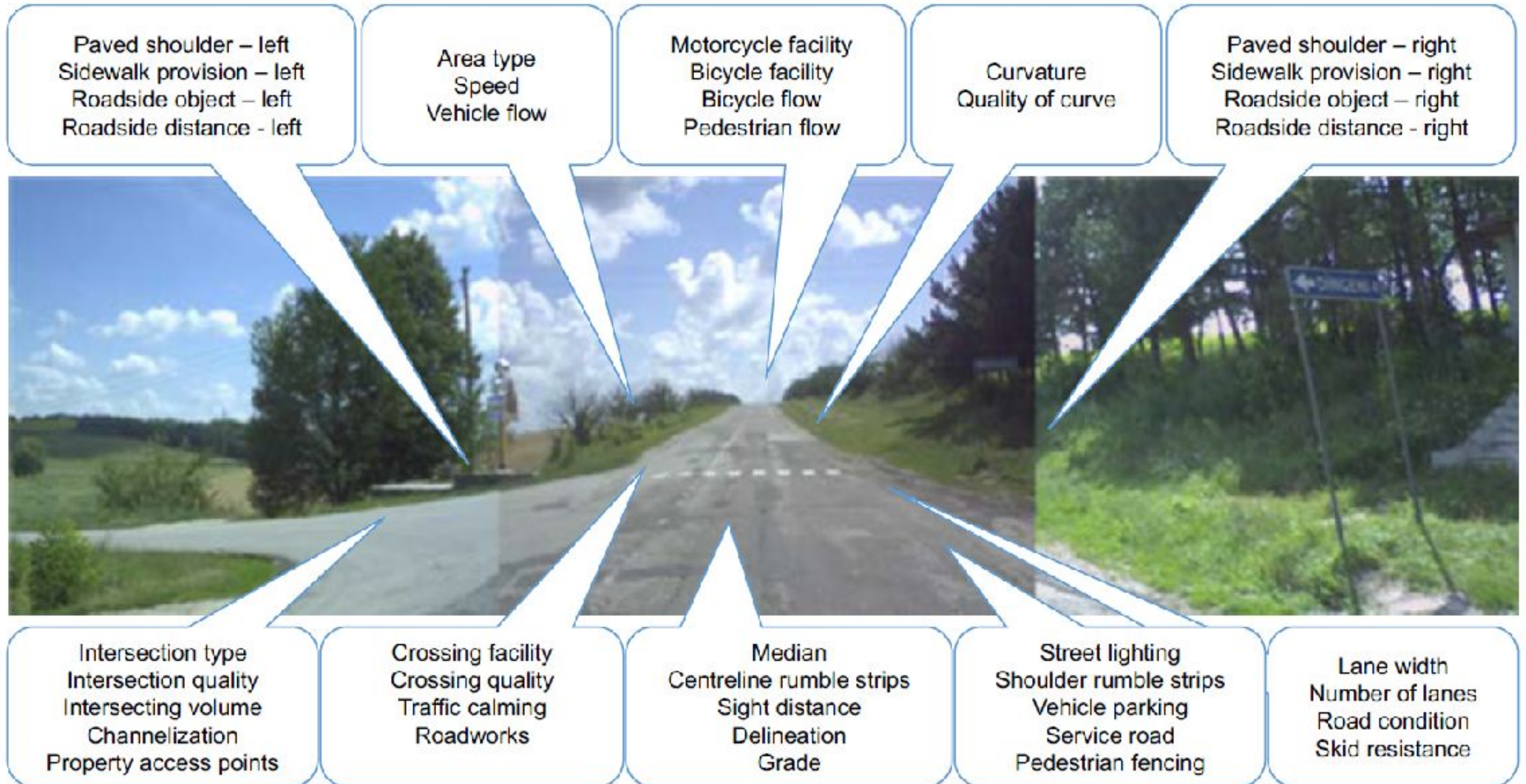
Graph: Min, Avg, Max **Elevation: 3356, 3368, 3387 ft** **Speed: 0.0, 26.1, 6593.6 mph**
 Range Totals: **Distance: 2031 ft** **Elev Gain/Loss: 2.73 ft, -33 ft** **Max Slope: 3.5%, -4.0%** **Avg Slope: 0.7%, -1.7%** **Time: 53.0s**



Automated Sign Inventory



Safety Asset Data



Tohono O'odham Nation RSA Public Input & Other Data

Tohono O'odham Nation Route 15 Reporter
(is.com)

Tohono O'odham Nation Route 15 Reporter

Public Input Locations

- Public Input Locations - Route 15
- Public Input Locations - Route 15
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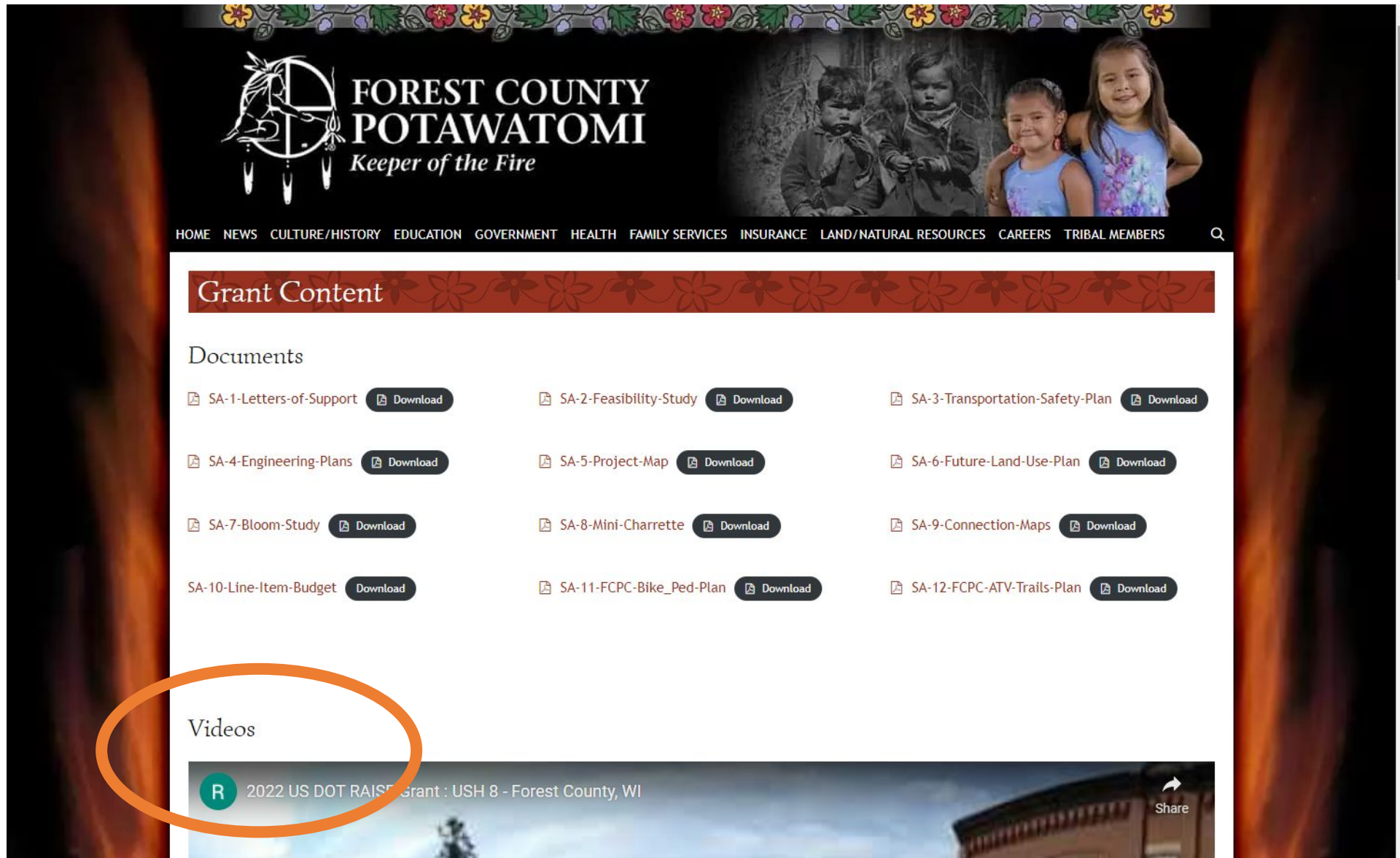
+ Submit a Report

POWERED BY
esri

Earthstar Geographics

Forest County Potawatomi Grant Tours

[Grant Content - Forest County Potawatomi
\(fcpotawatomi.com\)](https://fcpotawatomi.com)



The screenshot displays the website for Forest County Potawatomi, featuring a decorative floral border at the top. The main header includes the organization's logo, the text "FOREST COUNTY POTAWATOMI Keeper of the Fire", and a photograph of four children. A navigation menu lists various services such as HOME, NEWS, CULTURE/HISTORY, EDUCATION, GOVERNMENT, HEALTH, FAMILY SERVICES, INSURANCE, LAND/NATURAL RESOURCES, CAREERS, and TRIBAL MEMBERS. A search icon is also present.

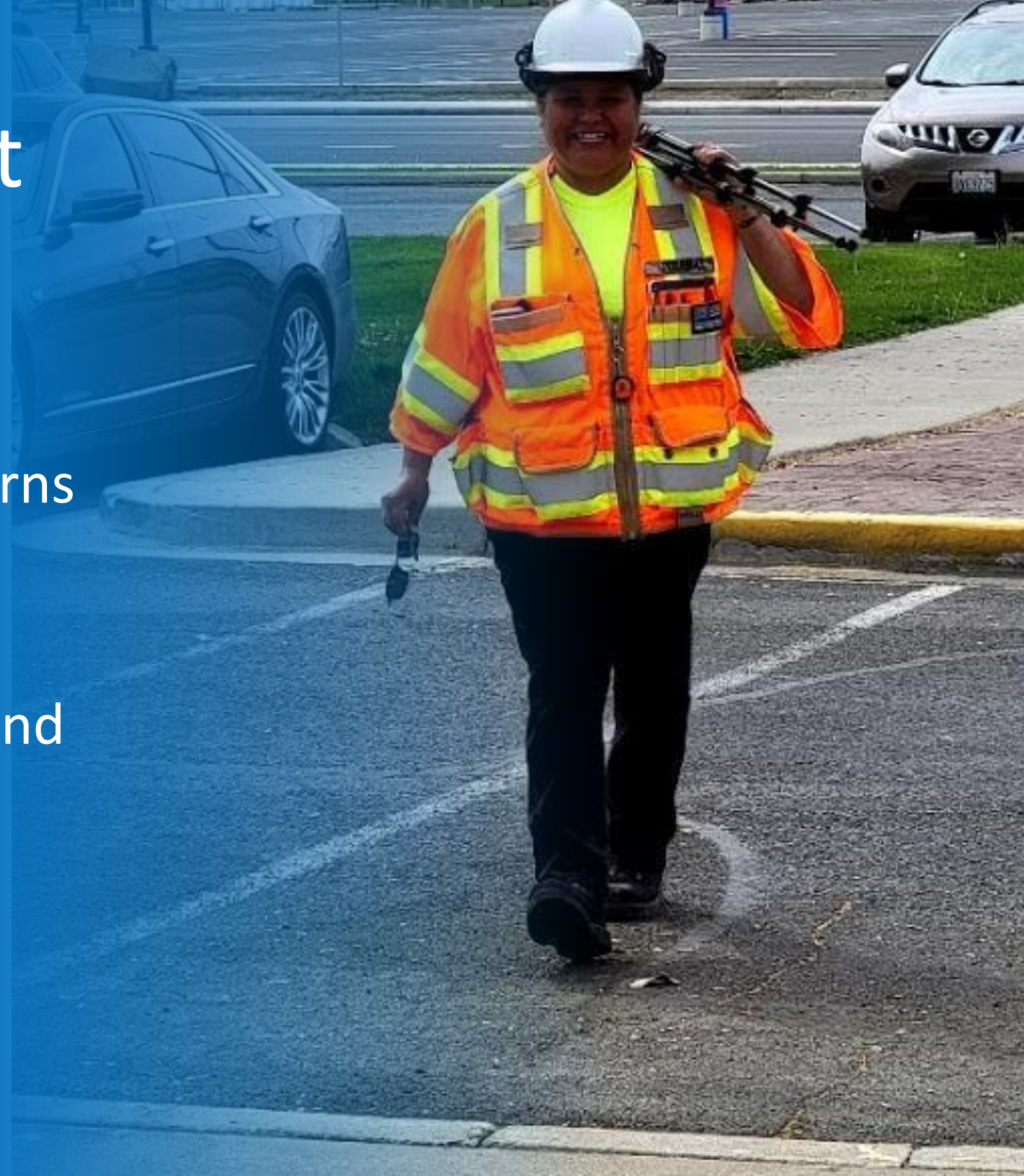
The "Grant Content" section is highlighted with a red banner and contains a "Documents" list with 12 items, each with a "Download" button:

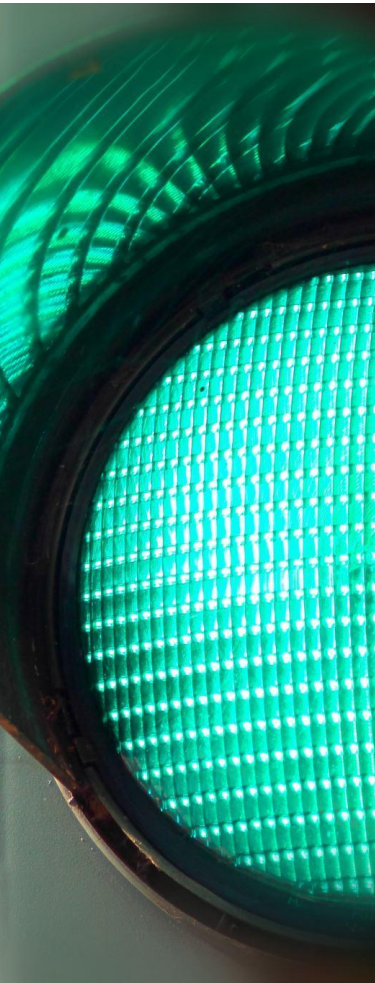
- SA-1-Letters-of-Support
- SA-2-Feasibility-Study
- SA-3-Transportation-Safety-Plan
- SA-4-Engineering-Plans
- SA-5-Project-Map
- SA-6-Future-Land-Use-Plan
- SA-7-Bloom-Study
- SA-8-Mini-Charrette
- SA-9-Connection-Maps
- SA-10-Line-Item-Budget
- SA-11-FCPC-Bike_Ped-Plan
- SA-12-FCPC-ATV-Trails-Plan

The "Videos" section is circled in orange and shows a video player with the title "2022 US DOT RAISE Grant : USH 8 - Forest County, WI" and a "Share" button.

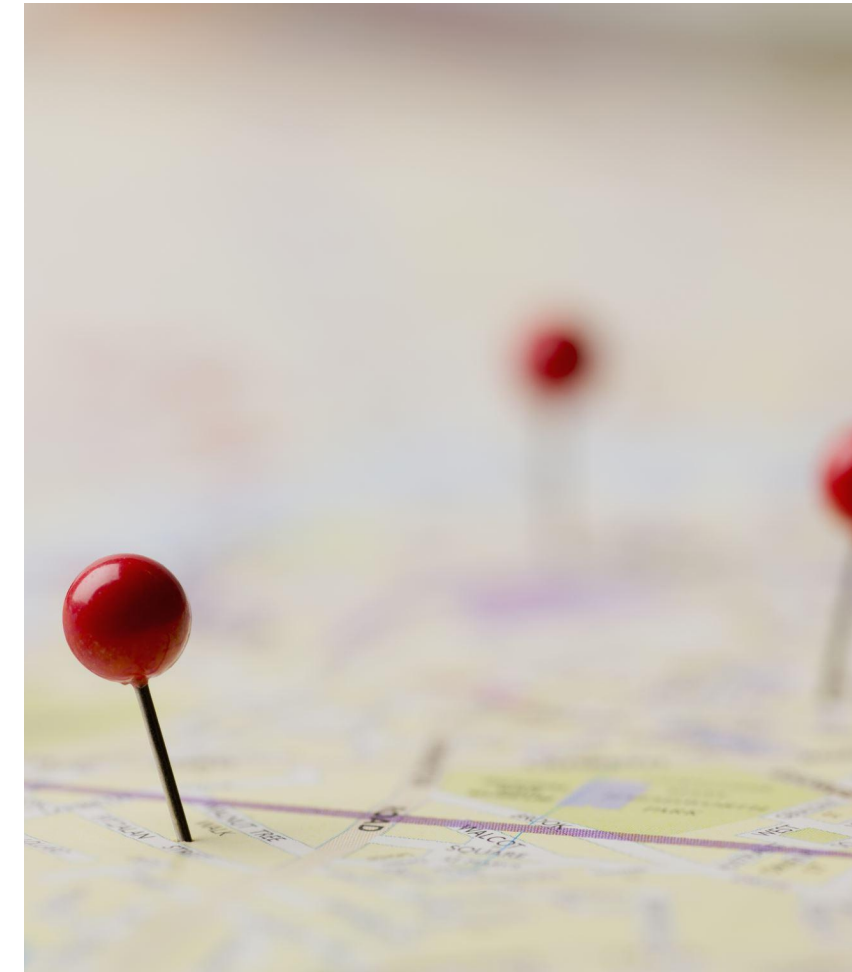
Virtual Tours Camera Kit

- FHWA ships camera to Tribe
- Tribe captures road project and returns camera.
- FHWA processes the video/photos and posts them online.





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<https://www.tribalsafety.org/tribal-crash-reporting->