



Tribal Technical Assistance Program

Williston, ND
Instructor: Ed Demming

Cost: **FREE**

TTAP Safety Training - February 26 - March 1, 2019

FEB 26 | 8:30 - 12:00 “SAFETY PLAN DEVELOPMENT”

The goal of this class is to assist tribal agencies in the development of a safety plan as well as improvement of existing safety plans. To enable tribal areas access to federal, state and local funds that have been provided to assist with the tribal transportation systems, a data/evidence-driven decision process should be developed. This class explores federal resources provided to assist tribes in the development of these plans, as well as exploring the data files provided by the National Transportation Highway Safety Administration for tribal lands.

FEB 26 | 1:00 - 4:30 “SAFETY DATA: WHAT DATA DO I COLLECT & HOW DO I COLLECT IT”

The goal of this 3.5-hour class is to assist tribal agencies as they are developing a Tribal Safety Plan in gathering and reviewing the data that is needed when developing or updating those plans. As a Safety Plan is being developed assumptions as to the concerns and the issues may be made, while these concerns are based on experience and are very real, not all of the solutions may be apparent. This class will assist the individuals in gathering the whole picture of the issues, enabling them to develop a Data and Evidence Driven Decision Making Process as they develop or update their Safety Plan.

FEB 27 | 8:30 - 12:00 “CRASH DATA ANALYSIS”

The attendees of this 3.5-hour class will gain a basic understanding of the data/evidence-driven process and its role in the development of a Tribal Safety Plan. The data/evidence-driven decision process used with a Safety Plan requires an organization to understand the process of analyzing both road segment and intersectional Crash Data. It also requires an organization to identify possible problems and trends within the data. It is these trends and causes that are used to review the root causes and contributing factors that lead to crashes. This class will enable students the ability use data to establish a “Hot Spot” or a “Systemic” analysis process. Students will also learn effective corrective actions that reduce the threat of additional crashes. This type of Data Analysis enables organizations to incorporate it into the organizational Safety Plan and provides the evidence that supports safety project funding and development.

FEB 27 | 1:00 - 4:30 “ROAD SAFETY AUDITS/ASSESSMENTS”

Road Safety Audits (RSA) is a 3.5-hour class. Participants in this class will learn how to improve transportation safety by applying a proactive approach to reduce collisions and their severity in Tribal lands. These techniques provide an examination of a roadway by an independent, qualified audit team. The RSA is a way for an agency to improve roadway safety, reduce injuries and fatalities, and to communicate to the public how they are working toward these goals. This course includes topics such as: RSA definition and history, how to conduct a RSA, and identifying the common safety issues found with RSA's. Participants will leave the workshop with a working knowledge on how to perform a road safety audit.

FEB 28 | 8:30 - 12:00 “WORKER SAFETY”

In any organization, the most valued part of that organization is its employees. As an organization, tribal or non-tribal, a risk assessment needs to be completed for all of the job tasks performed for the tribal organization. The only way to protect your tribal members is to identify the hazards that they work with and then mitigate those hazards. One serious injury or fatal accident to a tribal member is one too many. This 3.5-hour class will demonstrate the key features in developing an Employees Safety program to protect those employees. We will examine the key injury and fatality areas in both Administration and Enterprise work areas. We will also identify resources for the training and education of that workforce.

FEB 28 | 1:00 - 4:30 “LOW COST SAFETY IMPROVEMENTS”

Low Cost Safety Improvements (LCSI) is a 3.5-hour class condensed from Road Safety 365. It is designed to provide Tribal agencies with practical and effective ways to implement low cost safety solutions into their day-to-day activities, reducing collisions, injuries, and fatalities. If you’ve ever wondered if your work makes a difference, this class will show you how important roadway work truly is. Topics discussed include: The need for making roads safer, Road safety myths vs. realities, How to “read the road” and improve safety in your community, and Practical and proven low cost countermeasures for safety. Attendees will leave the workshop with a renewed spirit and the ability to make an impact for their community.

MAR 1 | 8:30 - 12:00 “IMPROVING SAFETY AT INTERSECTIONS”

Improving Safety at Intersections is a 3.5-hour class. Intersection crashes can be significantly reduced in Tribal lands by the application of proven safety measures for rural and urban intersections. This class presents examples of intersection safety countermeasures for design, operations, and low-cost safety improvements. Examples are presented along with their specific safety benefits in the form of crash reduction factors. Topics covered include: seven characteristics of a safe intersection, different types of intersections used to manage traffic, common geometric problems that could be a safety risk and how to fix them, how to use signage for intersections, and how to maintain sight triangles.

MAR 1 | 1:00 - 4:30 “SIGNALIZED INTERSECTIONS”

As a tribal government reviews the intersections in the tribal road system, one of the types of intersections that are used is the signalized intersections. This type of intersection in most cases is owned and managed by the State or Federal organizations that manage the roadways that pass through the tribal lands. Because of this relationship, the roadway manager needs to be included in the discussions with the tribal leadership. Due to the cost and impacts of a Signalized Intersection on the transportation system the FHWA Manual of Uniform Traffic Control Devices (MUTCD) provides some strict guidance when looking at installing this type of intersectional control. This 3.5-hour class will review those controls (Warrants) in the MUTCD, at a depth that provides a basic understanding, as well as reviewing low-cost safety improvements that can enhance the operation of an existing signalized intersections.

To register: Check beside the classes you would like to attend. Email this form to Ed Demming at ed.ttap@virginia.edu or call 833-484-9944 or visit ttap.enrollware.com.

Name _____

Phone _____

Email _____

Tribe _____