Access and Use of Tribal Traffic Safety Data in Indian Country

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Abstract

At the national level, American Indian and Alaskan Natives in the United States endure a higher rate of motor vehicle crashes (MVCs) in Tribal communities. Tribal communities across the nation often express they do not have access to MVC data at the tribal level. To better understand why and how local MVC data are limited, a 20-question online survey was conducted with tribal injury prevention, transportation safety, and traffic safety practitioners across the country (n=25 from 5 BIA tribal regions). Survey results revealed that respondents have at least some experience with and access to MVC incident (e.g., crash event) and traffic safety violation (e.g., enforcement citation) data. Most data storage/reporting systems for both categories of data are paper-based. While use of a tribal Police Accident Report (PAR) is limited (36%), the majority of respondents reported the development of a Tribal PAR as beneficial (7.7 on 10-point scale). A low response rate and limited geographic representation among survey respondents signifies the need to collect more information about access to and use of tribal MVC data, to contribute to nation-wide efforts to develop a Tribal PAR.

Introduction

In the public health and transportation fields over the past two decades (e.g., 1997 to 2017), unintentional injuries due to Motor Vehicle Crashes (MVCs) are one of the top three leading causes of serious injuries and fatalities among the age groups of 1-44 years of age in the American Indian/Alaska Native (AI/AN) communities (Indian Health Service, 2017). In addition, the AI/AN population have a disproportionate burden of MVC fatalities compared to other races aged 1 to 44 years, dying at a rate of four times the rate for the general U.S. population (Pollack, et al., 2011).

Tribal communities across the nation seek access to and use of Tribal-specific traffic safety data. The data are desired to address and improve Tribal transportation, public health, and traffic safety needs to improve livability in Tribal communities (Noyce et al., 2014). Tribal specific data represent a Tribal community directly, such as, the community's roadways users, jurisdictional boundaries, and driving behaviors (Ringel, 2003). Tribal traffic safety data should include both: 1) MVC incident data (i.e., crash event data); and 2) Traffic safety violation data (e.g., enforcement moving violations/citations).

Presentations at Tribal, state, and national traffic safety conferences have described how to collect and analyze Tribal-specific traffic safety data, because these data are needed to understand reasons for the disproportionate burden of MVC injury exists in Tribal communities (National Transportation in Indian Country Conference, 2020). However, a data disconnect remains among Tribal communities, where traffic safety data are underreported and vary in quality (Federal Highway Administration, 2017). Congress has addressed the causes of underreporting of crashes on Indian reservations to include law enforcement capacity (i.e., staff shortages and high turnover rates), lack of equipment and training, and lack of standardization in crash reporting (Martin & Crotty, 2018). In other instances, some Tribal communities are

effectively using data surveillance processes, reporting templates, and sharing how they use the data (National Transportation in Indian Country Conference, 2020).

When Tribal-specific traffic safety data are limited, or access to the data is limited, Tribes must rely on local (non-Tribal), state, or federal data to obtain funding/support to address motor vehicle injuries priorities. For example, in the state of Oklahoma, the State Highway Safety Office have an abundance of traffic safety data reports for their counties, cities, and state highways. Most states have the resources and tools to collect, analyze, share, and store collected traffic safety data that are accessible and for use. State data can be a useful data source when Tribal crash data is not available or accessible. However, this can add additional time to the Tribe's planning process, and the data might not reflect the Tribal community's needs directly. Having complete and accurate Tribal crash data is fundamental to help identify crash causes and hot spots, and eventually securing funding to improve Tribal traffic safety on Tribal lands (Noyce et al., 2014).

Pollack et al. (2011) describe that effective reporting resources and training are needed for data consistency in Tribal communities. In addition, Bailey and Huft (2008) conducted a study to understand why nine Tribal communities in South Dakota were experiencing the practice of underreporting motor vehicle crashes on Tribal lands. Their findings illustrated that 737 crashes were documented in some fashion by Tribal or Bureau of Indian Affair law enforcement agencies, yet only 52 crashes possessed enough details to be included in the South Dakota Accident Reporting System (Bailey & Huft, 2008). This study's finding also indicated the reporting tools, and lack of training to increase accurate reporting, were the main contributing factors of underreporting within those Tribal communities.

A Police Accident Report (PAR) is a report to provide a summary of motor vehicle crashes or incident events. It is commonly known as a reporting tool. A standardized Tribal PAR

is not currently available. Therefore, Tribal communities do not have a universal reporting tool that would standardize traffic safety data. However, a guide for effective Tribal crash reporting was published by the National Academy of Sciences in 2014 (Noyce et al., 2014). In addition, Sen. John Hoeven (R-ND), introduced bill S.1211 – Addressing Underdeveloped and Tribally Operated Streets (AUTOS) Act to the Senate committee of Indian Affairs on March 11th, 2019 which addresses the underreporting of crash data in Indian Country. The AUTOS Act specifically outlines that if legislation is passed, it requires congress to develop a standardized reporting tool and best practices for crash data surveillance to aid in Tribal crash data reporting practices (U.S. Senate Committee on Indian Affairs, 2019).

The purpose of this project was to assess how Tribal communities' access and use Tribal traffic safety data in Indian Country.

Methods

Data Collection

The Epi Fellowship project received approval from the Tribal Injury Prevention Resource Center (TIPRC) to utilize their national list serve to disseminate the online survey used for this project. The TIPRC services federally recognized Tribal communities in the United States and possess an extensive national list serve. The national list serve consist of 550 subject matter experts from various fields (e.g., public health/injury prevention, department of transportation, highway/traffic safety, Tribal leadership, and law enforcement), in Tribal communities and non-Tribal organizations/agencies that work in Tribal communities. Appendix A includes the TIPRC's Tribal Regional Map, outlining the Tribal regions that are a part of the TIPRC list serve.

The online survey developed for this project included an introduction to and description of the Epi Fellowship project and discussed storage, access, and use of data collected via the

survey. The survey description also noted how personal information would not be collected and that each individual responding to the survey would remain anonymous.

The 20-question survey (Appendix B) used open-ended, multiple choice, and Likert-scale questions to capture information in several categories. Respondents' demographic information was collected, including: employer information; Tribal agency/organization/nation affiliation; job title; and department field. Respondents' experiences working with, access to, and use of the following types of data was also assessed: MVC incident data (i.e., crash event data); and traffic safety violation data (e.g., enforcement moving violations/citations). The survey also assessed how the traffic safety data are used and stored at the Tribe, respondents' knowledge of and experience with available resources for traffic safety data, and input regarding the usefulness of a universal Tribal PAR.

The TIPRC provided access and use of their accounts for Survey Monkey software, Constant Contact software, and social media accounts (e.g., Facebook and Instagram). The online survey was developed using Survey Monkey software and disseminated by email through the TIPRC national list serve, which is operated by Constant Contact. The data collection period occurred from March 10 to June 30, 2020. The project utilized the Constant Contact software to setup pre-scheduled bi-weekly campaign reminders to notify and remind the TIPRC's national list serve of the Epi Fellowship project's online survey. The project scheduled bi-weekly announcements to advertise the Epi Fellowship project's online survey using the social media account's streaming functions and small media infographics.

The project encouraged responses only from stakeholders on the TIPRC contact list who worked for/in Tribal communities. The project provided an incentive to participate in the online survey by collecting an email address at the end of the survey. The collected email addresses were included in a randomized drawing for an opportunity to win one of two $30 gift cards.

Data Analysis

The data collected from the online survey were analyzed using the Survey Monkey software's analysis function, and using Microsoft Excel after the data were downloaded from Survey Monkey. The qualitative survey data were categorized using thematic coding. The quantitative survey data were analyzed using descriptive statistics and frequencies for each survey question and to create tables/figures. Survey response rates were depicted using an adaptive Bureau of Indian Affair's (BIA) Tribal regional map (Appendix C) to reflect which Tribal regions were represented in the respondent pool of data.

Results

Survey Respondents

A total of 25 individuals completed the survey with a response rate of 5% among the entire 550 in the TIPRC's constant contact database. Because contacts in this database are not designated as Tribal or non-Tribal, and the survey requested responses from only Tribal representatives, a Tribal-specific response rate cannot be determined.

The survey respondents represented five of the twelve BIA Tribal regional communities, as shown in the color shading and arrows used in Figure 1. Not shown in the figure, the Tribal communities that responded to the online survey were from five states (e.g., Oklahoma, Kansas, California, New Mexico, and Mississippi). The Pacific region contributed the highest number and proportion of responses (28%), and the Navajo Region with the fewest responses (12%) (Table 1).

Figure 1. Survey Respondents by BIA Tribal Regional Map n= 25.

Source: https://www.bia.gov/sites/bia.gov/files/assets/public/webteam/pdf/idc1-028635.pdf
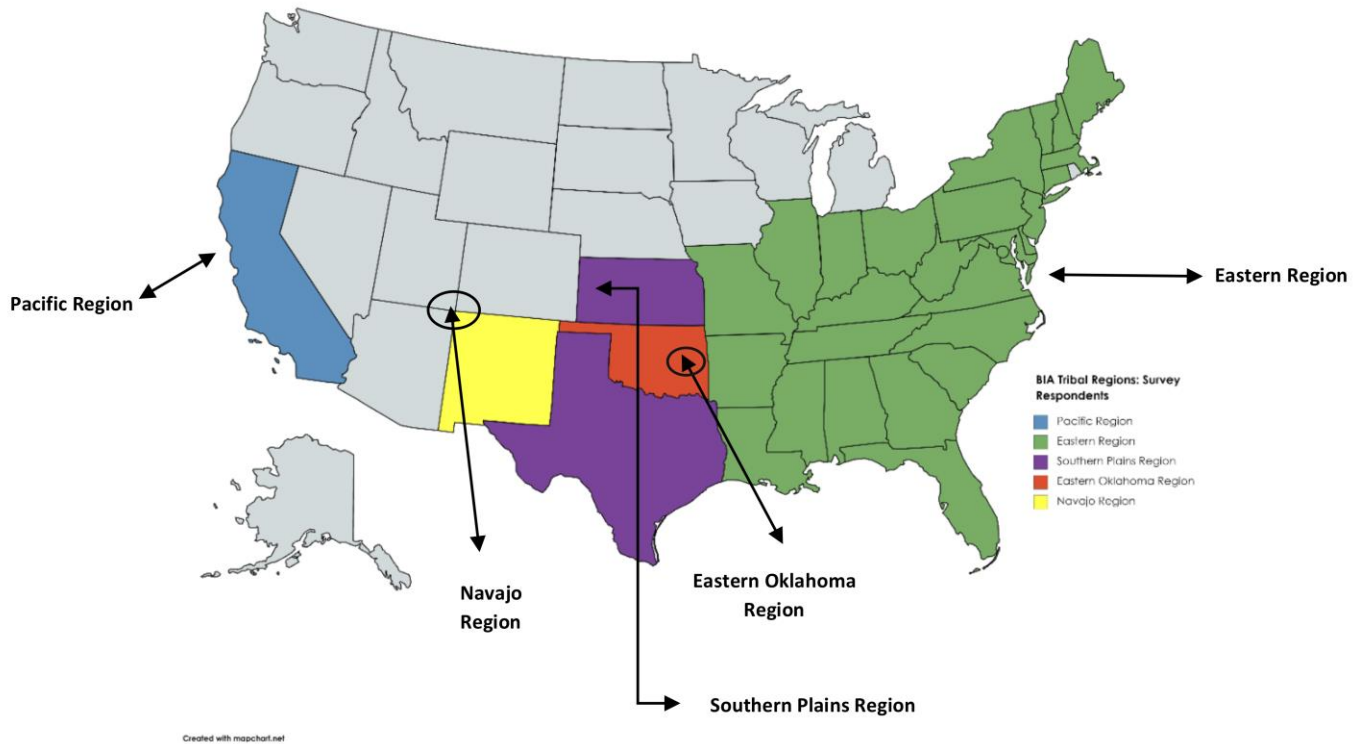
Table 1. Tribal Regional Survey Response, n=25.

Bureau of Indian Affairs Tribal Regions	*N*	*%*
Eastern Region	6	24%
Southern Plains Region	5	20%
Eastern Oklahoma Region	4	16%
Pacific Region	7	28%
Navajo Region	3	12%

Among the 25 respondents, 56% (n=14) work in the public health/injury prevention field, 32% (n=8) work in the transportation field, and 12% (n=13) work in Tribal law enforcement (Table 2). The subgroups highlighted in the table are known disciplinary fields (e.g., job titles or positions) that often work with traffic safety data in Tribal communities. An estimated 60% of the TIPRC national list serve were from the public health field.

Table 2. Survey Respondent Summary, n=25.

Field/Job Title	N	Percent
Public Health/Injury Prevention	**14**	**56%**
Injury Prevention Program	5	20%
Community Health Representative	2	8%
Child Passenger Safety Instructor	1	4%
Child Passenger Safety Technician	2	8%
Environmental Health	3	12%
Safety Health Educator	1	4%
Transportation	**8**	**32%**
Transportation Planner	3	12%
Transportation Engineer	1	4%
Transportation Safety Coordinator	2	8%
Transportation Program Director	2	8%
Law Enforcement	**3**	**12%**
Traffic Safety Coordinator/TPO	*1*	4%
Tribal PO	*2*	8%

Data Collection and Reporting

The respondents used a Likert scale to share their level of experience working with traffic safety data, including MVC data (e.g., incident data) and traffic safety violation data (e.g., seatbelt, child passenger safety, speeding, driving while impaired (DWI), and driving while distracted) (Table 3). For MVC data, 84% (n=21) of the respondents reported having some level of experience with MVC data (i.e., some experience, experience, and very experienced), with 20% (n=5) reporting being very experienced with MVC data. For traffic safety violation data, 92% (n=23) reported having some type of experience (e.g., some experience, experience, and very experienced), with 20% (n=5) rating themselves as very experienced.

Table 3. Experience with Tribal traffic safety data, n=25.

Question	No Experience % (n)	Some Experience % (n)	Experienced % (n)	Very Experienced % (n)
Q4. Experience with MVC data.	16% (4)	36% (9)	28% (7)	20% (5)
Q8. Experience with traffic safety violation data	8% (2)	44% (11)	28% (7)	20% (5)

The respondents were asked to describe the accessibility of their Tribe's traffic safety data for use in their respected fields (Table 4). Among respondents 72% had at least some access to their Tribe's MVC data, with 12% indicating the data were very accessible. For access to traffic safety data, 88% of respondents had some access to their Tribes traffic safety violation data, with 12% indicating the data were only 'very accessible.'

Table 4. Accessibility of Tribal traffic safety data, n=25.

Question	Unsure % (n)	Not accessible % (n)	Somewhat accessible % (n)	Accessible % (n)	Very Accessible % (n)
Q6. Individual access to MVC data	8% (2)	20% (5)	36% (9)	24% (6)	12% (3)
Q10. Individual access to traffic safety violation data	4% (1)	8% (2)	44% (11)	32% (8)	12% (3)

The respondents were asked to share how they utilize traffic safety data in their respected fields, and could select more than one response (Table 5). For MVC data, 74% (n=17) of the respondents indicated MVC data are used to both identify a MVC problem and to evaluate a MVC prevention intervention. Only two respondents shared how MVC data are used in additional ways (e.g., for road safety audits and transportation safety plans, and to build a traffic safety coalition group). For traffic safety violation data, 78% (n=18) indicated traffic safety violation data are used to identify both traffic safety problems and to evaluate a MVC prevention intervention.

Table 5. Usage of traffic safety data, n=23.

Question	To identity a MVC problem % (n)	To secure funding to address a MVC problem % (n)	To evaluate a MVC prevention intervention % (n)	Other (please specify) % (n)
Q5. Usage of MVC data	74% (n=17)	52% (12)	74% (17)	9% (2)
Q9. Usage of traffic safety violation data	78% (18)	61% (14)	78% (18)	0% (0)

Respondents were asked to describe, using an open-ended question format, the process used to access traffic safety data, and to note if/what challenges they might have experienced when accessing the data. Among those who responded and did not select 'Not Applicable,' 16% (n=4) reported that the process used was to request MVC data from state agencies, and 28% (n=7) of the respondents request MVC data from Tribal law enforcement and/or transportation department. Only 12% (n=3) respondents shared a challenge that MVC data are unavailable. Sixteen percent (n=4) of respondents request traffic safety violation data from state agency, and 32% (n=8) request traffic safety violation data from Tribal law enforcement. Only 16% (n=4) respondents shared a challenge that traffic safety violation data are unavailable.

The respondents were asked to share the reporting formats utilized by the Tribe for traffic safety data surveillance. The MVC data and traffic safety violation data can be reported and collected electronically by using electronic technology (e.g., Trending Reporting Analysis Capture Software (TRACS), an electronic reporting software; or Excel) or manually reporting by paper documents/forms. No one reported an alternative format. The most common response (40%, n=10) indicated that their Tribe used only paper form/documents for MVC data and (48%, n=12) used only paper form/documents for traffic safety violation data (Table 6). Another 40% indicated the use of electronic software either primarily (12%, n=3) or in combination with paper forms/documents (28%, n=7).

Table 6. Data Reporting Format, n=25

Reporting Format – MVC Data	%	n
Electronic software	12%	n=3
Paper form/documents	40%	n=10
Both: Paper/Electronic	28%	n=7
Unsure	20%	n=5

Reporting Format – Traffic Safety Violation Data	%	n
Electronic software	12%	n=3
Paper form/documents	48%	n=12
Both: Paper/Electronic	24%	n=6
Unsure	16%	n=4

When asked to indicate if their Tribe utilizes databases for MVC data and traffic safety violation data, approximately 72% to 80% indicated a database was used (Table 7). When respondents were asked what type of database is used to store collected data, 52% (n=13) indicated they use an electronic software to store the collected data, but did not provide specific examples.

Table 7. Knowledge of traffic safety database, n=25

| Response Categories	MVC Database % (n)	Traffic safety violation database % (n)
Yes	72% (18)	80% (20)
No	0% (0)	0% (0)
Unsure	20% (5)	12% (3)
Tribe does not have data	8% (2)	8% (2)

Police Accident Reports

Respondents were asked if their Tribal communities utilized a Tribal Police Accident (PAR) to collect MVC data. Fifty-two percent (n=13) were unsure if a PAR is used to collect MVC data, 36% (n=9) responded that the Tribe utilizes a PAR for MVC data collection, and 12% (n=3) indicated that the Tribe does not use a PAR (Table 8). The survey question allowed respondents to list other reporting forms used in place of a PAR. None of the three respondents indicating that the Tribe does not use a PAR listed other forms being used.

Table 8. Knowledge of PAR use, n=25.

Question	*Yes* *% (n)*	*No* *% (n)*	*Unsure* *% (n)*	*Other* *% (n)*
Q3. Use of PAR to collect MVC	36% (n=9)	12% (3)	52% (13)	0% (0)

The survey respondents were asked to respond by using a Likert scale of one to ten (with 1=not beneficial to 10=very beneficial) to indicate the usefulness of a developing a Tribal PAR. A score of 5 or above indicated some usefulness of a Tribal PAR and 100% of the respondents rated the benefit at or above 5 on the scale. The average rating was a 7.7 with a standard deviation of 1.6 (Figure 2).

Figure 2. Benefit of a Tribal PAR, n=25
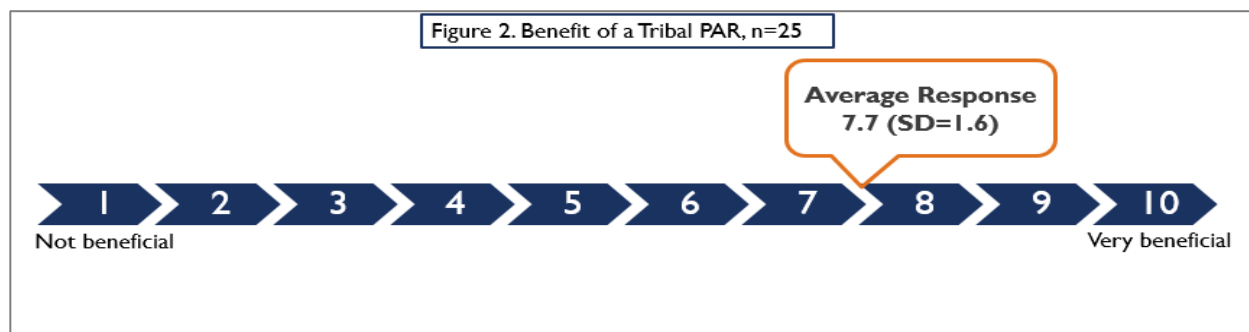
Respondents were also asked to indicate how a standardized Tribal PAR might benefit their Tribal community. Seventeen respondents (68%) shared information about benefits. Thirty-five percent (n=6) of respondents indicated that it would help Tribal communities collect consistent Tribal data, with 24% (n=4) identifying it as a solution for actively collecting data. While 18% (n=3) showed support for a Tribal PAR, they questioned the reality of a tool existing, and 16% (n=4) asked for additional information. There was also a sense of uncertainty, with 24% (n=4) noting a Tribal PAR would require training and additional expenses to implement.

Discussion

This survey provides preliminary information about the use of and access to MVC data in Tribal communities, which should be studied further. Experience with MVC data varied among the survey respondents. Some have little to no experience, while a small percentage considered themselves very experienced with either MVC and/or traffic safety violation data. Similarly, data accessibility also varies among the survey respondents. Approximately half (44%) and one third (36%) reported traffic safety violation and MVC data as only 'somewhat' accessible, respectively. It would be interesting to study more about what factors contribute to both experience and accessibility for these types of data. How much is access to the data limiting having any experience using or analyzing the data? It would also be helpful to learn if reporting templates and processes used at a Tribe contribute to the accessibility of traffic safety data.

As reported by the respondents, traffic safety data are often reported using paper/format, not electronic. However, 52% of the respondents indicated an electronic software is used to store collected data. It would be helpful to understand the difference in the formats used for data surveillance and data storage. This could include if and how a standardized Tribal PAR could help Tribal communities explore electronic data surveillance, so reporting and sharing of data might be easier to accomplish.

There are several limitations to the results obtained for this project. The online survey experienced a low response rate. The low response rate limits the information available to provide a valid description of how Tribal communities in the United States are accessing and utilizing traffic safety data. Another limitation was that there were fewer respondents from the law enforcement (12%) and transportation (32%) career fields. The majority of the respondents (56%) worked in the public health/injury prevention field, which limited the project's ability document access to and use of traffic safety data, which is often stored within law enforcement

and/or transportation agencies. In addition, only five of the twelve BIA Tribal regions responded to the online survey. We could not study geographic differences in use and access to traffic safety data.

While limited, data from this project provided some valuable information that can be shared with tribal (e.g., TIRPC), state, and federal partners (e.g., NHTSA, Federal Highways Administration) who are working on projects to improve Tribal traffic safety data surveillance, including the development of: Tribal MVC data toolkits; reporting tools; and surveillance training. The Addressing Underdeveloped and Tribally Operated Streets (AUTOS) Act has been assigned to the Indian Affairs committee in the Senate. It motivated efforts lead by National Highway Traffic Safety Administration (NHTSA) to expand the MVC data collected among tribes. The NHTSA has recently developed a *Fact and Fiction: Tribal Crash Reporting Toolkit* that is in the publication phase and is designed to address some of the contributing factors for underreporting in Tribal crash data (NHTSA, 2019). The final version of the toolkit is also anticipated to include a template of the first ever standardized Tribal PAR.
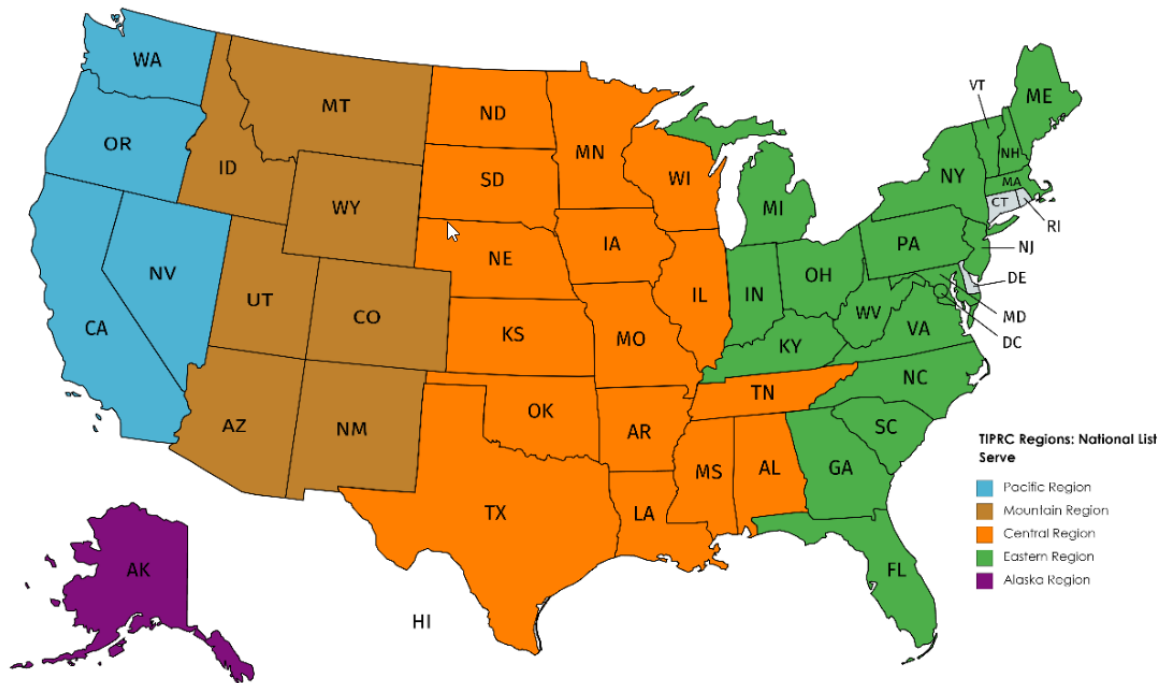
Results from this project, other efforts currently underway, and additional research could be used to improve Tribal-specific traffic safety data surveillance and reporting. Future research could focus on the usefulness and/or effectiveness of toolkits, reporting tools, and training efforts conducted and planned to improve access and use of Tribal traffic safety data in Indian Country.

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Appendix A: TIPRC Regional Map

TIPRC Regions: National List Serve

- Pacific Region
- Mountain Region
- Central Region
- Eastern Region
- Alaska Region

Created with mapchart.net

TIPRC: Tribal Regions

The TIPRC regional map reflects the Tribal communities served by the TIPRC. The TIPRC's national list serve is divided into 5 Tribal regions based on time zone classification.

Appendix B: Online Survey – Assessment of Tribal Motor Vehicle Crash Data

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Assessment of Tribal Motor Vehicle Crash Data: Access and Use

Halito (Hello)

My name is Tabatha Harris and I am Tribal Traffic Safety Specialist at the Tribal Injury Prevention Resource Center within the Albuquerque Area Indian Health Board (AAIHB) and Albuquerque Area Southwest Tribal Epidemiology Center (AASTEC).

I am a participant in the 2019-2020 Indian Health Service's (IHS) Injury Prevention Epidemiology Fellowship Program. The fellowship is a year-long commitment to learn basic epidemiology skills and apply them to real-life projects.

For my Fellowship project, Assess creating a Standardized Tribal Police Accident Report (PAR), I am seeking to learn more about knowledge and use of motor vehicle crash (MVC) data in Tribal communities. To do so, I am requesting your voluntary participation in this survey, which includes questions about two types of data - motor vehicle crash (incident) and traffic safety violation - as well as the systems in place to collect, report, and use the data for MVC prevention program planning, implementation and evaluation. Results from my Fellowship project will inform future efforts to support MVC data collection and reporting in Tribal communities.

Any personal information collected in this survey will not be shared publicly. Responses to the survey questions will not be affiliated with any individuals, departments, or Tribes, and summarized results will only be used for my IHS Epi Fellowship project and work-related projects that derive from the Tribal Injury Prevention Resource Center (TIPRC).

Yakoke! (Thank You) for your participation.
Tabatha Harris, MA.

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1. Demographics

I am interested in learning about your experience or use of Tribal motor vehicle crash (MVC) data and/or Tribal traffic violation data. Please respond to the questions in the survey based on their relevance to your career field.

Please provide the name of the department and Tribe you work for?

2. Listed below are three career fields (sub-groups) that typically utilize MVC data to guide their work. Each sub-group is defined and provides examples of job titles in each field.

Sub-group 1: Public Health/Injury Prevention
   These individuals work in the public health field under health clinics, hospitals, or any other health facilities. Below are examples but are not limited to what is listed below.
Community Health Representative (CHR)
Injury Prevention Coordinator
Environmental Health Service/Injury Prevention
Health Care Providers (MD and etc.)
General Public Health Safety Specialist

Sub-group 2: Law Enforcement
   These individuals work within a Police Department/Unit. Below are examples but are not limited to what is listed below.
Traffic Safety Specialist
Highway Safety Specialist
Safety Outreach Coordinator
Police Officer

Sub-group 3: Department of Transportation
   These individuals work in the transportation field in the areas of roadway design, infrastructure development or repairs, and safety. Below are examples but are not limited to what is listed below.
Traffic Safety Specialist
Safety Outreach Coordinator
Transportation Planner
Civil Engineer
Transportation Coordinator

Please indicate the career field that most aligns with your work by selecting a sub-group, and listing your current job title/position.

3. Motor Vehicle Crash Incident Data

Motor vehicle crash incident data includes information collected about individual MVC incidents (crashes) or events. The MVC data can include information about: injuries, fatalities, roadway conditions, or driver behaviors.

Does the Tribe you work for utilize a Police Accident Report (PAR) to collect motor vehicle crash data?

   Yes
   No
   Unsure
   Other Reporting Form (please specify)

4. Using the scale below, please indicate your level of experience working with motor vehicle crash data.

No Experience   Some Experience Experience   Very Experienced

5. Listed below are some examples of MVC data use. Please select from the list the ways you have used MVC data in the work field (You may select more than one option). If you have other uses for MVC data please share that information in the comment box.

   To identify a MVC problem
   To secure funding to address a MVC problem
   To evaluate a MVC prevention intervention
   Other (please specify)

6. How accessible to you is the Tribe's MVC incident data?

Unsure   Not accessible   Somewhat accessible   Accessible   Very accessible

7. Please describe the process used to access MVC data, noting if/what challenges you experience when trying to access the data.

8. Traffic Safety Violation Data

Traffic safety violation data includes information collected during a traffic safety violation event. This can include information about: restraint use violations (e.g., seat-belt or child safety seat); speeding/ driving while impaired; driving while distracted).

Using the scale below, please indicate your level of experience working with traffic safety violation data.

No Experience   Some Experience Experience   Very Experience

9. Listed below are some examples of traffic safety violation data use. Please select from the list the ways you have used traffic safety violation data in the work field (You may select more than one option). If you have other uses for traffic safety violation data please share that information in the comment box.

  To identify a traffic safety problem
  To secure funding to address a traffic safety problem
  To evaluate a traffic safety problem
  Other (please specify)

10. How accessible to you is the Tribe's traffic safety violation data?

Unsure   Not accessible   Somewhat accessible   Accessible   Very accessible

11. Please describe the process used to access traffic safety violation data, noting if/what challenges you experience when trying to access the data.

12. <u>Data Reporting</u>
MVC data and traffic safety violation data can be reported and collected electronically by using today's technology, or manually by using paper documents/forms. The MVC data and traffic safety data can also be stored electronically and manually (paper files).

For example: (e.g., Trending-Reporting-Analysis-Capture Software (TRACS) is electronic software that reports real-time data. Excel spread sheets is another form of electronic software).

What is the Tribe's reporting format for MVC data?

  Electronic software
  Paper forms/documents
  Both: Paper forms/documents and electronic software
  Unsure
  Other (please specify)

13. What is the Tribe's reporting format for traffic safety violation data?

   Electronic software
   Paper forms/documents
   Both: Paper forms/documents and electronic software
   Unsure
   Other (please specify)

14. Does the Tribe have a database to store the collected MVC data?

   Yes
   No
   Unsure
   Tribe does not have MVC data

15. Does the Tribe have a database to store the collected traffic safety violation data?

   Yes
   No
   Unsure
   Tribe does not have traffic safety violation data

16. What type of database does the Tribe use for the collected data?

   Electronic software
   Paper filing system
   Unsure
   Other (please specify)

17. Traffic Safety and MVC Data Resources
Listed below are some resources for traffic safety and MVC data. Please indicate if you are aware of any of the safety resources listed below by placing a check mark by the listed resources.

   Indian Health Service - Injury Prevention
   National Highway Traffic Safety Administration
   Centers for Disease and Control Prevention (CDC) Tribal Motor Vehicle Safety
   Centers for Disease and Control Prevention (CDC) WISQARS
   State - Highway Safety Offices
   County Sheriff Department
   City Police
   Emergency Medical Services
   Hospitals or Clinics
   State - Department of Transportation
   Department of Public Safety
   Other (please specify)

18. How beneficial do you think a standardized Tribal PAR would be for Tribal communities? (Please indicate your response by using the 10 point scale. 1 = no benefit and 10 = very beneficial).

| 1 | 5 | 10 |

19. Please share how standardized Tribal PAR might be useful in your Tribal community?

20. <u>Closing</u>

Thank you for your time and participation. I appreciate the information you have shared.

Yakoke! (Thank You)

By participating in this online survey you have the opportunity to enter your email in for a drawing to win a $30.00 gift card. There will be 2 lucky winners. Please enter your email in the comment box for a chance to win. Winners will be notified by email on July 15th, 2020.

Assessing Access and Use of Tribal Traffic Safety Data in Indian Country

Appendix C: BIA Tribal Regional Map

Source: https://www.bia.gov/sites/bia.gov/files/assets/public/webteam/pdf/idc1-028635.pdf

Created with mapchart.net ®

BIA Tribal Regions

The BIA Tribal Region Map reflects the Tribal communities contacted to participate in the online survey. The. TIPRC national list serve consist of 550 contacts.