


Bike Traffic Skills Training



National Tribal Transportation Conference
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Tribal Epidemiology
Center (TEC) History:

The History

- Four TECs established in 1996 by Congress via the Indian Health Care Improvement Act
 - 12 TECs have a common mission and purpose
 - TEC injury prevention programs
 - ITCA TEC is one of the original four
- TECs are public health authorities
- ITCA TEC provides service to Tribes in the Phoenix and Tucson Indian Health Service (IHS) Areas
 - Arizona, Nevada, and Utah, except Navajo Nation
 - IHS funded



The History

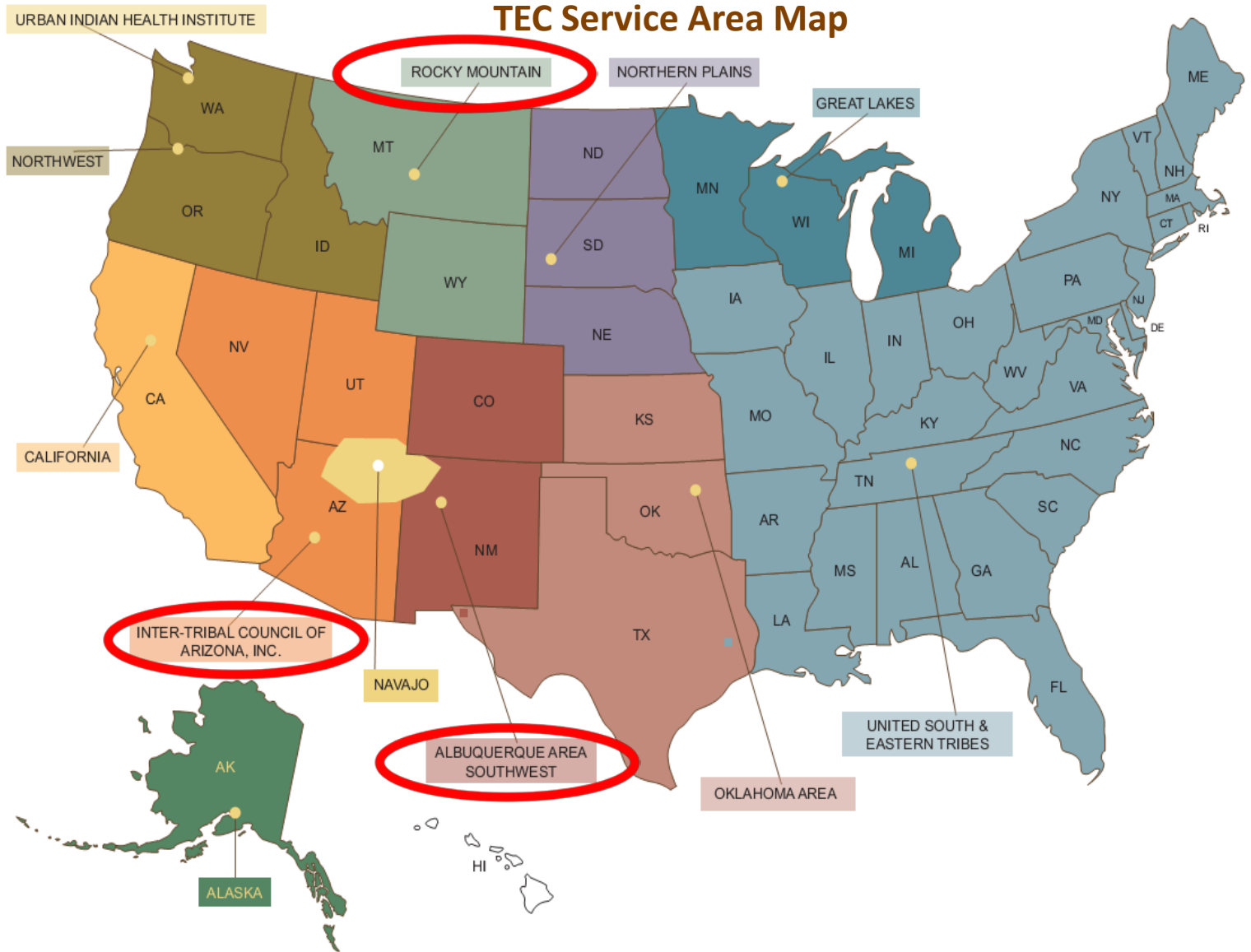


Photo credit: Indian Health Service. National Tribal Epidemiology Center Service Areas. 2013.



Tribal Motor Vehicle Crash
Injury Prevention Project
(TMVCIPP)



What is the TMVCIPP?

- A 5-year community-based project to address:
 - MVC injury prevention
 - Traffic safety
 - Transportation safety
- Provides technical and financial assistance for three tribes within Arizona and Nevada
- Funded by the Department of Health and Human Services, Office of Minority Health
 - Addresses a public health disparity



Values of the TMVCIPP

- **Prevention**
 - Injuries can be predicted, prevented, and addressed
- **Community level approach**
 - Encourage involvement and community acceptance of project
 - Build tribal injury prevention capacity
- **Maximized resources**
 - Strong collaboration within 4E partnership: Education (health); Enforcement (police); Engineering (transportation); Emergency medical services
- **Increased awareness**
 - Elevated attention of issue to bring risk factors to forefront of tribal priorities



TMVCIPP Objectives

1. Strengthen tribal government infrastructure, policies, and activities
2. Design, implement, or improve existing tribal MVC injury surveillance systems
3. Build and sustain tribal capacity to reduce MVC-related injuries and/or fatalities
4. Promote and/or enhance career pathways for AI/AN health care professionals, paraprofessionals, researchers, and students



TMVCIPP Activities

1. Coalition partnership
2. Injury surveillance (data collection and analysis)
3. Evidence-based prevention strategies
4. Tribal policy (traffic codes)
5. Tribal internship



Pilot
Bike Traffic Skills
Training





ITCA Safety Education History

- 4 E Safety Collaboration
 - Road Safety Assessment (RSA)
 - Tribal Safety Plan
- Safe Routes to School (SRTS) Promotion
 - Competitive SRTS Grant Workshop
 - Walkability assessment
 - School Route/Travel Plan
- Active living (nutrition, safe exercise)
 - Working group network
 - Chronic disease prevention projects
 - Let's Move in Indian Country

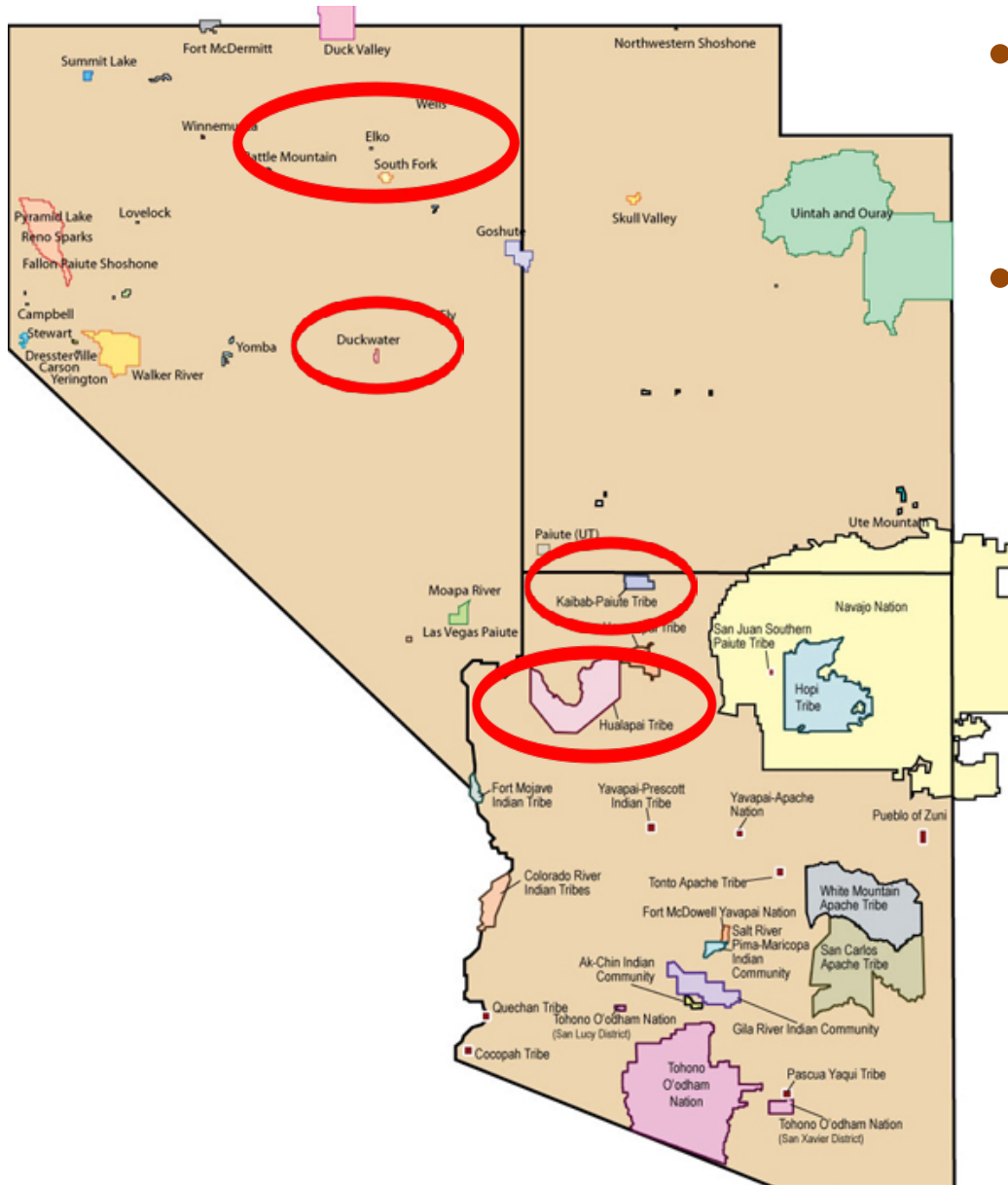




Safety Education: Bike Skills

- Support SRTS, RSA and safe active living
- Traffic skills beyond a bike rodeo
 - Involving a licensed certified instructor with the League of American Bicyclists
 - Coordinating with 4 E departments & instructor
 - Contractual
 - Planning
 - Implementation
 - Evaluation
- Piloting with a tribe: 2 attempts

Tribal Participation



- Pilot training
 - Hualapai Tribe
- 3 more trainings in AZ & NV
 - Kaibab Band of Paiute Indians
 - Duckwater Shoshone Tribe
 - TeMoak Tribe of Western Shoshone



Project Administration: Lessons Learned

- Planning
 - Bike maintenance
 - Training for <10 years
 - Balance immediate tasks vs future tasks
- Recruitment process
- Minimization of scheduling conflicts
- Budgeting
- Understanding training delivery
- Using organizational tools for monitoring
- Partnering with multiple tribal departments, bike instructors, DOT
- Assessing for improvement



Summary

Tribal governments are capable of creating environments that support safe biking and physical activity:

- 4 E coordination
- Bike skills education
- Physical activity promotion
- Transportation project prioritization
- Pathway/trail construction
- Community connections





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