OVERVIEW

- Background
- Magnitude of the MV injuries
- Successful programs
- Working with tribes
American Indians/Alaska Natives (AI/AN)

- 574 federally recognized tribes
- Urban and rural
  - 54% live in rural areas
- Sovereign status
- Traffic laws may differ from state laws
Indian Health Service (IHS)

- Provides health services
- IHS Injury Prevention Program
  - Tribal Injury Prevention Cooperative Agreement Program (TIPCAP)
  - Includes traffic safety
MV DEATH RATES BY RACE

Rate per 100,000


AI/AN  White  Black  Hispanic  Asian/Pacific Islander

AI/AN  Black  Hispanic  Pacific Islander  White

CDC WISQARS
2008-2014, United States
Death Rates per 100,000 Population
Motor Vehicle, Overall, Unintentional, American Indian, All Ethnicities, Both Sexes, All Ages
Annualized Crude Rate for United States: 16.14

Reports for All Ages include those of unknown age.
Rates based on 20 or fewer deaths may be unstable. States with these rates are cross-hatched in the map (see legend above). Such rates have an asterisk.
## 2014-2018 FATAL CRASHES

<table>
<thead>
<tr>
<th></th>
<th>Urban</th>
<th>Rural</th>
<th>Unknown</th>
<th>Total</th>
<th>Percent Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>AI/AN (non-Hispanic)</td>
<td>870</td>
<td>2096</td>
<td>23</td>
<td>2989</td>
<td>70</td>
</tr>
<tr>
<td>US All Races</td>
<td>223,235</td>
<td>185,569</td>
<td>2,467</td>
<td>411,271</td>
<td>45</td>
</tr>
</tbody>
</table>

NHTSA FARS
With increasing rurality

- Seatbelt use decreases
  - Tribes have lower seatbelt use in general
  - Tribes have fewer primary restraint laws

- Unrestrained deaths increase
  - Tribal traffic enforcement can be a challenge
  - Tribal jurisdiction issues can be complicated

Other factors

- Alcohol-impaired driving – nearly half of AI/AN killed in alcohol impaired driving crashes
- Speeding – road maintenance, jurisdiction

CDC MMWR Rural and Urban Differences in Passenger-Vehicle-Occupant Deaths and Seat Belt Use Among Adults, US 2014
NHTSA 2015 Rural/Urban Comparison of Traffic Fatalities
NHTSA 2017 FARS
SUCCESS – BLACKFEET NATION

In 39% of the cars observed in 2019, the drivers were wearing seat belts, a 129% increase from 2015!
SUCCESS – NAVAJO NATION

Navajo Nation Injury Prevention Program Profile

Navajo Nation Child Restraint Use
Observed Use at 4 Time Periods

- Jul 2018 - Sept 2018: 35%
- Oct 2018 - Dec 2018: 36%
- Jan 2019 - Mar 2019: 39%
- Apr 2019 - Jun 2019: 43%
WORKING WITH TRIBES

- **Cultural Competence and Humility**
  - SAMHSA AI/AN Culture Card - A Guide to Build Cultural Awareness

- **Reach out to**
  - IHS Injury Prevention Program
    https://www.ihs.gov/InjuryPrevention/contacts/
  - Tribes
    - Websites, transportation dept., injury prevention program, tribal administration
  - States
    - Strong tribal partnerships – AZ, Montana, Oklahoma
• Guide for Tribes
  – Evidence-based strategies
    • increasing seat belt use
    • Increasing child safety seat use
    • Decreasing alcohol-impaired driving
• Contributors:
  – CDC Tribal Motor Vehicle Injury Prevention Program (TMVIPP)
  – IHS Tribal Injury Prevention Cooperative Agreement Program (TIPCAP)
  – BIA Indian Highway Safety Program (IHSP)
• Found at CDC Tribal Road Safety
INDIAN HEALTH SERVICE INJURY PREVENTION PROGRAM

Injury Prevention Program

Injuries as a Public Health Concern

- Leading causes of death for American Indian and Alaska Native aged 1-44 years
- Third leading cause of death for all ages
- 44% of young potential life lost for American Indian/Alaska Native aged 1-44 years
- Treatment costs > $300 million per year
- Unintentional injury death rate decreased 18% (1990-2000)

Mission

Raise the health status of American Indians and Alaska Natives to the highest possible level.
WRAP-UP

- Background
- Magnitude of the MV injuries
- Successful programs
- Working with tribes

QUESTIONS?
HOLLY BILLIE, MPH
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