THE CONFEDERATED SALISH & KOOTENAI TRIBES

# CSKT SS4A SAFETY ACTION PLAN

FINAL

JUNE 2025

# Acknowledgements

The Confederated Salish and Kootenai Tribes (CSKT) Safety Action Plan (SAP) was developed under guidance of a Project Advisory Committee (PAC), with additional input from local, regional, and federal partners. We extend our sincere thanks to the individuals, agencies, and community members who contributed their time, expertise, and feedback throughout the planning process.

## Key Contributors

**Confederated Salish and Kootenai Tribes**

- Tribal Council
- Roads Program
- Department of Disaster Emergency Services
- Department of Wildland Recreation Management
- Department of Natural Resources
- Flathead Tribal Police
- Department of Economic Development

**Federal and State Agencies**

- United States Department of Transportation (USDOT) Federal Highway Administration (FHWA)
- Montana Department of Transportation (MDT)

**County and Municipal Governments**

- Flathead County
- Lake County
- Missoula County
- Sanders County
- Flathead Reservation Municipalities and Communities

**Consultant Team**

- DJ&A
- Kittleson & Associates, Inc.
- Big Sky Public Relations

Resolution No. 25-110

# RESOLUTION
# OF THE TRIBAL COUNCIL OF
# THE CONFEDERATED SALISH AND KOOTENAI TRIBES OF THE FLATHEAD INDIAN RESERVATION, MONTANA

TRIBAL COUNCIL RESOLUTION IN ADOPTING THE 2025 CSKT SAFE STREETS FOR ALL – SAFETY ACTION PLAN

BE IT RESOLVED BY THE TRIBAL COUNCIL OF THE CONFEDERATED SALISH AND KOOTENAI TRIBES THAT:

WHEREAS, the Tribal Council of the Confederated Salish and Kootenai Tribes is the duly recognized governing body of the Flathead Reservation with the responsibility to assure that Tribal transportation needs are met; and

WHEREAS, the Tribal Council recognizes the need to address the issues that impact Flathead Reservation infrastructure; and

WHEREAS, the Tribal Council recognizes the need for a Safety Action Plan to reduce the number of deaths and serious injuries and improve the overall safety of the transportation system on the Flathead Indian Reservation; and

WHEREAS, the Tribes have sought input in accordance with 25 CFR 170.413 from a variety of agencies and individuals to gather transportation safety input, and develop priorities; and

WHEREAS, the Confederated Salish and Kootenai Tribes' Flathead Roads Program has developed a 2025 Safe Streets for All – Safety Action Plan which identifies issues and procedures or projects that can be implemented to further improve transportation safety on the Reservation;

THEREFORE, BE IT RESOLVED, that The CSKT Tribal Council herby supports and adopts the draft plan as the Official CSKT Safe Streets for All- Safety Action Plan; and,

FINALLY BE IT RESOLVED, that The CSKT Tribal Council authorizes submission to Federal, State and Local agencies all documents necessary to secure funding to implement plan elements and authorizes the Chairperson or designee to duly prepare and negotiate such documents, contracts, modifications and/or amendments.

CERTIFICATION

The foregoing resolution is duly adopted by the Tribal Council of the Confederated Salish and Kootenai Tribes of the Flathead Indian Reservation on June 24, 2025, with a vote of 8 for, 0 opposed, and 1 not voting, pursuant to the authority vested in it by Article VI, Section1 (a), (c), (d), and (u) of the Tribes' Constitution and Bylaws; said Constitution adopted and approved under Section 16 of the Act of June 18,1934 (48 Stat. 984), as amended.

Michael Dotson
Chairman, Tribal Council

ATTEST:
Tribal Council Secretary

# CONTENTS

**CHAPTER 1:** INTRODUCTION.....01

**CHAPTER 2:** PLANNING AND PUBLIC ENGAGEMENT.....09

**CHAPTER 3:** SAFETY ANALYSIS.....17

**CHAPTER 4:** PROJECT PRIORITIZATION AND RECOMMENDATIONS.....41

**CHAPTER 5:** POLICY AND PROCESS CHANGES.....68

**CHAPTER 6:** PROGRESS AND TRANSPARENCY.....78

**REFERENCES**.....85

**APPENDIX A**.....A-1

**APPENDIX B**.....B-1

**APPENDIX C**.....C-1

# 01 INTRODUCTION

# CSKT Safety Action Plan

Safe and reliable transportation is critical to the well-being of the Confederated Salish and Kootenai Tribes (CSKT) and the communities within the Flathead Reservation. The reservation is home to 65% of the 7,443 enrolled tribal members[1]. The existing transportation network provides a vital connection between towns, schools, businesses, and natural resources. However, safety concerns have continued to grow over the years as road users face risks from wildlife-vehicle collisions, high-speed corridors especially along US 93, and gaps in pedestrian and bicycle infrastructure around community centers.

Between **2019 and 2023**, there were **3,046 crashes in the Flathead Reservation resulting in 49 fatalities and 84 serious injuries**. These numbers highlight the need for a proactive approach to improving roadway safety. In response, CSKT is developing a **Safety Action Plan (SAP)**, a road map to substantially reduce fatal and serious injury crashes in the Flathead Reservation while addressing broader mobility concerns.

In FY2022, the CSKT was awarded a Safe Streets and Roads for All (SS4A) Planning Grant from the United States Department of Transportation, providing necessary resources to evaluate safety risks and develop targeted solutions. This plan prioritizes key concerns such as pedestrian, bicycle, and intersection safety, as well as speed management and roadway departure prevention.

By aligning with SS4A program requirements, the SAP ensures that the transportation needs of the Flathead Reservation are addressed through a combination of infrastructure improvements, policy changes, and education efforts. CSKT and its partners are committed to creating a safer, more accessible transportation system for all who live, work, and travel within the reservation.

[1] Confederated Salish and Kootenai Tribes (n.d.)

# Planning Area

The SAP focuses on the transportation network within the Flathead Indian Reservation, encompassing portions of Lake, Sanders, Missoula, and Flathead counties in northwestern Montana. The reservation covers approximately 1.3 million acres and includes the City of Polson, and other communities such as Ronan, St. Ignatius, Arlee, Pablo, Hot Springs, Ravalli and Elmo.

The transportation system within the planning area consists of a mix of state highways, tribal roads, county roads, and local roadways that serve residents, businesses, and visitors. Major corridors include:

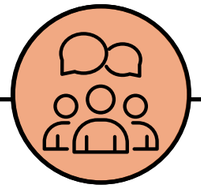
- **U.S. Highway 93 (US 93):** the primary north-south corridor through the reservation, accommodating regional travel between Missoula and Kalispell.
- **Montana Highway 35 (MT 35):** a key route that provides access to communities along the east side of Flathead Lake.
- **Montana Highway 200 (MT 200):** a major east-west route in the southern portion of the reservation, connecting communities such as Ravalli to Perma.
- **Montana Highway 28 (MT 28):** runs through the northwestern part of the Flathead Reservation, connecting communities such as Hot Springs and Elmo.

# CSKT Safety Action Plan

A SAP is a comprehensive strategy designed to reduce and prevent serious injuries and fatal crashes for all road users. The SAP follows the Safe Streets and Roads for All (SS4A) program requirements, built on **7 key components**:

**Leadership Commitment and Goal Setting**

A formal commitment to eliminate roadway fatalities and serious injuries by a set date or gradual reductions.



**Planning Structure**

A committee or similar body overseeing the Action Plan's development, implementation, and monitoring.

**Engagement and Collaboration**

An engagement process to gather input, align with plans, and integrate feedback into the action plan.

**Safety Analysis**

An analysis of crashes to identify high-risk areas and safety needs across a jurisdiction.

**Policy and Process Changes**

An evaluation of policies to identify safety improvements and recommend updates in the Action Plan

**Strategy and Project Selection**

A data-based selection of prioritized safety projects using a Safe Systems Approach.

**Progress and Transparency**

A system to track progress with reports and data to ensure accountability in reducing fatalities and injuries.

# Safe Systems Approach

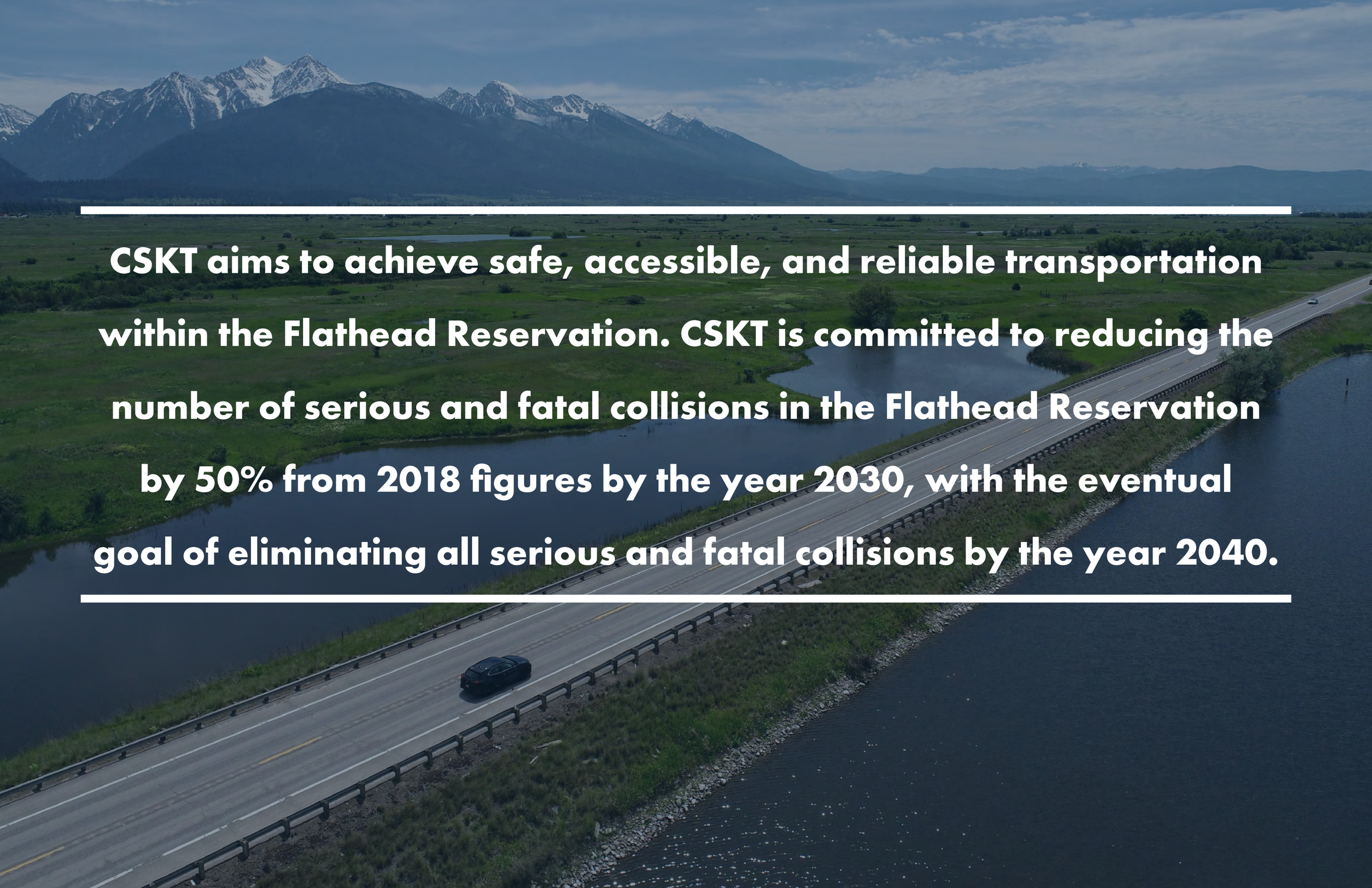
In 2022, the USDOT released the national Roadway Safety Strategy (NRSS), adopting the Safe Systems Approach as the guiding framework for improving road safety.[2] This approach acknowledges that while human errors are inevitable, roadway design, vehicle technology, and responsible driving behavior can work together to prevent crashes and minimize their severity.

The Safe Systems Approach promotes safer speeds through thoughtful design, education, and enforcement while also advancing vehicle technologies that help prevent crashes and reduce their impact. Additionally, it emphasizes post-crash care to improve survival rates and support first responders.

The Safe Systems Approach is guided by **six key principles** complemented by five objectives to create transportation systems that prioritize safety:

1. **Death and Serious Injuries are Unacceptable**
2. **Humans make Mistakes**
3. **Humans are Vulnerable**
4. **Responsibility is Shared**
5. **Safety is Proactive**
6. **Redundancy is Crucial**


[2] U.S. Department of Transportation (2022)



**CSKT aims to achieve safe, accessible, and reliable transportation within the Flathead Reservation. CSKT is committed to reducing the number of serious and fatal collisions in the Flathead Reservation by 50% from 2018 figures by the year 2030, with the eventual goal of eliminating all serious and fatal collisions by the year 2040.**

# Vison and Goals

CSKT's goal to reduce and eliminate serious injuries and fatal collisions is supported within the 2007-2017 Flathead Reservation Transportation Plan to "develop safe, efficient and connected inter-modal transportation facilities for Flathead Reservation residents".[3] The SAP commitment adheres to the State of Montana's Comprehensive Highway Safety Plan 2020 Update to reduce fatalities and serious injury collisions by 50% from 2018 figures by 2030. The Flathead Reservation Transportation Plan is currently being updated to extend to 2027, and will be developed in coordination with this SAP.

The SAP provides a framework and actions to support long-term safety goals. The plan and associated materials are intended to be a resource and guide for stakeholders and communities throughout the region to use in addressing the safety of all road users with data-informed decisions and scalable investments.

## Moving Toward Zero

The year 2018 has been selected as the baseline year to match Montana's Comprehensive Safety Plan 2020.[4] In 2018, the Flathead Reservation experienced 576 collisions, of which there were 10 fatalities and 24 serious injuries. Among these serious and fatal collisions, 1 was bicycle-involved and 7 were pedestrian-involved. By establishing 2018 as the baseline, progress toward the plan's zero-vision goals can be effectively monitored and assessed.

**Figure 1-1** presents fatal and serious injury collisions from 2018 to 2023 and demonstrates CSKT's target to achieve **a 50% reduction from 2018 figures by 2030, and elimination of these collisions by 2040**, consistent with Montana's Comprehensive Safety Plan goals. A 100% reduction in these collisions will result in nearly 10 fewer fatalities and 18 fewer serious injuries per year than the 2019-2023 annual averages. Achieving these targets will result in a safe transportation system for all users and modes in the Flathead Reservation. The development of the SAP was supported by a planning structure including a Project Advisory Committee (PAC) and relevant stakeholders that guides and facilitates progress towards the established goals.

[3] Confederated Salish and Kootenai Tribes and Roads Program (2007)

[4] Montana Department of Transportation (2020)

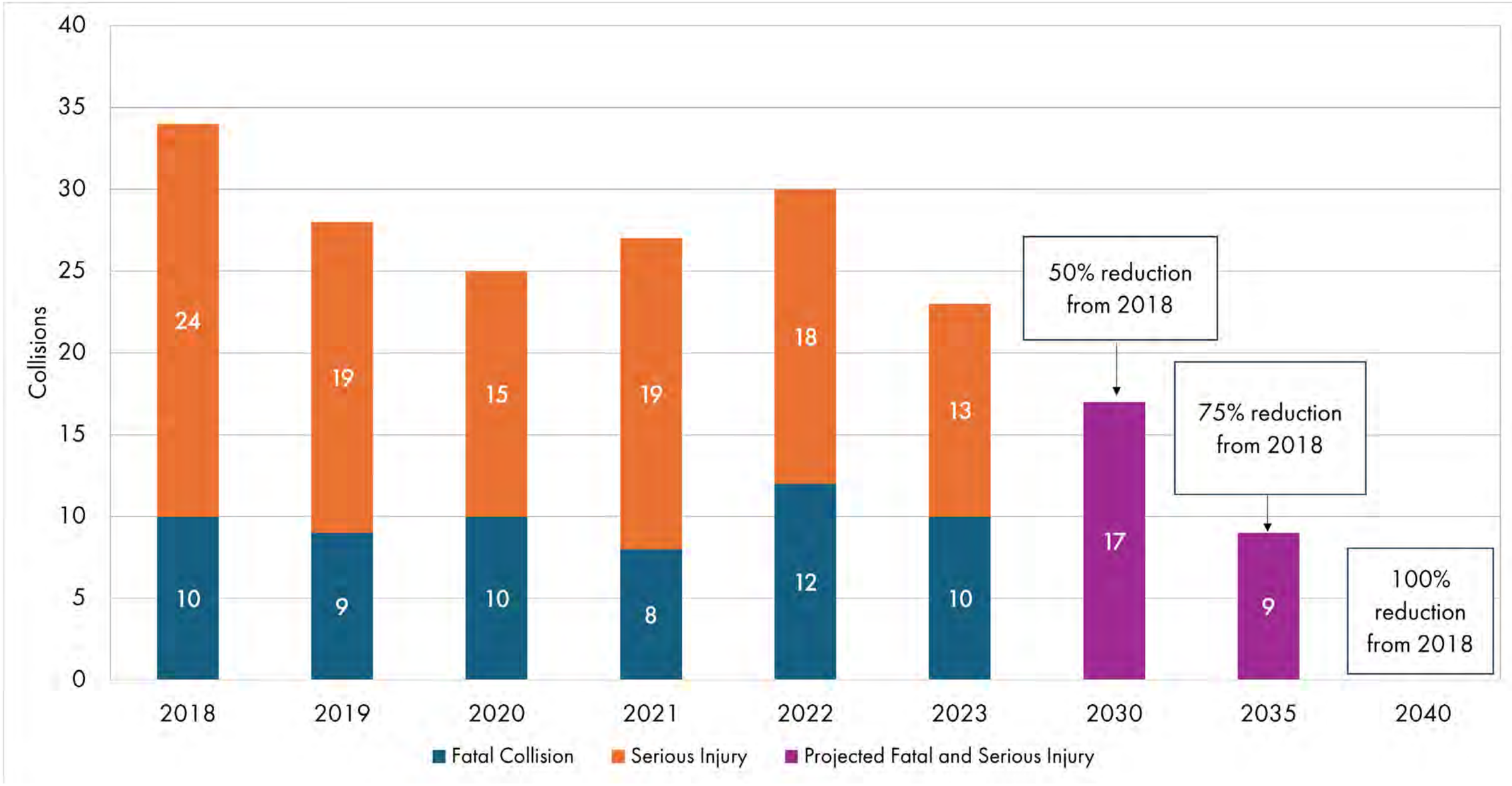



**Figure 1-1:** *Recorded and Projected Fatal and Serious Injury Collisions*

# 02 PLANNING AND PUBLIC ENGAGEMENT

# Planning Structure

This chapter describes how the people of the Flathead Reservation, those who live, work, play, go to school, access services, own businesses, and care for the Reservation, contributed to the development of the SAP. Individuals, organizations, and agencies were identified as stakeholders throughout the SAP process, reflecting a broad cross-section of the community. These stakeholders are identified below. **Appendix A** provides a full summary of the full range of participants who engaged with the planning and engagement effort.

## CSKT Tribal Council

The CSKT Tribal Council held authority for the review and approval of the SAP and its recommendations, ensuring that all aspects of the plan align with the community's values, priorities, and long-term vision. The CSKT Tribal Council provided input at key milestones throughout the project.

## Project Advisory Committee

The Project Advisory Committee (PAC) provided direction and assistance to keep the SAP on track. This group seeks to increase traffic safety by reducing the number of traffic collisions and traffic related fatalities and serious injuries. The group consisted of CSKT Roads Program, CSKT Economic Development, and CSKT Natural Resources (Wildlife Program) departments with assistance from transportation planning consultants.

## Coordination, Information, and Support

The Coordination, Information, and Support Group was established to offer guidance and ensure the SAP addresses the distinct needs of the Flathead Reservation. This group brings together representatives who provided important insights on the reservation's transportation needs and challenges. The group played a critical role in sharing relevant data and providing input on key aspects of the plan. Their support was crucial and helped shape project recommendations. The group consisted of representatives listed in **Table 2-1**.

**Table 2-1:** *Coordination, Information, and Support Group*

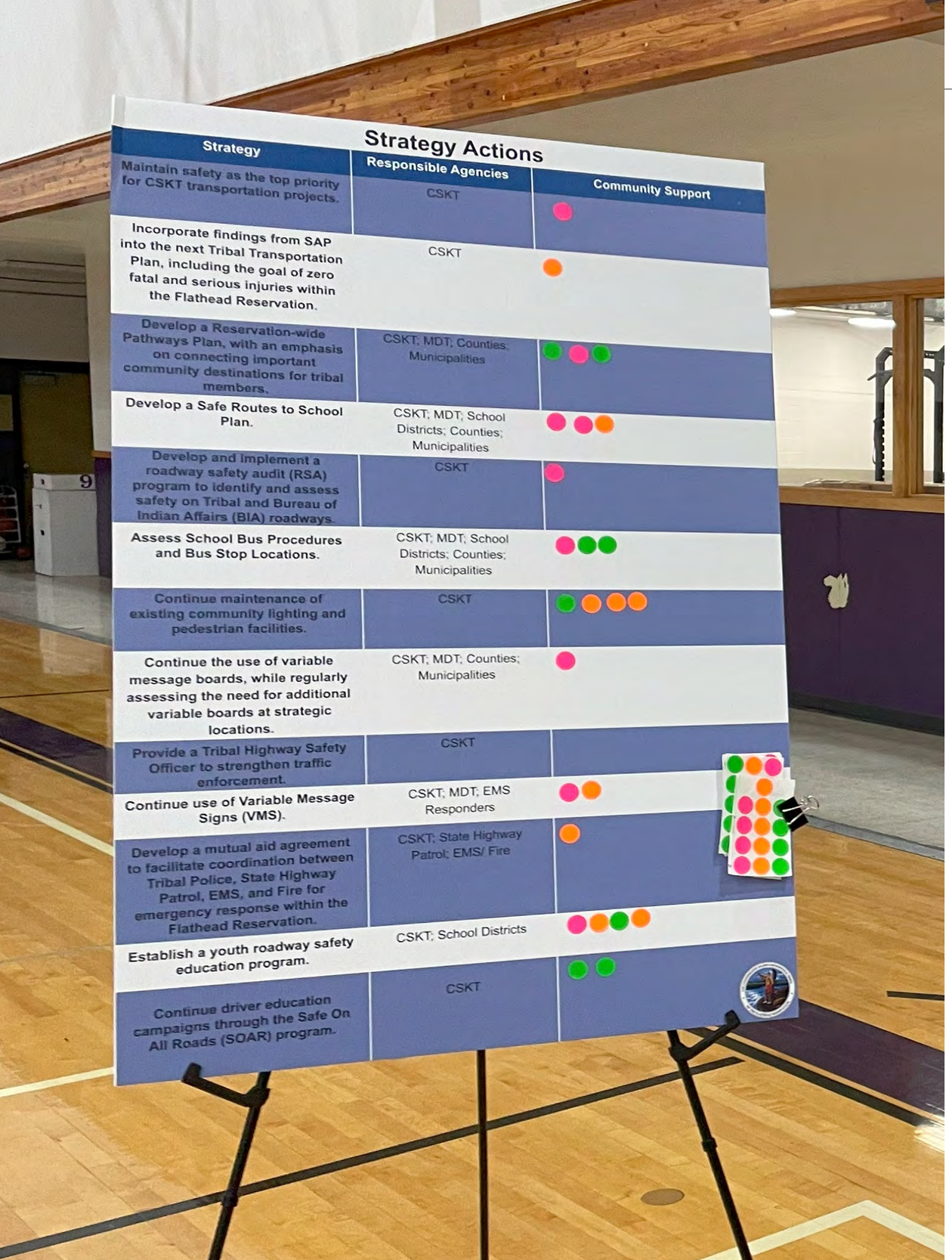
| Agencies |
|---|
| ▪ Montana Department of Transportation<br>▪ Flathead County Office of Emergency Services<br>▪ CSKT Tribal Health<br>▪ CSKT-Disaster Emergency Services (under forestry division)<br>▪ Tribal Police<br>▪ Missoula County<br>▪ Lake County<br>▪ Sanders County<br>▪ Flathead County |
| **Emergency Services** |
| ▪ Lake County Emergency Services<br>▪ St. Ignatius Fire Department<br>▪ Ronan Fire Department<br>▪ Polson Fire Department |
| **Hospitals** |
| ▪ St. Luke Community Hospital<br>▪ St. Joseph Medical Center |

## Outreach and Engagement

Relevant stakeholders from educational institutions, agencies, community organizations, key businesses, and faith organizations were engaged to assist with project identification and development. These stakeholders provided additional insights that complement the PAC's work. The stakeholders were selected due to their roles in influencing community development, providing critical services, and contributing to public education. Their participation ensured a comprehensive approach to the SAP, incorporating diverse perspectives and local knowledge to address transportation safety challenges and aligned the project with community needs. Outreach to these stakeholders occured at key milestones to gather their information and experiences, as well as to educate them about the SAP's development process, goals, and objectives. Relevant stakeholders are listed in **Table 2-2**.

**Table 2-2:** *General Outreach and Engagement*

| Educational Institutions | Agencies and Community Organizations | Other |
|---|---|---|
| ▪ Salish and Kootenai College<br>▪ St. Ignatius Public Schools<br>▪ Ronan School District 30 (4 schools)<br>▪ Polson School District (4 schools)<br>▪ Arlee Joint School District #8 (K-12)<br>▪ Pablo Elementary School<br>▪ Pablo Two Eagle High School<br>▪ Mission Valley Christian Academy | ▪ Chamber of Commerce<br>▪ CSKT Bison Range<br>▪ St. Ignatius Health Center Health & Wellness Services<br>▪ CSKT Tribal Health and Human Services Department<br>▪ Salish and Kootenai Housing Authority<br>▪ Arlee Community Development Corporation<br>▪ Nkwusm Salish Revitalization Center<br>▪ Ninepipes National Refuge, Lodge, and Museum<br>▪ Kootenai Culture Committee (Elmo)<br>▪ Salish-Pend d'Oreille Culture Committee<br>▪ Arlee Head Start Center | ▪ Kwataqnuk Resort and Casino<br>▪ Gray Wolf Peak Casino<br>▪ Arlee Garden of One Thousand Buddhas<br>▪ Designs for Health Pharmaceutical Company<br>▪ S&K Technologies, Inc.<br>▪ St. Ignatius Mission Parish<br>▪ Mission Valley United Methodist Church<br>▪ St. Paul Lutheran Church<br>▪ United Methodist Church<br>▪ Flathead Lake Biological Station<br>▪ Yellow Bay State Park<br>▪ Big Arm-Flathead Lake State Park<br>▪ S&S sports<br>▪ Rocky Mountain Twist<br>▪ S&K Technologies |




# Public Engagement

The project team strived to design and execute a robust and inclusive public engagement process as part of the SAP development process. The chosen approaches provided a comprehensive strategy for public engagement, involving numerous stakeholders to identify and prioritize projects, while also offering opportunities for community feedback from all jurisdictions involved. The project team used several ongoing communication and engagement methods to reach a variety of stakeholders and elicit meaningful participation from residents and interested parties. Engagement and communication strategies included a **project website, social media platforms, press releases, an interactive comment map, open houses, pop-up events, presentations and printed information**.

## Goals and Objectives for Public Engagement

Throughout the public engagement process, the team's objectives were to:

- Provide accurate, timely and relevant information to stakeholders, interested parties, advisory groups and the community at key points during the plan development process.
- Elicit and incorporate feedback from stakeholders and the public throughout the plan development process.
- Respond to questions and inquiries about the project in a timely manner.

## Stakeholders and Interested Parties

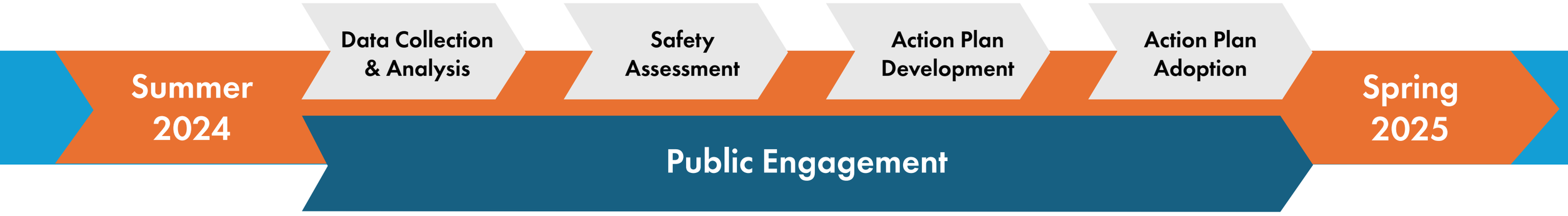
The project team developed a list of stakeholders which include local government agencies, transportation agencies, educational institutions, social service providers, cultural organizations, and emergency services providers. The project team also maintained a list of interested parties, provided updates, and contacted them regarding project status and with opportunities to contribute at key project milestones.

## Data Collection

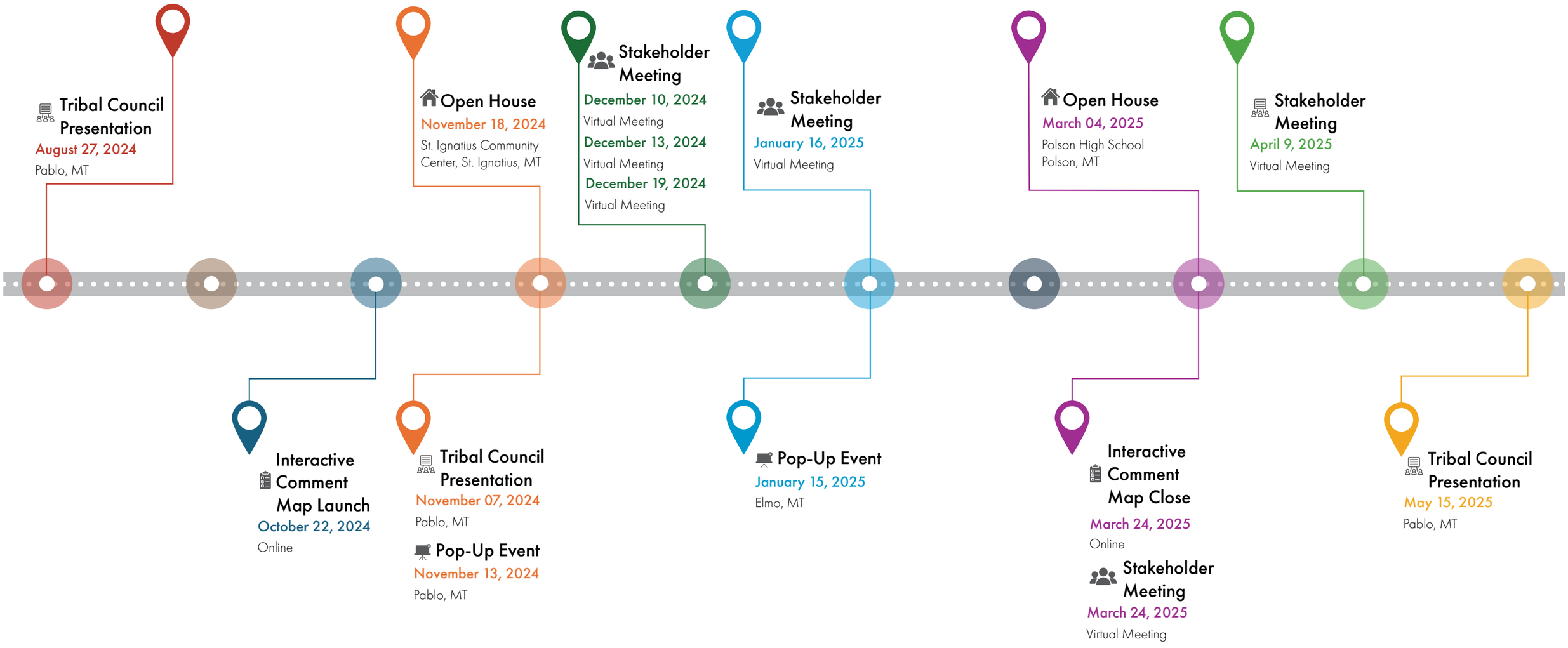
Community and stakeholder feedback was collected from meetings, open houses, pop-up events, a project website with an interactive comment map, and social media. A dedicated database for this project was created to collect and analyze feedback from stakeholders and the community. This information was then used to develop a list of recommendations and to guide potential strategies for the SAP.

## Project Website and Social Media

- A project fact sheet was prepared early in the planning process to provide answers to anticipated questions. This fact sheet along with additional project information was available on the project's website.
- The team created a project website, and links were shared with stakeholders to increase the feedback network throughout the plan area.
- The project website was updated with materials as the project progressed.
- The project team disseminated and collected information using social media platforms.
- Press releases were prepared at key milestones during the project.



# Data Collection Timeline



## Public Open Houses

The project team hosted two open house events within the Flathead Reservation as part of the SAP development process. The project team contracted Big Sky PR to further expand the outreach for these events. Invitations to both open houses were sent to an expansive list of interested parties and stakeholders. The first open house was held early in the planning process to gather input on traffic safety issues to be addressed or considered in the planning process. The second open house was held later on to share draft recommendations and to record comments and community sentiment on them. The open houses have been summarized in the **Appendix A**.

## Stakeholder Meetings

The project team held seven virtual stakeholder meetings throughout the planning timeline. These meetings were essential to ensure the established goals and strategies for this project were being met. Feedback from these meetings helped guide project recommendations. Stakeholders were grouped by area of expertise or interest to facilitate sharing of information during meetings. Stakeholder groups included CSKT key departments,  MDT and Flathead Reservation Road District Managers, educational institutions, and cultural/ religious organizations. These meetings have been summarized in the **Appendix A**.

## Interactive Comment Map

An interactive comment map was developed to help the project team attain a more broad and comprehensive understanding of the safety issues and concerns within the planning area. The map was developed with questions to allow the project team to better understand specific geographical areas of concern. The survey also allowed the team to better understand multimodal infrastructure needs, important safety emphasis areas, and assess the effectiveness of various potential safety improvement strategies. See the **Appendix A** for full interactive comment map results.

## Pop-Up Events

The project team participated in two pop-up events. The first one was during a CSKT Tribal Council District meeting in Pablo, MT. The second was at a district meeting in Elmo, MT. At both events, the team participated in conversations with members present, provided printed materials with information about the project, answered questions and invited attendees to use the online engagement tools available for this project. See full summaries of the events in the **Appendix A**.

## Tribal Council Meetings

The project team participated in three Tribal Council meetings at key points during the development and adoption of the SAP. Additionally, the project team provided monthly updates to the Tribal Council to elicit feedback and stengthen collaboration. See complete Tribal Council meeting summaries in the **Appendix A**.

# Project Updates

The project website, social media platforms, and collaborations with local government and community agencies were used to disseminate important updates to the community and interested parties. Updates and coordination with stakeholders took place on a regular basis. Tribal Council updates were issued monthly.


Salish & Kootenai Tribes


Salish & Kootenai Tribes


OPEN HOUSE
Doritos


HOME
PERIOD
GUEST

# 03 SAFETY ANALYSIS

# Descriptive Summaries of Vehicle Crashes

Vehicle crash data sourced from MDT dated from January 1, 2019, to December 31, 2023, was reviewed to better understand crashes that occurred within the Flathead Reservation. More specifically, this data was summarized to assess patterns and trends with respect to crash types, crash locations, contributing circumstances, and temporal trends. This analysis was focused on 3,046 crashes reported during the five-year analysis period. Analyses in this report summarized crash data observed within the Flathead Reservation boundaries, both for "all reported crashes", and for "crashes resulting in fatalities or serious injuries". Crashes resulting in fatalities or serious injuries were also referred to as "KA" crashes. A subset of analyses break down the data by counties within the Flathead Reservation. Results were summarized using a mix of tables, figures, and text. When tables were used to summarize the data, the top three most represented categories are highlighted in orange, as depicted in **Table 4-1**.

**Table 4-1:** *Legend for reporting table shading*

| Shade of Cells in Summary Tables | Category Ranking |
|---|---|
| **Dark orange** | **1** (most represented category in the data) |
| **Medium Orange** | **2** (second most represented category in the data) |
| **Light Orange** | **3** (third most represented category in the data) |
| **White** | **< 3** (not one of the top three most represented categories in the data) |

## Flathead Reservation Crash Summaries

This section of the report summarizes crash trends and patterns for all crashes that occurred within the Flathead Reservation boundary and is broken down into subsections containing the following analyses relating to crash severity types, crash types, driver actions at the time of crashes, environmental circumstances (e.g., road and lighting conditions), temporal patterns, high-risk features (e.g., impaired driving and speeding), driver demographics, and vehicle types involved in crashes.

## Crash Severity Type

This subsection summarizes the number of reported crashes, by crash severity type and year. Within the Flathead Reservation, **there were a total of 3,046 crashes reported during the five-year analysis period, of which 49 resulted in fatalities and 84 in serious injuries**, totaling 133 fatal and serious injury crashes (see **Table 4-2**). On average, there were 17 serious injury crashes per year and 10 fatal crashes per year (see **Figure 4-1**).

**Table 4-2:** *Crash severity types (for all reported crashes)*

| Crash Severity | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| **Fatal** | **9** | **10** | **8** | **12** | **10** | **49 (2%)** |
| **Serious Injury** | **19** | **15** | **19** | **18** | **13** | **84 (3%)** |
| Minor Injury | 81 | 69 | 97 | 66 | 73 | **386 (13%)** |
| Possible Injury | 26 | 50 | 37 | 42 | 29 | **184 (6%)** |
| No Apparent Injury (property damage only crash) | 425 | 486 | 537 | 437 | 349 | **2234 (73%)** |
| Unknown | 25 | 27 | 29 | 20 | 8 | **109 (4%)** |
| *Total* | *585* | *657* | *727* | *595* | *482* | ***3046 (100%)*** |

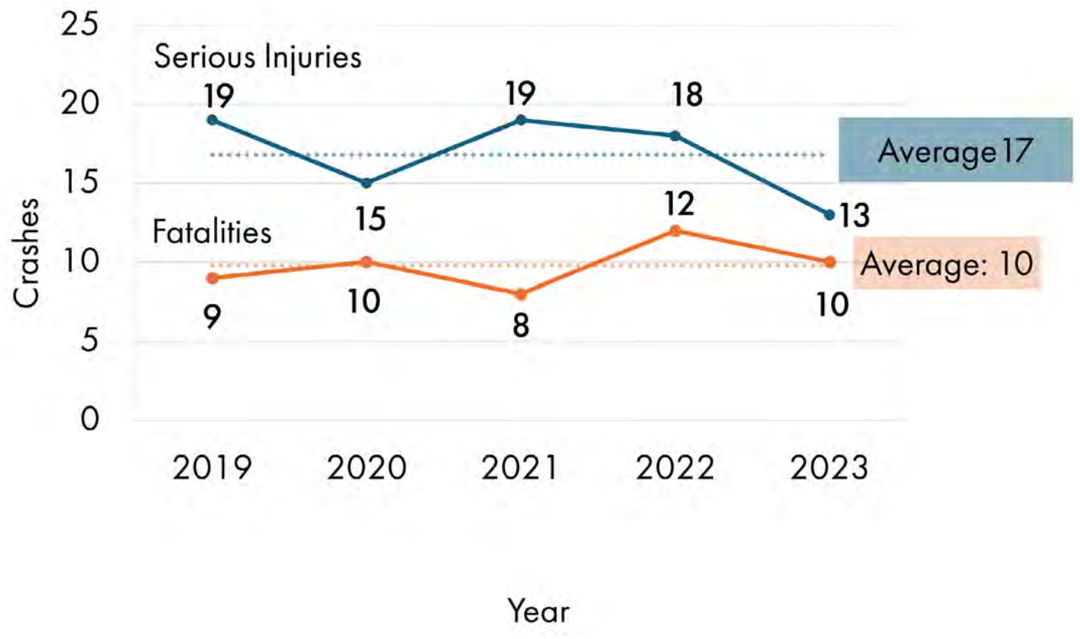



**Figure 4-1:** *Number of fatal and serious injury crashes, by year*

## Crash Types

**Table 4-3** summarizes the number of crashes for the ten most common crash types reported within the Flathead Reservation, across all reported crashes. The most common crash type was **wild animal crashes**, which accounted for approximately 32.5% of all reported crashes. **Figure 4-2** shows the locations of these wildlife-involved crashes. Heavy concentrations of wildlife crashes were located along US 93 and were especially prominent northwest of Polson, north of St Ignatius between Pablo and Ronan, and on both US 93 and US 35 surrounding Flathead Lake. After wildlife crashes, fixed object (22%), roll over (11.3%), and rear-end crashes (8.6%) were the most common crash types observed.

**Table 4-3:** *Crash types (for all reported crashes)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Wild Animal | 176 | 240 | 225 | 178 | 172 | **991 (33%)** |
| Fixed Object | 113 | 141 | 175 | 139 | 101 | **669 (22%)** |
| Roll Over | 77 | 72 | 63 | 77 | 56 | **345 (11%)** |
| Rear-End | 50 | 53 | 81 | 48 | 30 | **262 (9%)** |
| Right Angle | 37 | 36 | 44 | 42 | 52 | **211 (7%)** |
| Sideswipe, Same Direction | 16 | 15 | 18 | 13 | 11 | **73 (2%)** |
| Not Fixed Object or Debris | 15 | 17 | 15 | 15 | 8 | **70 (2%)** |
| Head On | 7 | 10 | 22 | 11 | 5 | **55 (2%)** |
| Sideswipe, Opposite Direction | 15 | 10 | 10 | 11 | 8 | **54 (2%)** |
| Domestic Animal | 8 | 4 | 15 | 14 | 11 | **52 (2%)** |
| Other* | 71 | 59 | 59 | 47 | 28 | **264 (9%)** |
| *Total* | *585* | *657* | *727* | *595* | *482* | ***3046 (100%)*** |

**Remaining crashes were combined into "Other" category*

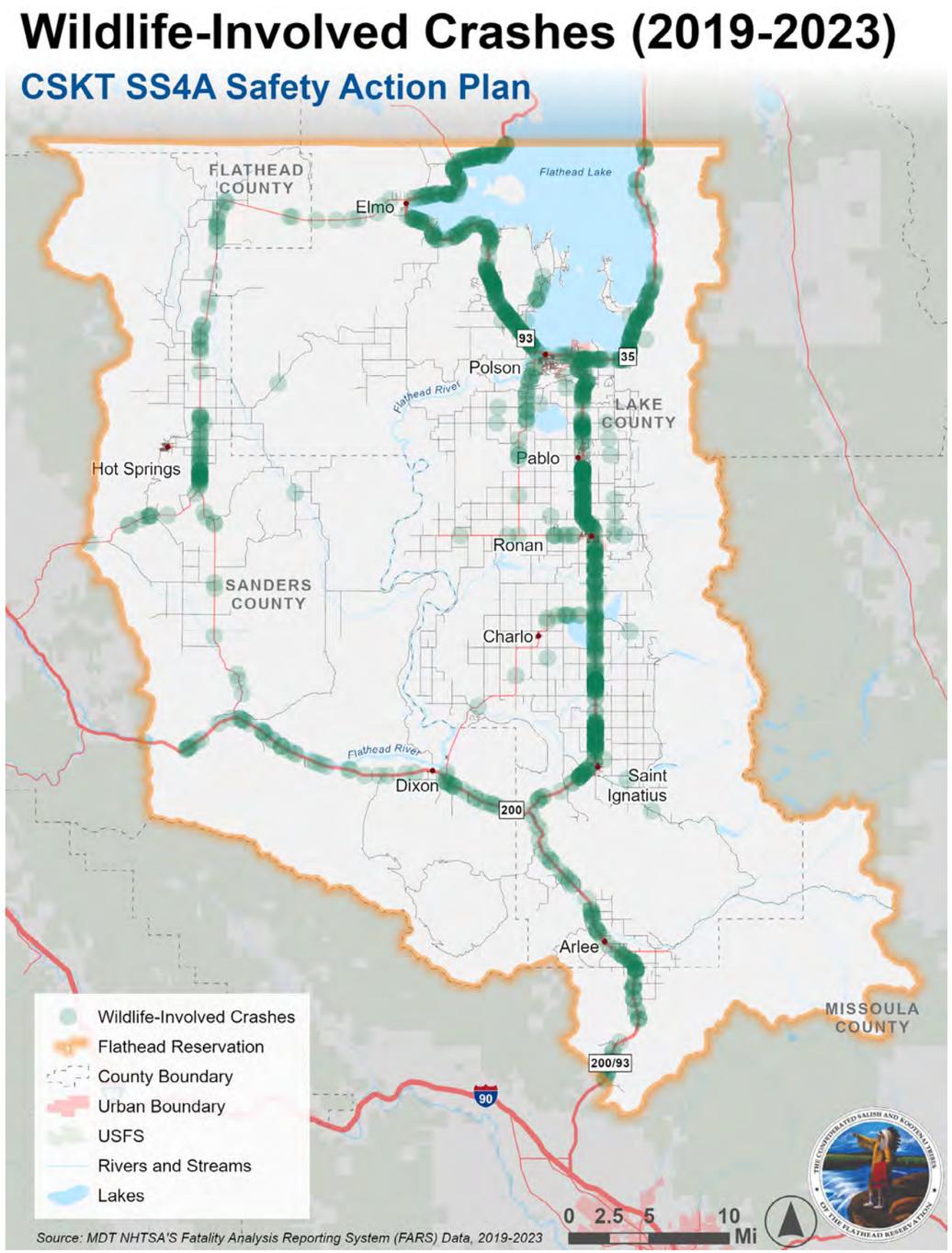



**Figure 4-2:** *Wildlife-involved crashes (for all reported crashes)*[1]

**Table 4-4** summarizes the number of crashes for the ten most common crash types for crashes resulting in fatal and serious injuries. The most common fatal and serious injury crash type was a **roll over crash**, which accounted for approximately 29.3% of serious and fatal injury crashes in the Flathead Reservation. Fixed object (24.8%), right angle crashes (13.5%), and pedestrian crashes (8.3%) were the next most common crash types observed.

**Table 4-4:** *Crash types (for fatal and serious injury crashes only)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Roll Over | 7 | 6 | 5 | 12 | 9 | **39 (29%)** |
| Fixed Object | 7 | 7 | 6 | 6 | 7 | **33 (25%)** |
| Right Angle | 2 | 5 | 6 | 3 | 2 | **18 (14%)** |
| Pedestrian | 4 | 2 | 2 | 2 | 1 | **11 (8%)** |
| Head On | 2 | 2 | 3 | 2 | 1 | **10 (8%)** |
| Rear-End | 2 | 1 | 1 | 2 | 0 | **6 (5%)** |
| Fell/ Jumped from Motor Vehicle | 1 | 0 | 1 | 3 | 0 | **5 (4%)** |
| Wild Animal | 2 | 0 | 1 | 0 | 1 | **4 (3%)** |
| Sideswipe, Opposite Direction | 0 | 1 | 1 | 0 | 0 | **2 (2%)** |
| Left Turn, Same Direction | 1 | 1 | 0 | 0 | 0 | **2 (2%)** |
| Other* | 0 | 0 | 1 | 0 | 2 | **3 (2%)** |
| *Total* | *28* | *25* | *27* | *30* | *23* | ***133 (100%)*** |

**Remaining crash types were combined into "Other" category*

[1] Darker shades of green on the map denote overlapping (i.e., "more concentrated") geographic locations for wildlife crashes)

# Driver Actions at the Time of Crashes

**Table 4-5** summarizes the number of crashes for the ten most common driver actions at the time of crashes in the Flathead Reservation, for all reported crashes. The most common action was **'Drove in a Distracted, Inattentive, or Careless Manner,'** which accounted for approximately 21.9% of all reported actions. 'Ran Off Roadway' (18.9%), 'Drove Too Fast for Conditions' (11.3%), and 'Failed to Keep in Proper Lane' (8.4%) were the next most common actions.

**Table 4-5:** *Driver action causing the crash (for all reported crashes)**

| Actions at Time of Crash | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Drove In Distracted, Inattentive or Careless Manner | 132 | 150 | 159 | 152 | 123 | **716 (22%)** |
| Ran Off Roadway | 121 | 112 | 136 | 143 | 104 | **616 (19%)** |
| Drove Too Fast for Conditions | 87 | 77 | 74 | 85 | 45 | **368 (11%)** |
| Failed To Keep in Proper Lane | 38 | 52 | 56 | 70 | 57 | **273 (8%)** |
| Over-Correcting/Over-Steering | 55 | 67 | 54 | 52 | 41 | **269 (8%)** |
| Failed To Yield Right-Of-Way | 51 | 45 | 44 | 54 | 46 | **240 (7%)** |
| Drove In Erratic, Reckless, Negligent or Aggressive Manner | 33 | 33 | 65 | 36 | 36 | **203 (6%)** |
| Followed Too Closely | 23 | 20 | 36 | 24 | 24 | **127 (4%)** |
| Swerved Or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc. | 18 | 13 | 15 | 21 | 15 | **82 (3%)** |
| Improper Turn | 11 | 16 | 11 | 14 | 13 | **65 (2%)** |
| Other** | 57 | 65 | 65 | 66 | 52 | **305 (9%)** |
| *Total* | *626* | *650* | *715* | *717* | *556* | ***3264 (100%)*** |

**A single driver could have been reported as performing anywhere from zero to three actions during a crash, which is why the total number of actions exceeds the number of crashes*

***This table highlights the top ten categories, while additional categories are grouped into "Other"*

**Table 4-6** summarizes the number of crashes for the ten most common driver actions at the time of crashes in the Flathead Reservation, for fatal and serious injury crashes only. The most common action was **'Ran Off Roadway,'** accounting for 21.6% of all reported crashes resulting in fatal or serious injuries. The next most common driver actions resulting in fatal or serious injuries included 'Drove in a Distracted, Inattentive, or Careless Manner' (16.4%), 'Drove Erratic, Reckless, or Negligent' (14.9%), and 'Failed to Keep in Proper Lane' (10.4%).

**Table 4-6:** *: Driver action causing the crash (for crashes resulting in fatalities or serious injuries)**

| Actions at Time of Crash | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Ran Off Roadway | 13 | 8 | 11 | 12 | 14 | **58 (22%)** |
| Drove In Distracted, Inattentive Or Careless Manner | 12 | 11 | 3 | 10 | 8 | **44 (16%)** |
| Drove In Erratic, Reckless, Negligent Or Aggressive Manner | 2 | 7 | 14 | 11 | 6 | **40 (15%)** |
| Failed To Keep In Proper Lane | 6 | 5 | 5 | 5 | 7 | **28 (10%)** |
| Over-Correcting/Over-Steering | 3 | 5 | 4 | 7 | 7 | **26 (10%)** |
| Failed To Yield Right-Of-Way | 1 | 5 | 6 | 3 | 1 | **16 (6%)** |
| Exceeded Posted Speed Limit | 6 | 3 | 1 | 3 | 2 | **15 (6%)** |
| Drove Too Fast For Conditions | 4 | 2 | 1 | 4 | 2 | **13 (5%)** |
| Wrong Side Or Wrong Way | 1 | 1 | 2 | 2 | 1 | **7 (3%)** |
| Improper Turn | 1 | 2 | 1 | 0 | 1 | **5 (2%)** |
| Other** | 4 | 3 | 2 | 7 | 1 | **17 (6%)** |
| *Total* | *53* | *52* | *50* | *64* | *50* | ***269 (100%)*** |

**A single driver could have been reported as performing anywhere from zero to three actions during a crash, which is why the total number of actions exceeds the number of crashes*

***This table highlights the top ten categories, while additional categories are grouped into "Other"*

## Environmental Circumstances

Environmental circumstances around crashes were studied including factors such as weather, lighting, and road conditions over the five-year analysis period. **Table 4-7** and **Table 4-8** summarize the number of crashes, by weather condition and by year, for all reported crashes and for fatal and serious injury types only, respectively. Across all reported crashes and for crashes resulting only in fatal and serious injury, most crashes occurred in **clear weather conditions** (47.2% and 55.6%, respectively). This suggests that poor weather conditions (e.g., snow, rain, etc.) were not a primary contributing factor to most crashes.

**Table 4-7:** *Weather condition (for all reported crashes)*

| Weather Condition | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Clear | 274 | 328 | 334 | 291 | 211 | **1438 (47%)** |
| Cloudy | 232 | 231 | 274 | 213 | 197 | **1147 (38%)** |
| Snow | 35 | 31 | 37 | 42 | 22 | **167 (5%)** |
| Rain | 15 | 35 | 24 | 19 | 17 | **110 (4%)** |
| Fog, smog, smoke | 9 | 17 | 38 | 19 | 25 | **108 (4%)** |
| Unknown | 10 | 10 | 9 | 4 | 4 | **37 (1%)** |
| Sleet/hail freezing rain/drizzle | 5 | 2 | 8 | 2 | 3 | **20 (1%)** |
| Blowing snow | 5 | 2 | 1 | 5 | 1 | **14 (<1%)** |
| Other | 0 | 0 | 1 | 0 | 0 | **1 (<1%)** |
| Severe crosswinds | 0 | 0 | 1 | 0 | 0 | **1 (<1%)** |
| Blank | 0 | 1 | 0 | 0 | 2 | **3 (<1%)** |
| *Total* | *585* | *657* | *727* | *595* | *482* | ***3046 (100%)*** |

**Table 4-8:** *Weather condition (for crashes resulting in fatalities or serious injuries)*

| Weather Condition | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Clear | 20 | 15 | 14 | 17 | 8 | **74 (56%)** |
| Cloudy | 8 | 8 | 10 | 12 | 14 | **52 (39%)** |
| Rain | 0 | 1 | 1 | 0 | 1 | **3 (2%)** |
| Fog, smog, smoke | 0 | 1 | 0 | 1 | 0 | **2 (2%)** |
| Snow | 0 | 0 | 1 | 0 | 0 | **1 (1%)** |
| Blowing snow | 0 | 0 | 1 | 0 | 0 | **1 (1%)** |
| *Total* | *28* | *25* | *27* | *30* | *23* | ***133 (100%)*** |

**Table 4-9** and **Table 4-10** summarize the number of crashes, by road surface condition and by year, for all reported crashes and for fatal and serious injury types only. For all reported crashes, and for crashes resulting in fatalities and serious injuries only, most crashes occurred on dry roads (72.3% and 80.5%, respectively). This suggests that variable road surface conditions (e.g., wet, snowy, icy, etc.) are not a primary contributing factor to most crashes.

**Table 4-9:** *Road surface condition (for all reported crashes)*

| Road Surface Condtion | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Dry | 399 | 479 | 539 | 424 | 362 | **2203 (72%)** |
| Wet | 50 | 81 | 79 | 46 | 62 | **318 (10%)** |
| Snow | 61 | 45 | 46 | 50 | 25 | **227 (7%)** |
| Ice/Frost | 50 | 36 | 41 | 57 | 27 | **211 (7%)** |
| Slush | 11 | 4 | 6 | 10 | 3 | **34 (1%)** |
| Unknown | 7 | 6 | 7 | 3 | 1 | **24 (1%)** |
| Mud Dirt Gravel | 6 | 3 | 7 | 1 | 2 | **19 (1%)** |
| Other | 1 | 3 | 2 | 3 | 0 | **9 (<1%)** |
| Blank | 0 | 0 | 0 | 1 | 0 | **1 (<1%)** |
| *Total* | *585* | *657* | *727* | *594* | *482* | ***3046 (100%)*** |

**Table 4-10:** *Road surface condition (for crashes resulting in fatalities or serious injuries)*

| Road Surface Condtion | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Dry | 25 | 22 | 19 | 24 | 17 | **107 (80%)** |
| Wet | 0 | 3 | 5 | 1 | 3 | **12 (9%)** |
| Ice/Frost | 2 | 0 | 2 | 5 | 2 | **11 (8%)** |
| Mud Dirt Gravel | 1 | 0 | 0 | 0 | 0 | **1 (<1%)** |
| Other | 0 | 0 | 1 | 0 | 0 | **1 (<1%)** |
| Snow | 0 | 0 | 0 | 0 | 1 | **1 (<1%)** |

**Table 4-11** and **Table 4-12** summarize the number of crashes, by roadway lighting condition and by year, for all reported crashes and for fatal and serious injury crash types only. **Most crashes occurred in daylight, accounting for 54.5% of all reported crashes and for 55.6% of fatal and serious injury crashes**. The second most common lighting condition was "dark, not-lighted", contributing to 34.4% of all reported crashes and to 34.5% of fatal and serious injury crashes. These findings suggest that while daylight is the most common condition for crashes, addressing visibility issues in dark, unlighted areas could be important for improving overall safety.

**Table 4-11:** *Lighting condition (for all reported crashes)*

| Lighting Condition | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Daylight | 335 | 333 | 388 | 334 | 269 | **1659 (54%)** |
| Dark-Not Lighted | 177 | 245 | 272 | 191 | 164 | **1049 (34%)** |
| Dark-Lighted | 23 | 36 | 26 | 25 | 18 | **128 (4%)** |
| Dawn | 21 | 18 | 18 | 22 | 20 | **99 (3%)** |
| Dusk | 17 | 18 | 15 | 17 | 11 | **78 (3%)** |
| Unknown | 12 | 7 | 6 | 3 | 0 | **28 (1%)** |
| Other | 0 | 0 | 1 | 2 | 0 | **3 (<1%)** |
| Dark-Unknown Lighting | 0 | 0 | 1 | 1 | 0 | **2 (<1%)** |
| *Total* | *585* | *657* | *727* | *595* | *482* | ***3046 (100%)*** |

**Table 4-12:** *Lighting condition (for crashes resulting in fatalities or serious injuries)*

| Lighting Condition | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Daylight | 17 | 16 | 12 | 18 | 11 | **74 (56%)** |
| Dark-Not Lighted | 6 | 7 | 13 | 9 | 11 | **46 (35%)** |
| Dusk | 1 | 2 | 0 | 1 | 1 | **5 (4%)** |
| Dawn | 3 | 0 | 0 | 2 | 0 | **5 (4%)** |
| Dark-Lighted | 1 | 0 | 2 | 0 | 0 | **3 (2%)** |
| Total | 28 | 25 | 27 | 30 | 23 | **133 (100%)** |

## Temporal Patterns

The 3,046 crashes reported within the Flathead Reservation over the five-year period were analyzed based on temporal factors, including month, weekday, and time of day. Temporal analyses include all reported crashes to ensure the data's reliability and to provide a comprehensive view with a larger sample size. Temporal analyses also summarize results at the county-level for Lake County, Sanders County, Missoula County, and Flathead County to better understand related patterns in sub-geographic regions.

**Figure 4-3** shows the number of crashes, by month, for all reported crashes. The top three months for crashes across all counties were **November** (320 crashes, 10.5%), **July** (310 crashes, 10.2%), and **August** (302 crashes, 9.9%).

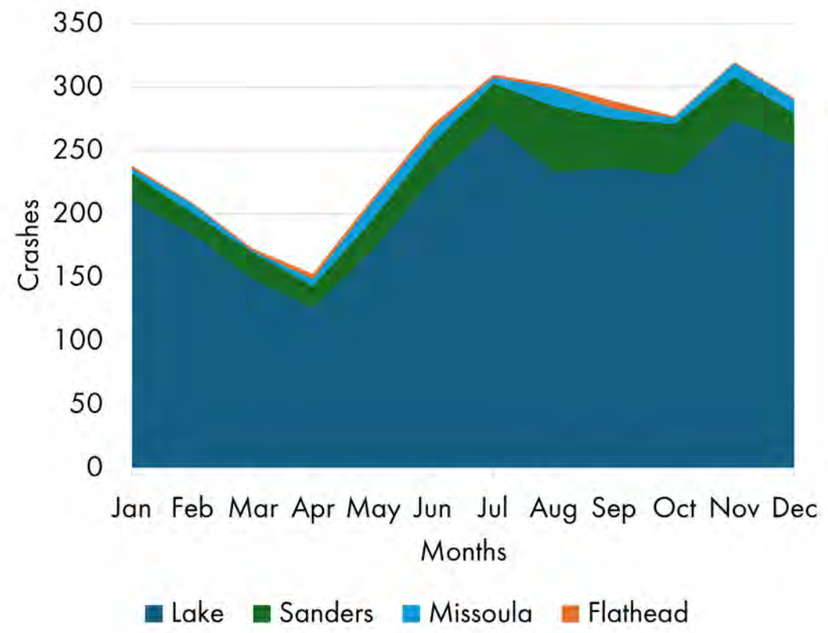



**Figure 4-3:** *Average number of crashes, by month (for all reported crashes)*

**Figure 4-4** shows the number of crashes, by day of week, for all reported crashes. **Most crashes across all counties occurred on Fridays, with 562 crashes (18.5% of all crashes that occurred over the five-year period)**, followed by Mondays with 460 crashes (15.1%), and Wednesdays with 416 crashes (15.1%).

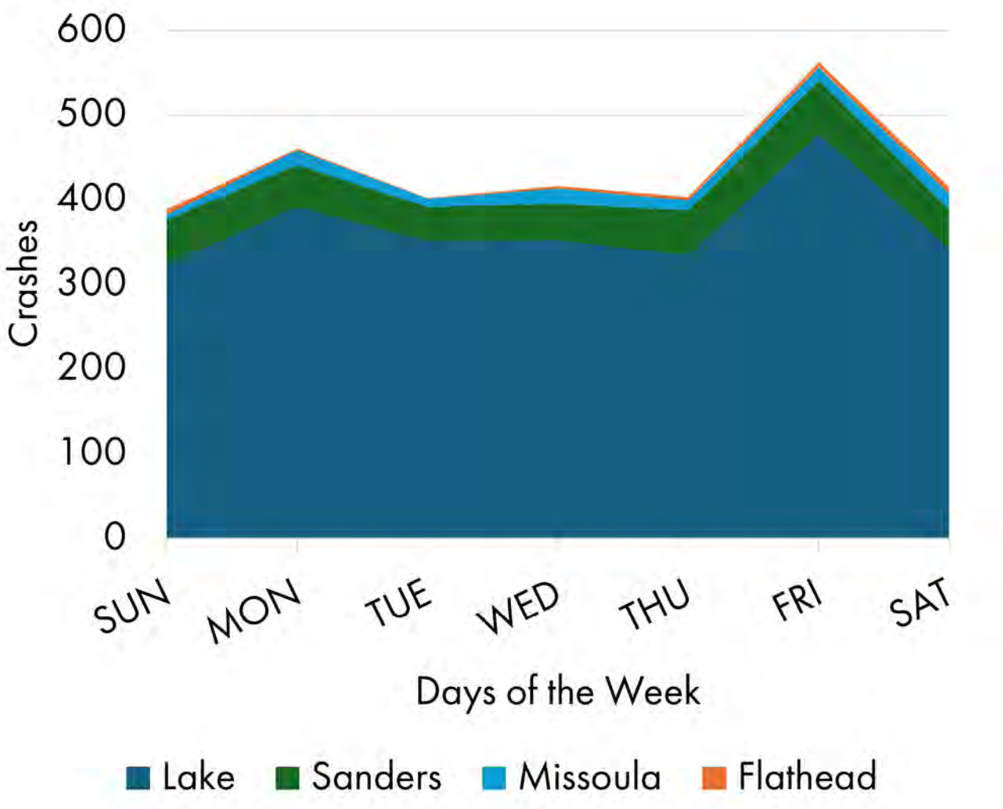



**Figure 4-4:** *Average number of crashes, by day of week (for all reported crashes)*

**Figure 4-5** shows the number of crashes, by time of day, for all reported crashes. **Most crashes within the Flathead Reservation occurred during rush hour times at 5:00 p.m**. (216 crashes, 7.1%), **7:00 a.m**. (188 crashes, 6.2%), and **6:00 p.m**. (179 crashes, 5.9%).

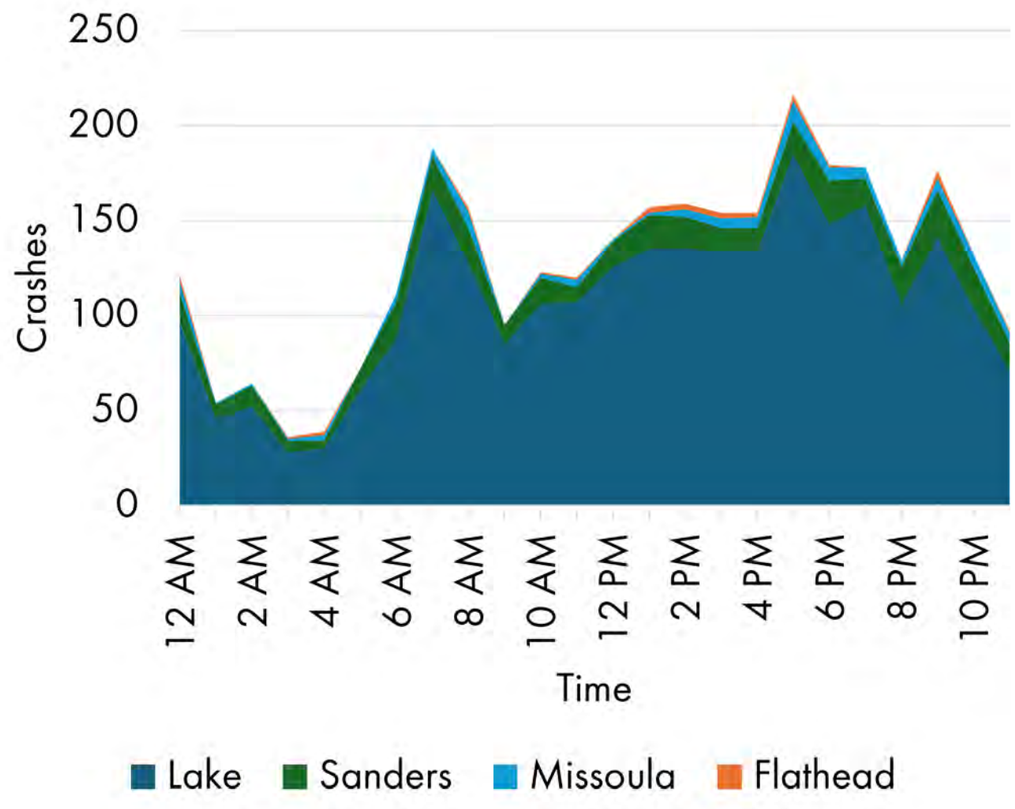



**Figure 4-5:** *Average number of crashes, by time of day (for all reported crashes)*

## High Risk Behaviors

This section of the report summarizes high-risk behaviors involved in crashes, such as alcohol and/or drug impairment and speeding. It is estimated that 12.4% of all reported crashes involved a driver impaired by alcohol and/or drugs (see **Table 4-13**). In more detail, approximately 6.3% (236) of all drivers involved in crashes were impaired by alcohol, 2.6% (97) were impaired by both alcohol and drugs, and 1.2% (44) were impaired solely by drugs. Furthermore, **Table 4-14** shows that **42.2% of crashes resulting in fatal or serious injuries involved a driver impaired by alcohol and / or drugs** highlighting that crashes involving drivers with impairments contribute to higher rates of fatal or serious injuries.

**Table 4-13:** *Driver impairment description (for all reported crashes)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 44 | 40 | 76 | 47 | 29 | **236 (6%)** |
| Alcohol and Drugs | 13 | 14 | 27 | 21 | 22 | **97 (3%)** |
| Drugs | 7 | 10 | 9 | 9 | 9 | **44 (1%)** |
| None | 647 | 720 | 763 | 651 | 536 | **3317 (90%)** |
| *Total* | *711* | *784* | *875* | *728* | *596* | ***3694* (100%)*** |

**This figure exceeds the 3,046-crash count because it includes all drivers involved in each of the 3,046 crashes, accounting for multiple drivers per crash.*

**Table 4-14:** *Driver impairment description (for crashes resulting in fatalities or serious injuries)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 7 | 7 | 10 | 5 | 3 | **32 (18%)** |
| Drugs | 4 | 5 | 4 | 6 | 4 | **23 (13%)** |
| Alcohol and Drugs | 3 | 4 | 2 | 5 | 4 | **18 (10%)** |
| None | 22 | 18 | 21 | 23 | 16 | **100 (58%)** |
| *Total* | *36* | *34* | *37* | *39* | *27* | ***173* (100%)*** |

**This figure exceeds the 133 fatal and serious injury crash count because it includes all drivers involved in each of the 133 crashes, accounting for multiple drivers per crash.*

**Table 4-15** summarizes the number of crashes, by roadway speed limit. Overall, **most crashes occurred in areas with higher speed limits, particularly where the posted speed limit was between 65 and 70 miles per hour**, accounting for 45.8% of all crashes. Furthermore, **Table 4-16** also shows that nearly half (48%) of all crashes resulting in fatal or serious injuries were on roadways with a posted speed limit between 65 to 70 miles per hour. **Figure 4-6** presents a map of all roadways in the Flathead Reservation with posted speed limits of 65 mph or higher. **Figure 4-7** presents a map of the 68 reported crashes over the five-year analysis period involving drivers exceeding the posted speed limit, differentiating fatal and serious injury crashes (KA) from remaining injury types (BCO). The highest concentrations of crashes where the speed limit was exceeded were located on US 93, US 35

**Table 4-15:** *Crash location's posted speed limit (for all reported crashes)*

| Posted Speed Limit | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| <25 | 66 | 56 | 72 | 58 | 32 | **284 (10%)** |
| 25-34 | 111 | 129 | 156 | 121 | 87 | **604 (21%)** |
| 35-49 | 76 | 99 | 83 | 79 | 67 | **404 (14%)** |
| 50-64 | 49 | 49 | 58 | 39 | 53 | **248 (8%)** |
| 65-74 | 254 | 302 | 334 | 281 | 223 | **1394 (47%)** |
| 75+ | 0 | 0 | 0 | 1 | 0 | **1 (<1%)** |
| *Total* | *556* | *635* | *703* | *579* | *462* | ***2935* (100%)*** |

**The remaining 111 crashes were reported having ambiguous or missing speed limits entries and were excluded from this analysis.*

**Table 4-16:** *Posted speed limit (for crashes resulting in fatalities or serious injuries)*

| Posted Speed Limit | Total |
|---|---|
| <25 | **6 (5%)** |
| 25-34 | **33 (25%)** |
| 35-49 | **16 (12%)** |
| 50-64 | **12 (9%)** |
| 65-74 | **62 (48%)** |
| 75+ | **1 (1%)** |
| *Total* | ***130 (100%)*** |

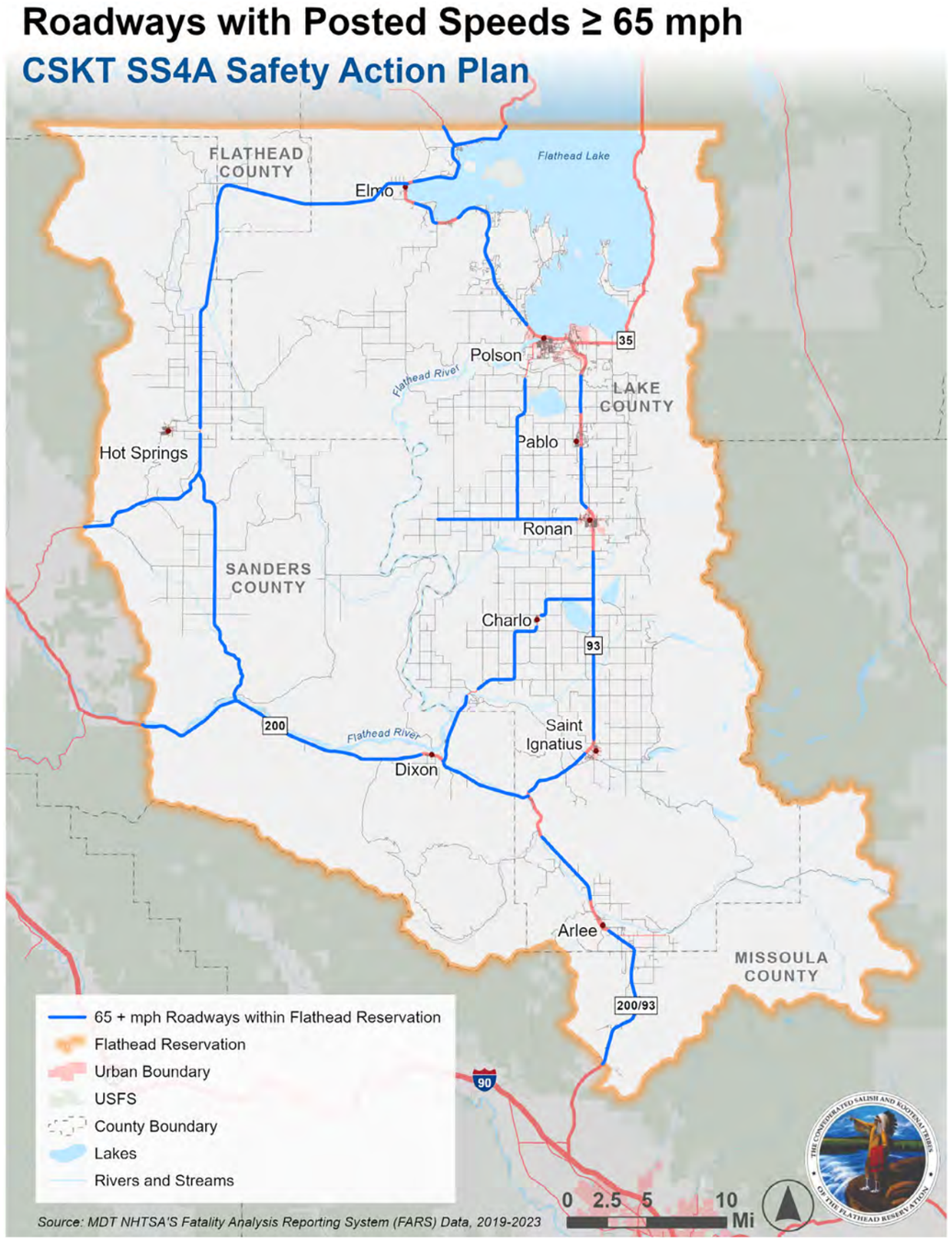



**Figure 4-6:** *Roadways with posted speeds 65 mph or higher*

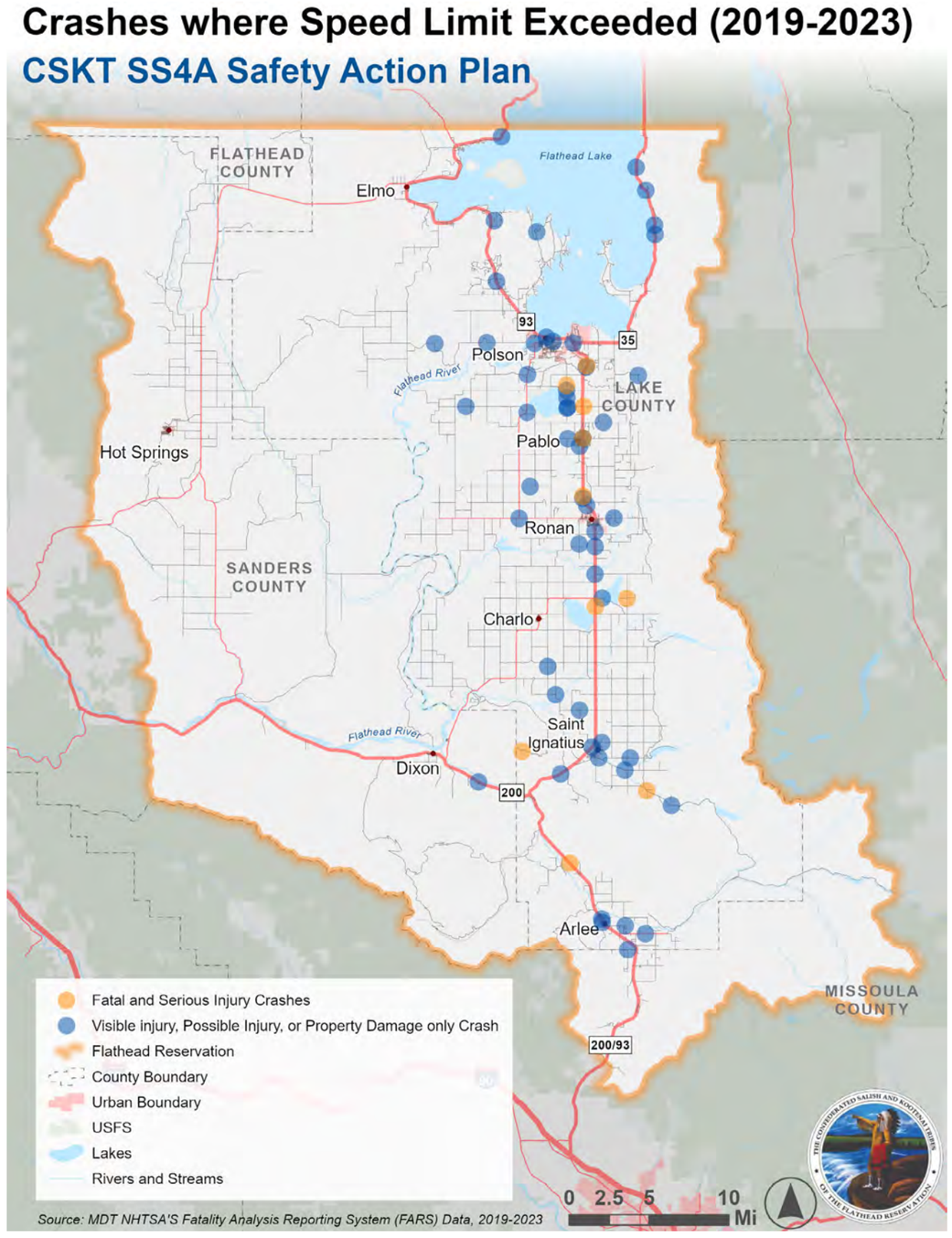



**Figure 4-7:** *Crashes involving drivers exceeding the speed limit*

## Demographic Patterns

This section of the report summarizes demographic information for the five-year analysis period to determine the age groups and gender of drivers involved in crashes. Overall, males had higher crash rates than females across almost all age groups, with exception of the 86-95 age group. The top three highest crash rates were observed among males ages 16-25, males ages 26-35, and females ages 16-25 (see **Figure 4-8**).

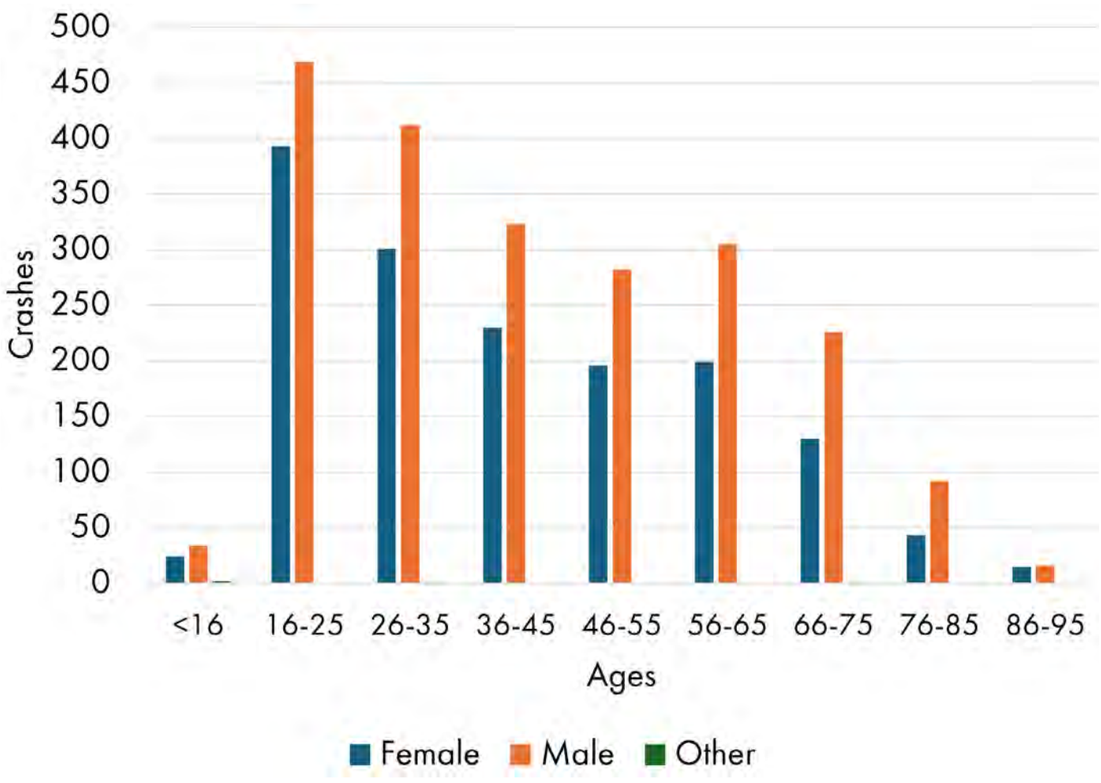



**Figure 4-8:** *Age group and gender or drivers involved in crashes (for all reported crashes)*

## Pedestrian and Bicyclist Involved Crashes

This subsection of the report summarizes vehicle crashes with pedestrians, and bicyclists. **Between 2019 and 2023, there were a total of 21 vehicle-to-pedestrian crashes and four vehicle-to-bicycle crashes, most of which occurred in Lake County (Figure 4-9)**. No bicycle and pedestrian crashes were observed in Flathead County. **Figure 4-10** shows a map of all bicycle and pedestrian crashes that occurred within the Flathead Reservation. Most (60%) crashes with bicycles or pedestrians take place along a state highway corridor intersecting with a local town street, which suggests the need for creating safer crossings across state highways.

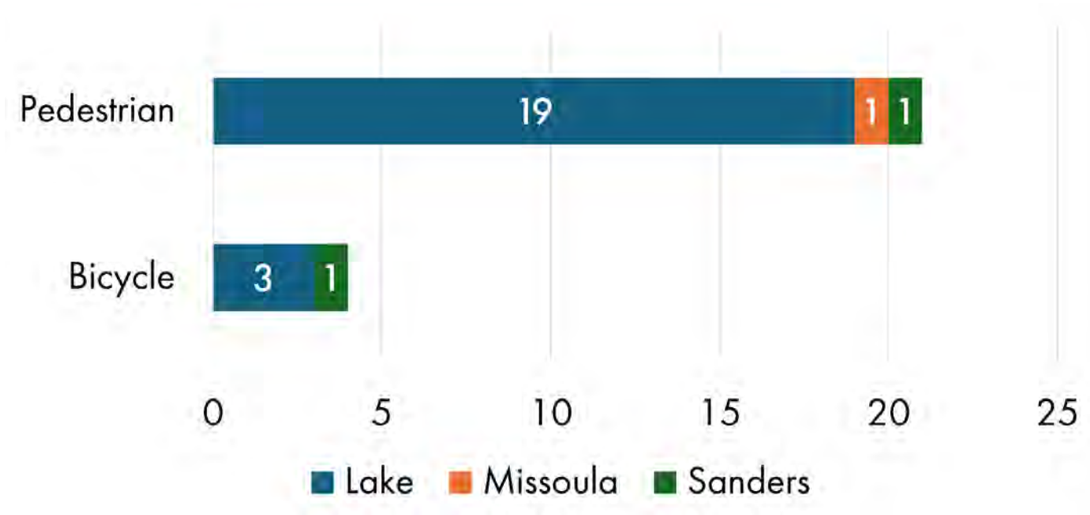



**Figure 4-9:** *Number of pedestrian and bicycle crashes, by county (for all reported crashes)*

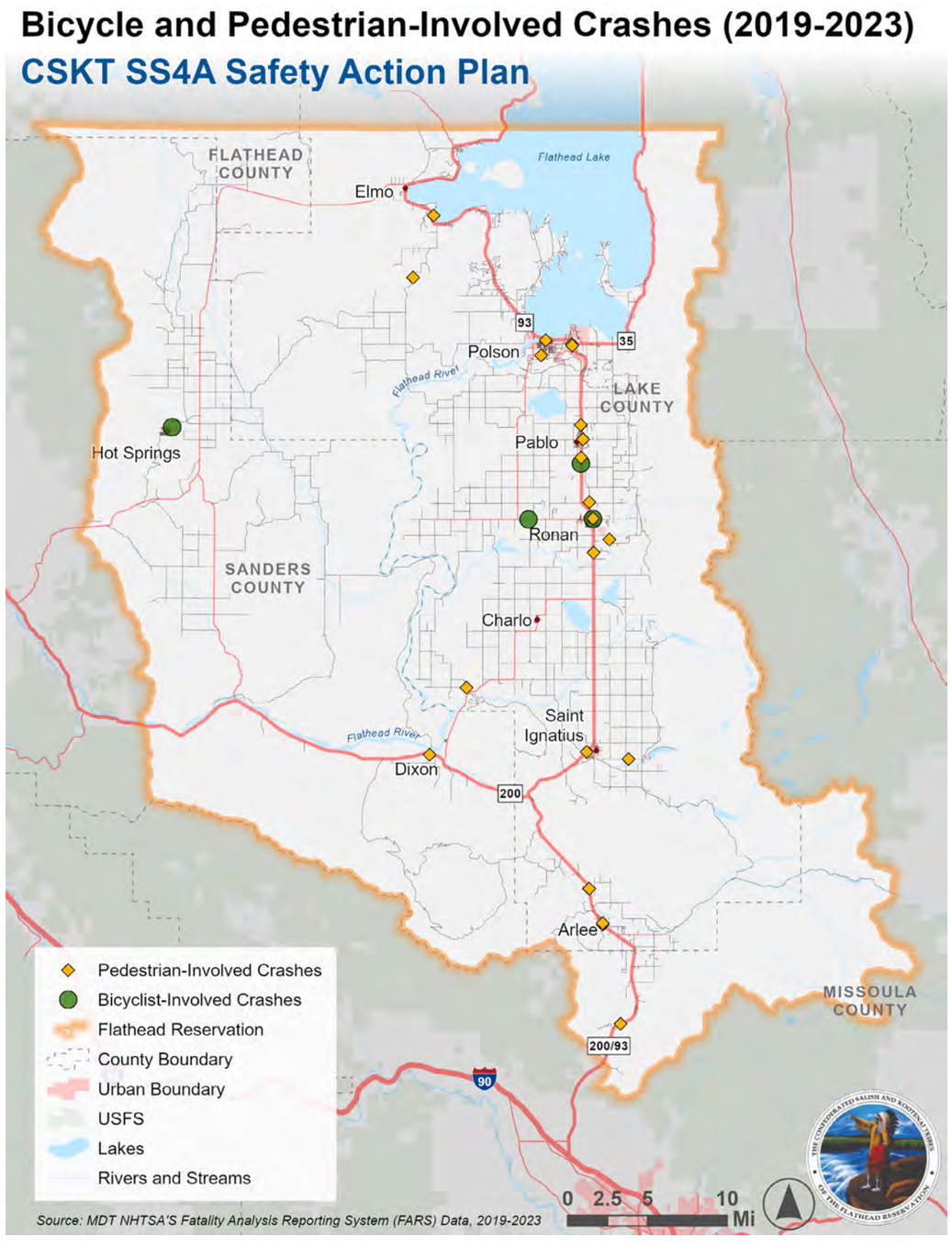



**Figure 4-10:** *Locations of bicycle and pedestrian-involved crashes*

## Truck and Motorcycle Involved Crashes

This section of the report summarizes the number of crashes involving large trucks and motorcycles. **During the five-year analysis period there were 105 truck crashes and 35 motorcycle crashes**. Most of these crashes occurred in Lake County (see **Figure 4-11**). Consideration of motorcycle and truck involved collisions is critical due to the disproportionate risks, severity of outcomes, and the unique dynamics of such crashes.

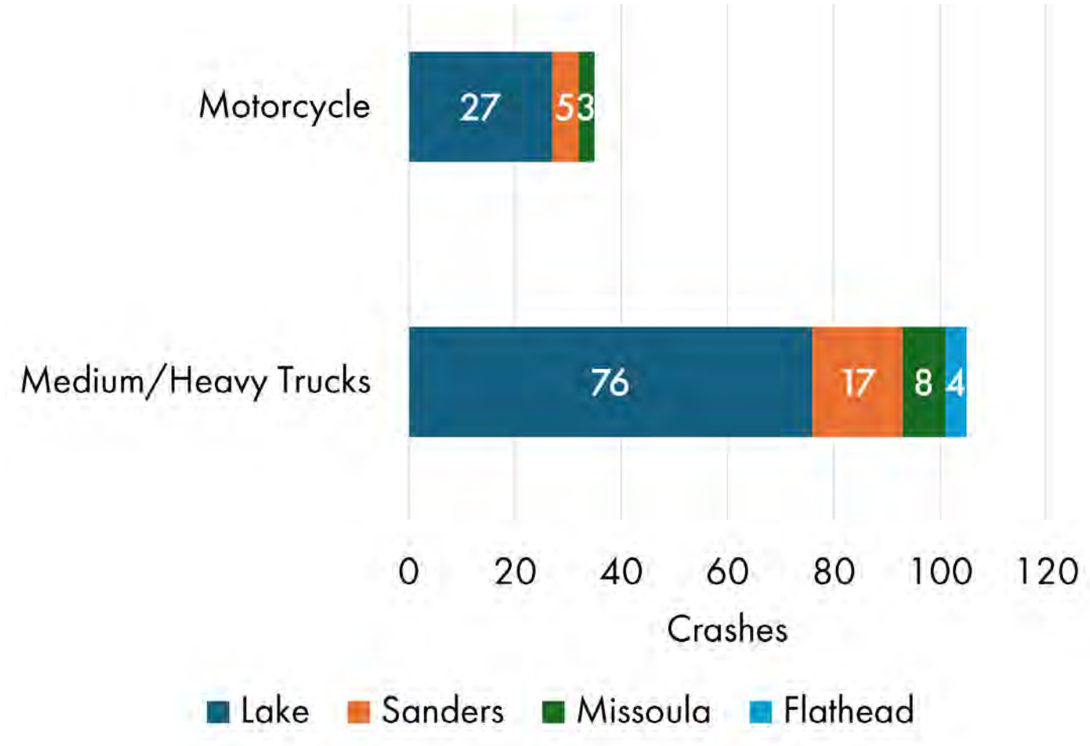



**Figure 4-11:** *Number of large truck and motorcycle crashes, by county (for all reported crashes)*

[2] Large trucks are defined as vehicles weighing more than 10,000 lbs. for the purpose of this analysis.

# County Crash Summaries

## County Crash Summaries

Historical crash data for each of the four counties intersecting with the Flathead Reservation (i.e., Flathead County, Lake County, Missoula County, and Sanders County) were summarized in **Appendix A** to assess crash trends and patterns specific to sub-geographic regions. Only crashes that occurred within the Flathead Reservation boundaries are reported in the following summaries. Lake County and Sanders County feature the greatest rate of collisions per the number of roadway miles in the Flathead Reservation.

**Table 4-17:** *Roadway miles, by county*

| County | Lake County | Missoula County | Sanders County | Flathead County |
|---|---|---|---|---|
| Roadway miles in Flathead Reservation | 1681 | 46 | 707 | 49 |
| Percent of Flathead Reservation roadway miles in county | 68.96% | 1.88% | 29.03% | 2.00% |
| Total Collisions in the Flathead Reservation | 2570 | 349 | 97 | 30 |
| Roadway Miles per Collision | 0.7 | 0.5 | 2.0 | 1.6 |

# Crash Location Screening Analysis

The crash locations analyses were informed by 2019-2023 crash data from MDT and roadway data from the MDT geospatial database. Results from this analysis are presented in **Figure 4-12**.

Locations with the highest frequency (i.e., number of crashes) and severity of crashes were identified using the Equivalent Property Damage Only (EPDO) method, one of the safety network screening performance measures included in the Highway Safety Manual[3]. The analysis employs the KABCO (Killed/Fatal Crash, Incapacitating Injury, Possible Injury, Possible Injury, and No Injury) Injury Classification Scale[4] used by MDT for classifying crash severity.

[3] Association of American State Highway Transportation Officials (2010)
[4] United States Department of Transportation Federal Highway Administration (n.d)
[5] Red shows all segments that have a fatal or suspected serious injury crash
[6] Intersections with no crashes from 2019-2023 are not displayed in the symbology

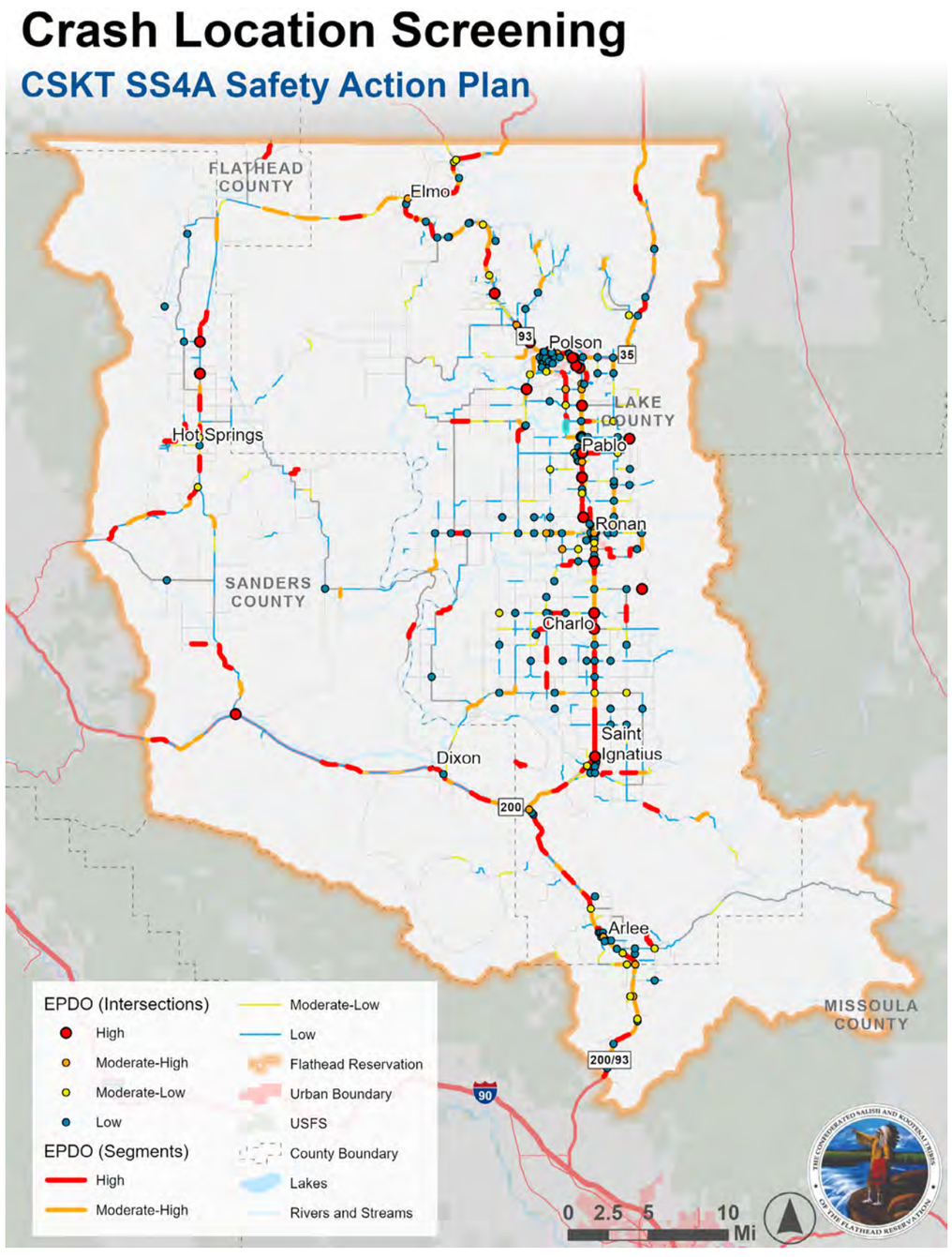


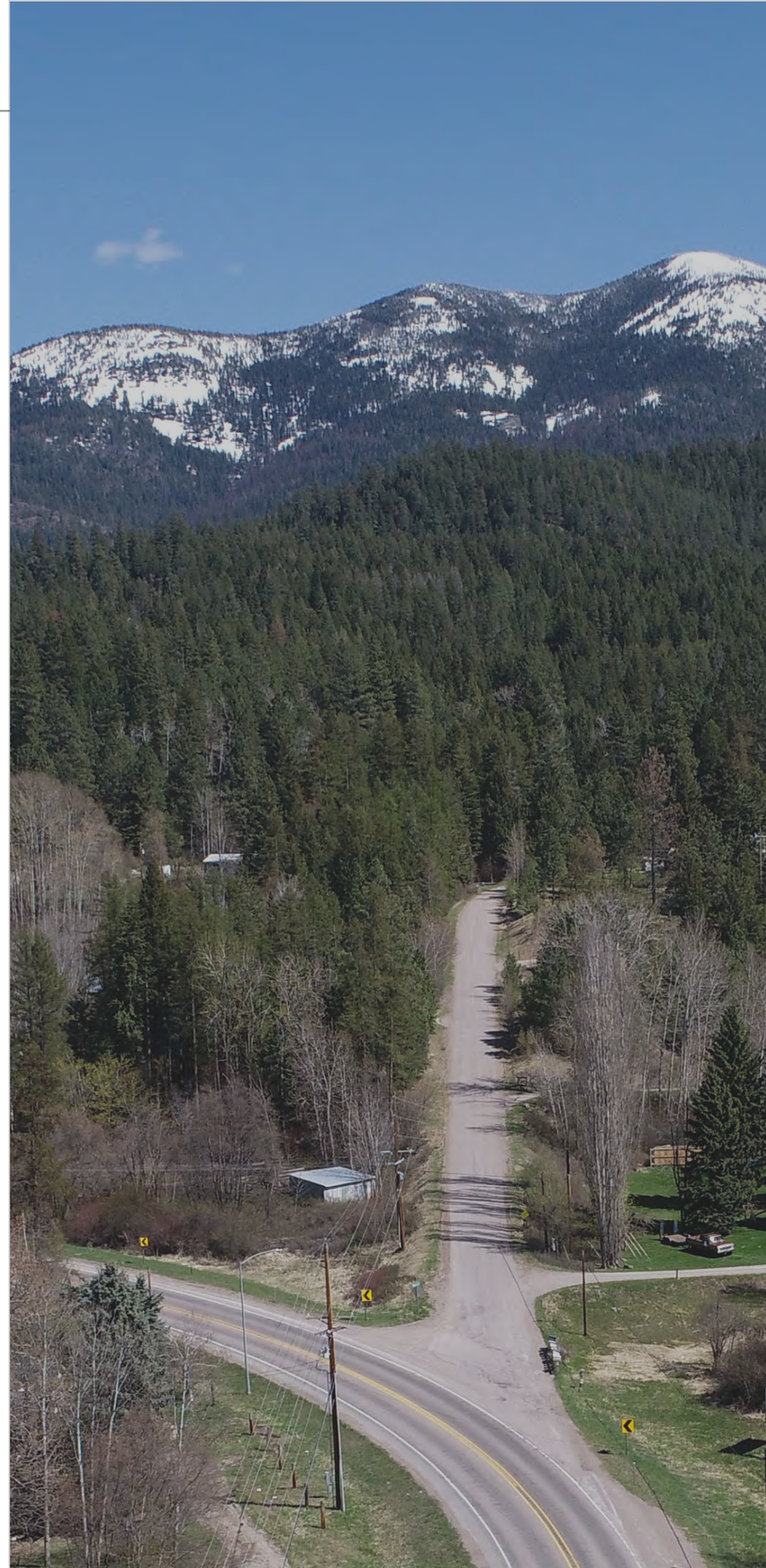

**Figure 4-12:** *EPDO scores for intersections and road segments, weighted for KA (i.e., fatal or serious injury crashes)* [5, 6]

The EPDO analysis methodology places greater emphasis on crash severity compared to other common methods that only consider crash frequency, providing insight into locations where the most severe crashes have occurred. The EPDO method assigns societal costs[5] to each crash by KABCO severity level to develop an equivalent property-damage only value (i.e., each crash is scored based on their relative magnitude to a Property Damage Only (PDO) crash). **Table 4-18** displays the EPDO values utilized for each KABCO severity level.

**Table 4-18:** *EPDO Values*

| Severity (KABCO) | EPDO Value |
|---|---|
| K – Fatal Crash | 1,185.66 |
| A – Suspected Serious Injury Crash | 1,185.66 |
| B – Visible Injury Crash | 38.74 |
| C – Possible Injury Crash | 19.79 |
| O – Property Damage Only Crash | 1.00 |

EPDO values were developed based on the FHWA's 2022 Benefit-Cost Analysis Guidance for Discretionary Grant Programs.[7] The weights for B, C, and O crashes align with those from FHWA's monetized values, while adjustments were made to the values for K and A crashes through a weighted average approach to prevent any one K crash from overly affecting the final EPDO score. These values are used to evaluate and compare intersections and roadway corridors by number of crashes and their severities, with higher scores indicating there are greater frequencies of high severity crashes at those locations. Intersections and segments are analyzed separately, as different types of systemic safety projects will be identified for each.



[7] United States Department of Transportation Federal Highway Administration (2025)

# Risk Factor Screening Analysis

The risk factor screening analysis scored roadway segments based on the presence of certain risk factors associated with fatal and serious injury crash locations. The scores were developed based on each risk factors' correlation with crash severity in the 5-year study period.

The risk factors used for the screening were identified based on available data from MDT's geospatial databases. Posted speed and functional classification had the most comprehensive coverage of the roadway network within the Flathead Reservation. Speed has a direct relationship with crash severity, as indicated by results of crash trends by posted speed limit from the 5-year study period. Additionally, the crash data suggests that functional classifications are linked to crash severity, likely because functional classification can serve as a surrogate for other factors like traffic volumes and number of lanes.

## Risked-Based Scoring

A Risk Score was calculated for each roadway segment in the Flathead Reservation based on the two risk factors. The Risk Score is a sum of the Functional Classification Score and the Speed Score:

**Risk Score = Functional Classification Score + Speed Score**

The scoring breakdowns for functional classification and speed are provided in **Table 4-19** and **Table 4-20**, respectively.

**Table 4-19:** *EPDO score example calculation*

| Functional Classification | Points |
|---|---|
| Principal Arterial | 3 |
| Minor Arterial | 2 |
| Collector | 1 |
| Local or No Data | 0 |

**Table 4-20:** *Speed Scores*

| Speed | Points |
|---|---|
| >= 50 mph | 3 |
| 40 - 45 mph | 2 |
| 35-40 mph | 1 |
| < 30 mph or No Data | 0 |

The risk-based scoring breakdown is consistent with crash trends from the 5-year crash study period, where approximately 59% of fatal and serious injury crashes occurred on a roadway with a posted speed at 50 miles per hour or above and 45% of fatal and serious injury crashes occurred on a Principal Arterial.

The risk-based screening results presented in **Figure 4-13** show that the highest scores occur on US 93 due to the high speeds and classification as a Principal Arterial. Following US 93, the highest scores are found on segments of MT 35, MT 28, MT 200, as well as some segments of US 93 where speeds are decreased approaching more urbanized areas.

Risk-based screening provides a starting point for identifying priority locations for systemic treatments aiming to reduce fatal and serious injury crashes in the Flathead Reservation. These treatments are identified in **Chapter 5 Project Prioritization and Project Recommendations.**

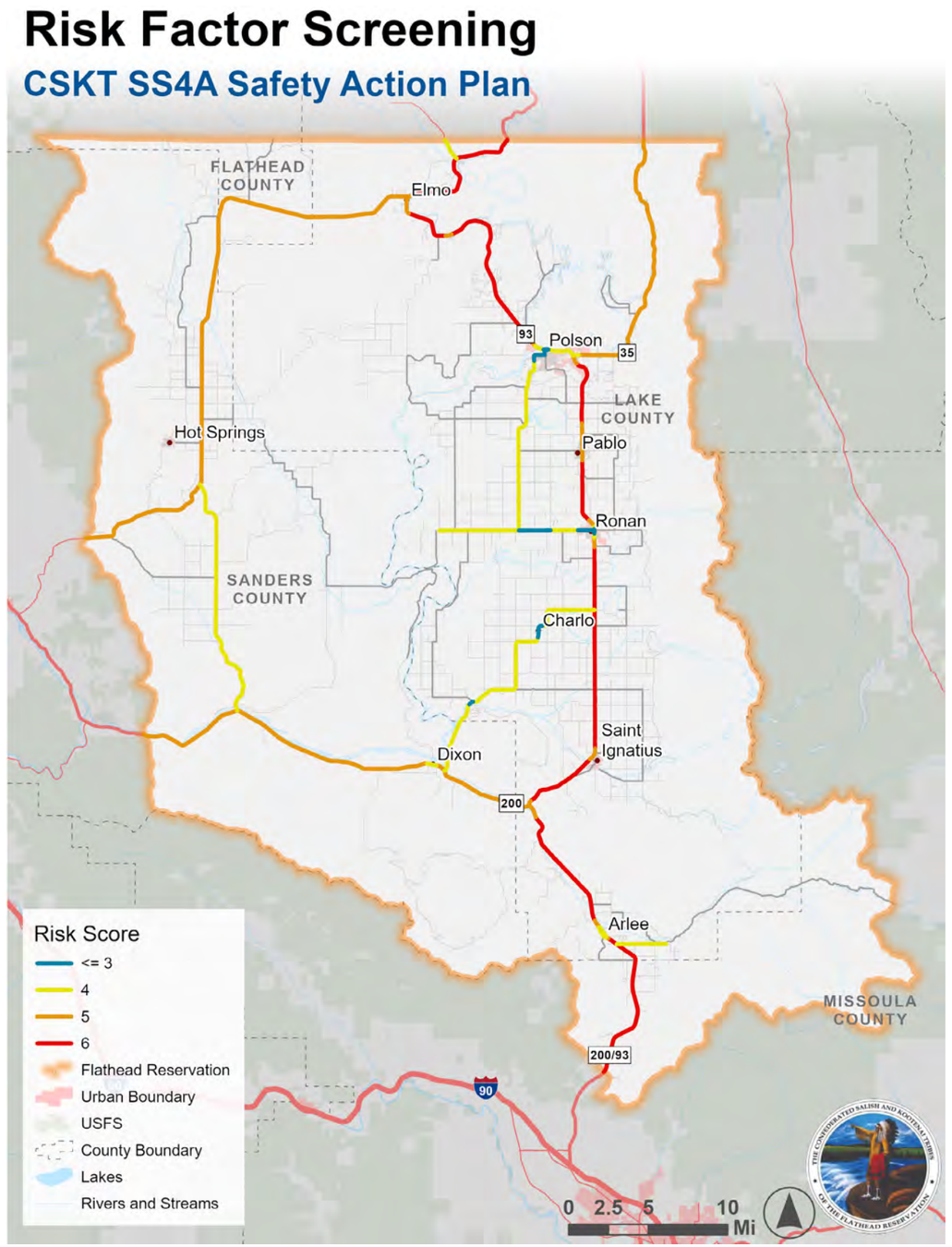



**Figure 4-13:** *Risk Factor Screening*[8]

[8]Only segments with speed and volume data available are displayed in the map.

# High Injury Network Analysis

The High Injury Network (HIN) represents corridors and intersections within the Flathead reservation where safety investments may have the greatest benefit in reducing fatal and serious injury crashes (see **Figure 4-14**). This network was developed using a data-driven approach that involved the two network screenings assessments described previously: 1) the crash locations screening analysis and 2) the risk factor analysis.

The HIN is organized into two tiers. The Tier 1 HIN generally captures corridors that received medium-to-high scores in both the EPDO and risk factor screenings. The Tier 2 HIN generally captures corridors that scored medium to high in only one of the screenings. The project team applied some judgment in creating the HIN to create logical corridors within each tier. Generally, intersections within an identified segment would also be prioritized. However, there were some intersections that received high scores in the EPDO screening while the surrounding segments did not. In these instances, these were identified as standalone "Tier 1 intersections."

All arterial roads within the Flathead Reservation are part of the HIN. Most of the Tier 1 network is a principal or minor arterial, including the signed US and MT highways. Tier 1 intersections include:

1. Memory Ln/ US Hwy 93 Northbound Access
2. Back Rd/ Kerr Dam Rd
3. Little Marten Rd/ Rocky Butte Rd
4. Mollman Pass Trail/ Hammer Dam Rd

The Tier 2 network generally consists of collector roads and some segments of local streets. Some collector roads not on the HIN may have similar attributes to those collectors that are on the HIN. However, the project team had limited data on these roads so generally only collectors with a history of fatal and/or serious injury crashes were placed on the HIN.

Locations on the HIN were prioritized for strategy development in **Chapter 5 Project Prioritization and Recommendations**.

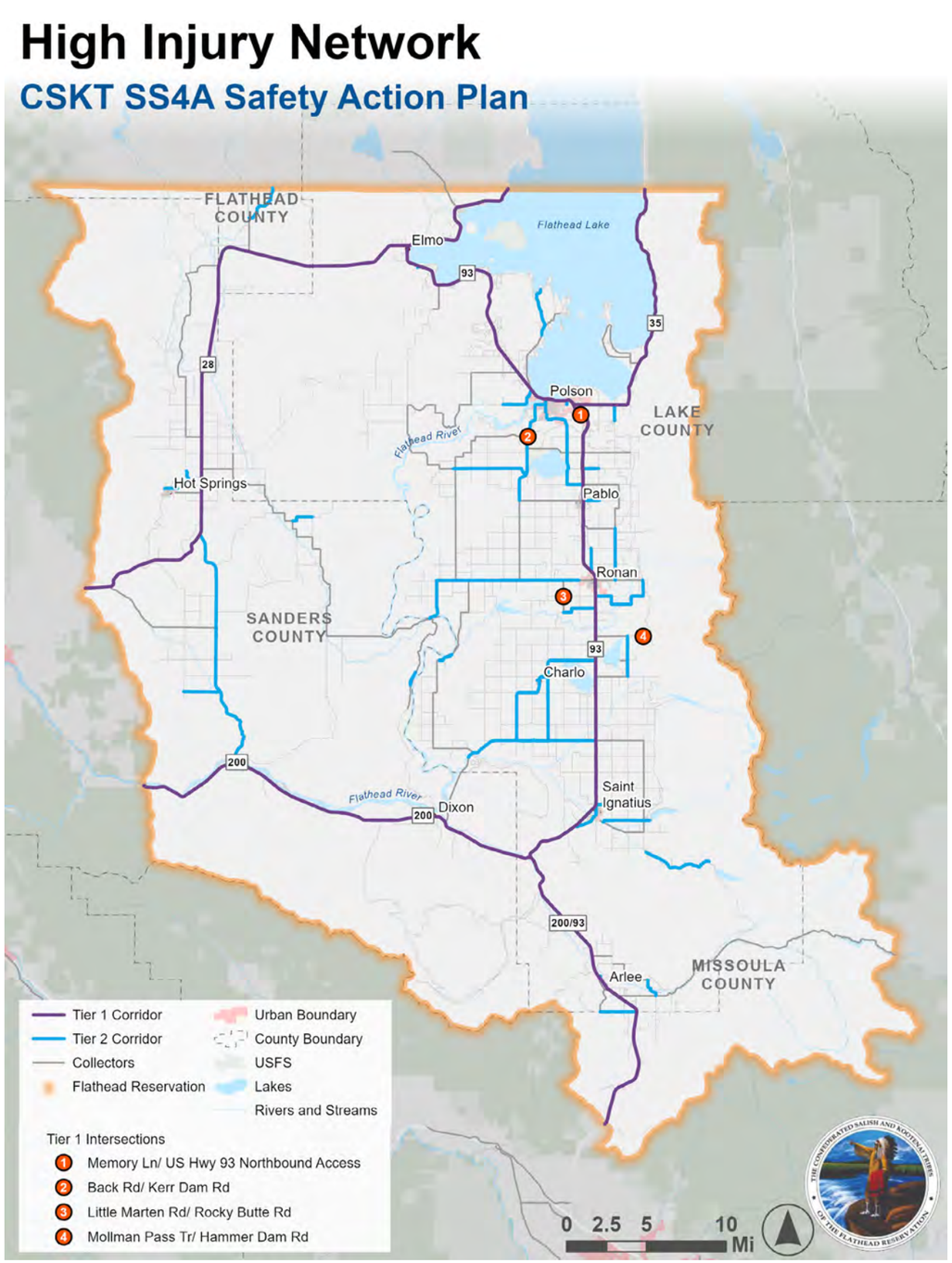
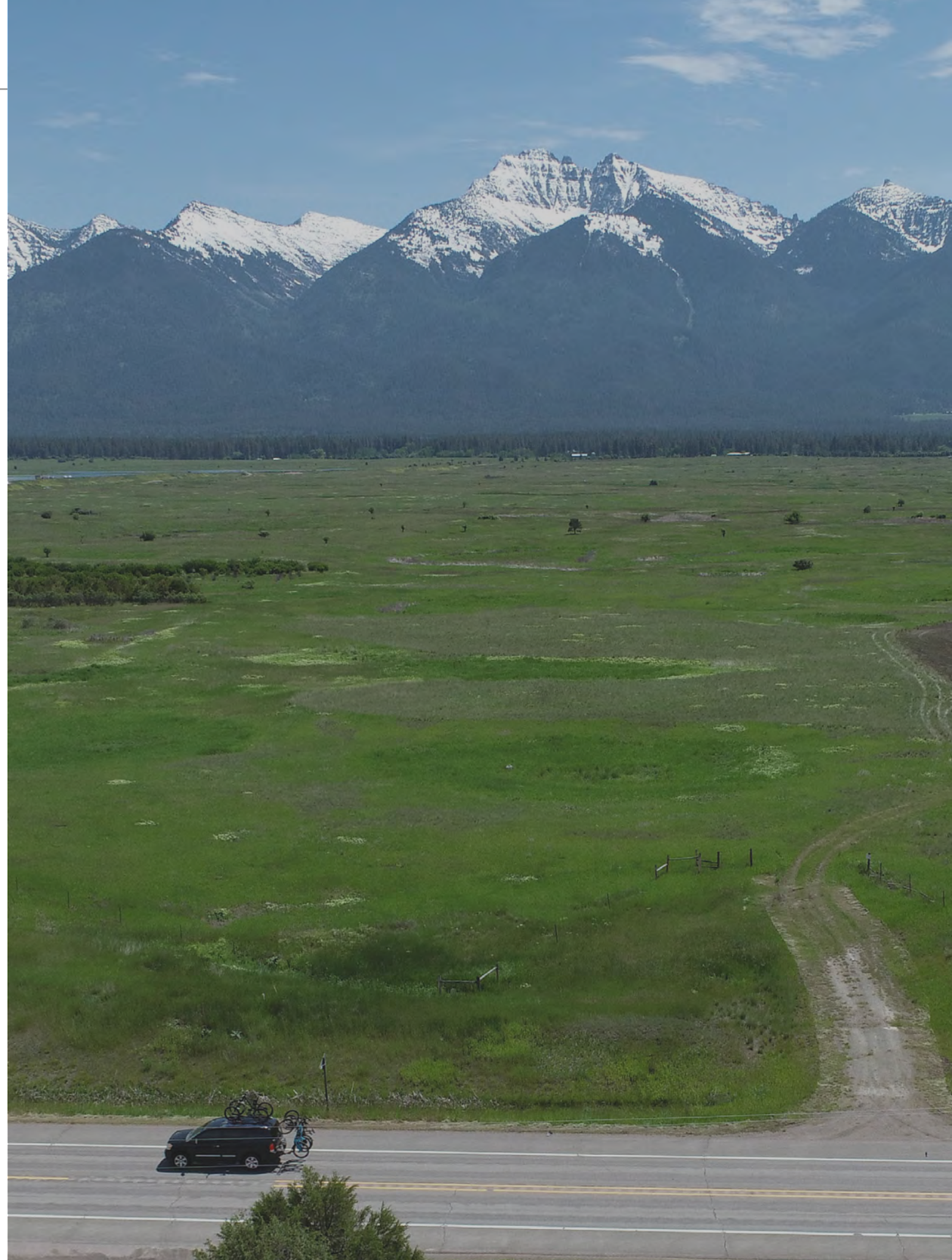



**Figure 4-14:** *High Injury Network (HIN)*



# 04 PROJECT PRIORITIZATION AND RECOMMENDATIONS

# Project Prioritization & Recommendations

This chapter outlines recommendations which aim to reduce fatal and serious injury crashes by addressing historical crash patterns and roadway characteristics associated with higher crash risk. They were informed by a technical screening analysis, a demographic analysis (**Appendix C**), and input gathered from the community and stakeholders.

These recommendations, in conjunction with the recommended policy and strategies, provide a comprehensive approach to addressing roadway safety within the Flathead Reservation, consistent with the Safe System Approach. They address challenges at priority locations that could benefit from safety improvements, as well as systemic issues observed across the Flathead Reservation. The recommendations included both **spot improvements** and **systemic safety treatments**. Spot improvements focused on a specific location based on crash history, location-specific characteristics, and/or community input. Systemic treatments focus on widespread implementation of low-cost countermeasures that help to address the most severe crash types and patterns on the entire road system.

# Systemic Issues and Priority Locations

The Flathead Reservation faces significant roadway safety challenges, especially along its higher speed highways like US 93. These higher speed highways are primary travel corridors for both regional and local traffic and are designed to efficiently move traffic through the Flathead Reservation while also connecting local travelers to essential services within the urban areas internal to the Flathead Reservation. The topography of the region also contributes to safety challenges.

The safety assessment identified several systemic issues across the Flathead Reservation, along with specific priority locations where targeted safety improvements are needed to address the unique characteristics of that location. The distinction between systemic issues and priority locations is described below.

- **Systemic Issues** refer to safety issues that are observed across the Flathead Reservation transportation network (e.g., roadway departure crashes). They are identified from crash patterns and roadway characteristics observed in recent crash data.
- **Priority Locations** refer to corridors and intersections that have been identified for further evaluation for safety improvements based on crash history and lived experiences from community members.

## Systemic Issues

Systemic issues in the Flathead Reservation are presented in **Table 5-1**.

**Table 5-1:** *Systemic Issues in the Flathead Reservation*

| Systemic Issue | | Location Type | Rationale |
|---|---|---|---|
| **Pedestrian and Bicyclist Safety** |  | Segments and intersections near key destinations like schools, essential services, tribal housing areas, and recreation areas. | Vulnerable road users, such as people walking or biking, are exposed to higher risk of fatalities and injuries on roads. |
| **Right Angle and Left-Turning Crashes at Intersections** |  | Traffic signals on higher-speed segments. Unsignalized intersections in higher speed areas with a history of high severity crashes or higher volumes. | Right angle and left-turning crashes represent 60% of all fatal and serious injury crashes at intersections in the Flathead Reservation. |
| **Roadway Departure Crashes** |  | Higher speed roadways where there is curvature, grade changes, or limited visibility. | In the Flathead Reservation, crash types associated with roadway departures, such as roll over and fixed object crashes, represent a higher percentage of fatal and suspected serious injury crashes (54%) compared to their percentage of total crashes (33%). |
| **Head-On Crashes** |  | Higher speed, higher-volume, two-lane highway segments. | In the Flathead Reservation, head-on crashes represent a higher percentage of fatal and suspected serious injury crashes (8%) compared to the percentage of total crashes (2%). From 2019 to 2023, there were eight total fatalities resulting from a head-on crash. All eight fatalities were located on US 93. Four of the eight were located on higher speed, two-lane segments. |
| **Speed Management in Transition Zones** |  | Areas where the surrounding context transitions from higher speed rural areas to lower speed urban or otherwise developed settings. | As roads transition from a rural environment to a more urban environment, access and intersection density is higher, resulting in more conflict points with all road users. Higher speeds can exacerbate the severity of crashes when they occur. |
| **Wildlife-Vehicle Collisions (WVCs)** |  | Higher speed roads where wildlife crossings occur. | Wildlife-vehicle collisions are the most common crash type in the Flathead Reservation, accounting for 33% of all crashes. Although these crashes account for only 3% of crashes resulting in fatal or serious injuries, their frequency presents a significant safety challenge for both roadway users and wildlife. |

## Priority Project Locations

Priority project locations are presented in **Table 5-2** and mapped in **Figure 5-1**. The majority of these locations are along higher-speed highways, including US 93, MT 35, MT 28, MT 200, MT 382, and MT 212. Some of these locations also feature roadway characteristics that further contribute to safety-related challenges (e.g., grades, curves).

**Table 5-2:** *Priority Project Locations*

| Location(s) | MDT Facility | Project Origin | |
|---|---|---|---|
| | | Safety Analysis | Community and Stakeholder Input |
| **Priority Corridors for Systemic Treatments** | | | |
| US 93 (extent within Reservation) | ✓ | ● | ● |
| MT 35 (extent within Reservation) | ✓ | ● | ● |
| MT 28 (extent within Reservation) | ✓ | ● | |
| MT 200 (extent within Reservation) | ✓ | ● | ● |
| MT 382 from Culligan Lane to MT 200 | ✓ | ● | |
| Kerr Dam Road / Back Road from 7th Avenue West to Pablo West Road | ✓ | ● | |
| Timberlane Road | | ● | ● |
| MT 212 in Moiese (approximately Mile Point 4.5 to 5.5) | ✓ | ● | ● |
| **Priority Intersections** | | | |
| McLeod Road/ Theresa Adams Lane Curves | | | ● |
| MT 28/ Lonepine Road/ Murray Road | ✓ | ● | |
| MT 212/ Bison Range Road | ✓ | ● | ● |
| US 93 / Pablo West Road / Clairmont Road (Signalized) | ✓ | ● | ● |
| US 93 / MT 35 (Signalized) | ✓ | ● | ● |

| Location(s) | MDT Facility | Project Origin | |
|---|---|---|---|
| | | Safety Analysis | Community and Stakeholder Input |
| **Priority Intersections** | | | |
| MT 200 / MT 382 (Unsignalized) | ✓ | ● | |
| MT 35 / Fulkerson Lane (Unsignalized) | ✓ | ● | ● |
| MT 35 / Blue Bay Campground Access Point (Unsignalized) | ✓ | ● | ● |
| US 93 / Alexander Lane / Kenmille Lane (Unsignalized) | ✓ | ● | |
| US 93 / MT 212 / Kicking Horse Road (Unsignalized) | ✓ | ● | ● |
| US 93 / Old US 93 (Unsignalized) | ✓ | ● | ● |
| US 93 / Irvine Flats Road/ Rocky Point (Unsignalized) | ✓ | ● | ● |
| US 93 / Ninepipe Lodge Access (Near Eagle Pass Trail) (Unsignalized) | ✓ | ● | ● |
| US 93 / Super 1 Foods and Flathead Raft Company Access (Unsignalized) | ✓ | ● | ● |
| **Priority Areas for Safe Routes to School (SRTS) Treatments** | | | |
| Polson | N/A | ● | ● |
| Pablo | N/A | ● | ● |
| Ronan | N/A | ● | ● |
| Charlo | N/A | ● | ● |
| St. Ignatius | N/A | ● | ● |
| Arlee | N/A | ● | ● |
| Dixon | N/A | ● | ● |
| Hot Springs | N/A | ● | ● |

# Recent Safety Projects in the Flathead Reservation

In the past two decades, CSKT has partnered with MDT and local agencies to identify and implement various safety projects throughout the reservation. Several of these ongoing projects directly address some of the safety issues and priority locations shown in **Figure 5-1**. Recently completed and ongoing projects led by MDT were considered in the recommendations of this plan so as not to recommend projects that are already ongoing.

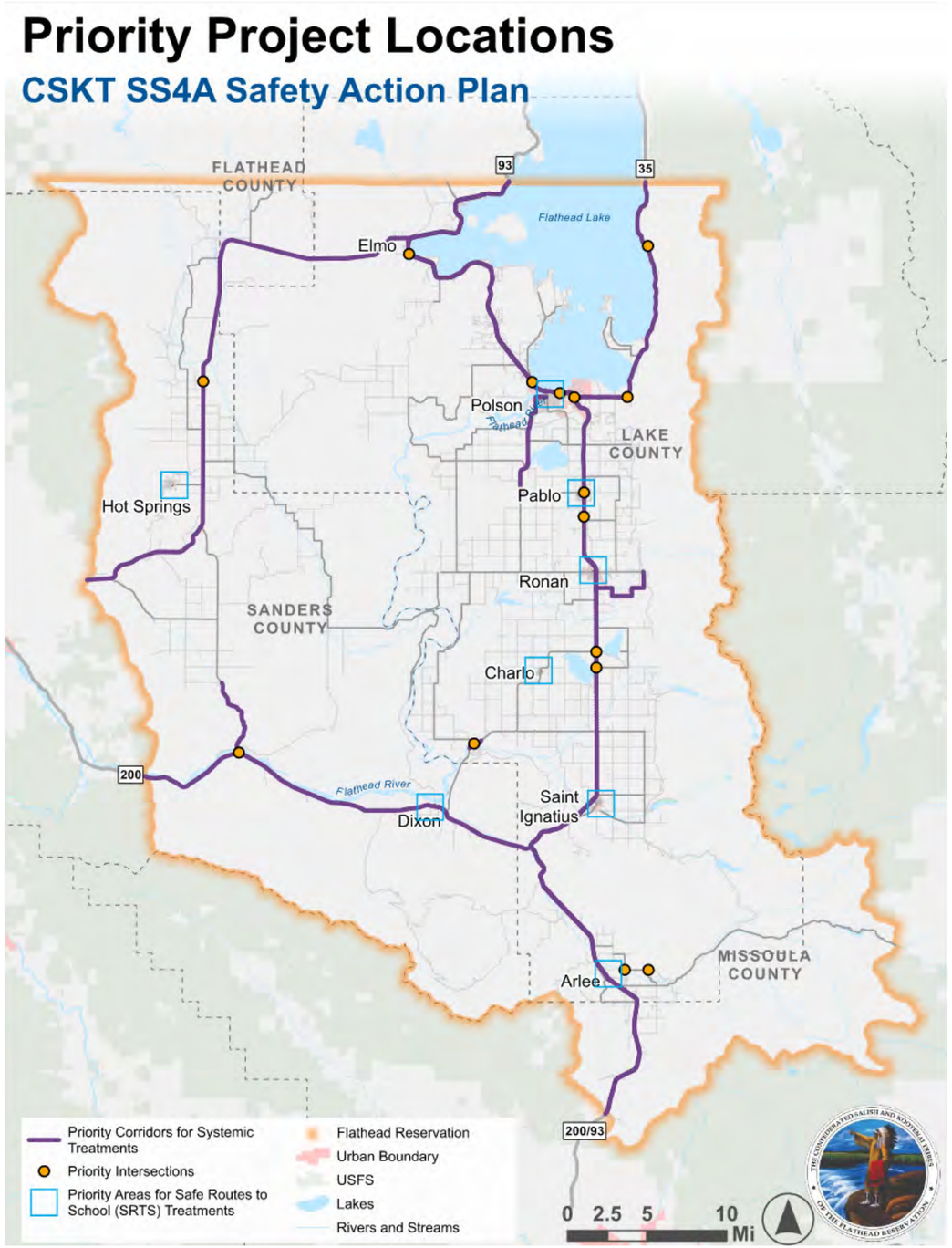



**Figure 5-1:** *Priority Project Locations*

# Project Recommendations

This section presents the priority project recommendations aimed at reducing fatal and serious injury crashes within the Flathead Reservation. These recommendations address the priority locations and systemic issues identified in the previous section. The project recommendation types are described below.

## *Systemic Safety Treatment Packages*

Refer to multiple safety treatments, often low-cost, to address common crash types and risk factors throughout the network, many of which are located along US 93. These treatments incorporate proven safety countermeasures identified by the Federal Highway Administration (FHWA)[1], such as speed feedback signs and systemic application of multiple low-cost countermeasures at stop-controlled intersections. These packages are intended to be applied systematically at locations with similar characteristics to reduce the severity of crashes and improve overall roadway safety.

## *Spot Improvements*

Spot Improvements are tailored to each site and tend to be more costly than systemic projects due to the potential for more substantial improvements. These projects were developed based on crash patterns at the site, existing characteristics of each intersection or corridor, and the design principles of the Safe System Approach (SSA).

[1] U.S. Department of Transportation Federal Highway Administration (n.d.-b)

## Systemic Safety Treatment Packages

The following section describes candidate systemic treatments for the Flathead Reservation that can be applied to high-priority locations across the Flathead Reservation. Some of these solutions are grouped into priority systemic safety treatment packages, detailed in **Appendix B**. Each package includes a description of the treatments, safety benefits, priority locations for implementation, and planning-level cost estimates. There are eight systemic safety treatment packages that were developed for the SAP:

- Three-Leg Rural Stop-Controlled Intersection
- Four-Leg Rural Stop-Controlled Intersection
- Vehicle Speed Feedback Sign
- Enhanced Crossing – Three-Lane
- Enhanced Crossing – Multilane
- School Crossing
- School Bus Pullout
- Horizontal Curve – 90 Degree Curve
- Horizontal Curve – Other Curve

### Systemic Treatments

The following section describes candidate systemic treatments for the Flathead Reservation, including details on priority location types, the systemic issues they address, previously identified high-priority locations that could benefit from these treatments, additional considerations, and photo examples.

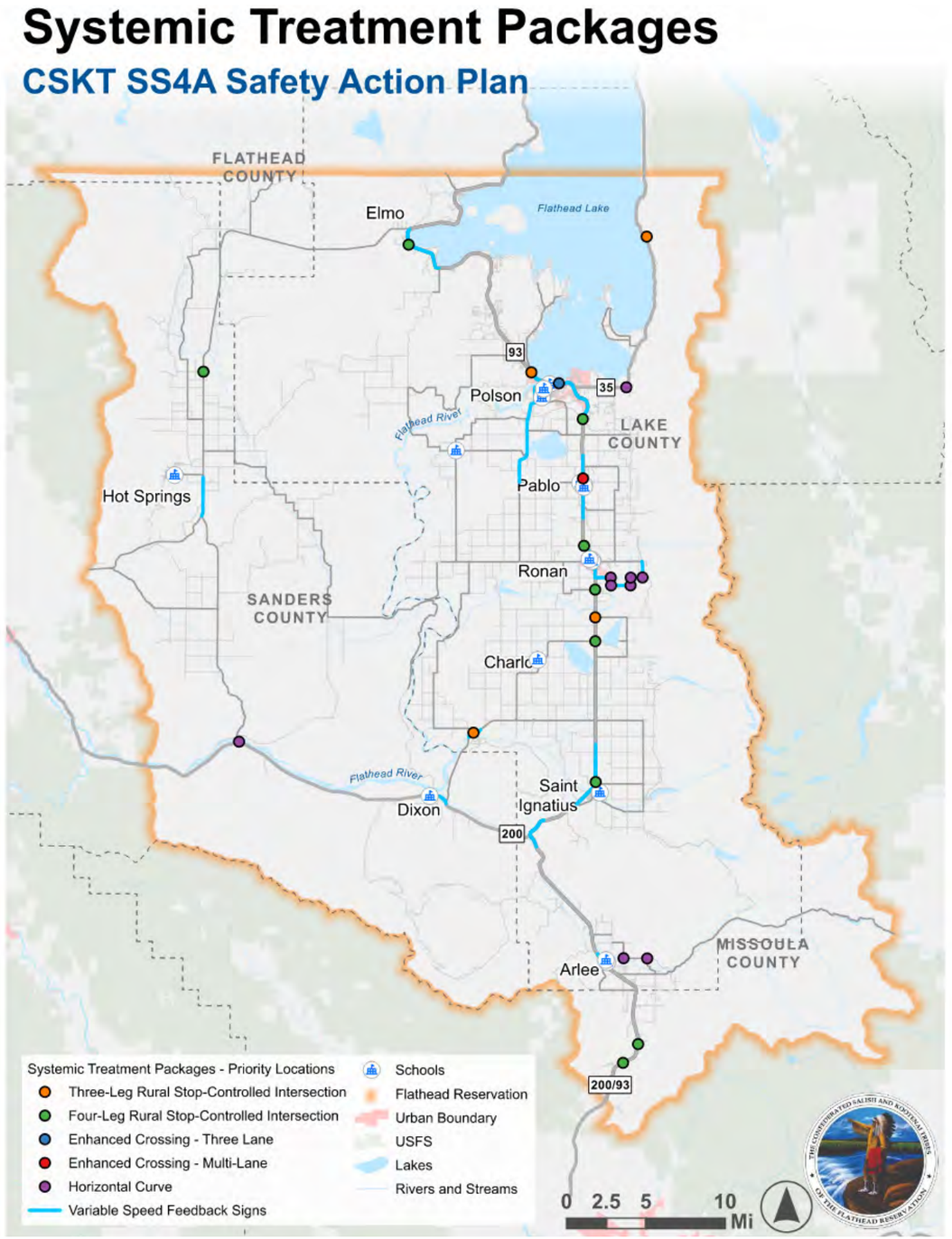



**Figure 5-2:** *Systemic Treatment Packages*

# Enhanced Pedestrian Crossing


Pedestrian and Bicyclist Safety [2]

## Location Type

Locations with crossing demand and where pedestrians experience higher exposure (e.g., multi-lane or higher volume/speed roadways); School crossings

## Included in the Following Systemic Treatment Packages (Appendix B)

- Enhanced Crossing – Three Lane
- Enhanced Crossing – Multi-Lane
- School Crossing

## Considerations

Crossing treatments may include Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), high visibility crosswalk striping; curb extensions; and pedestrian median islands.

# Enhanced Sign Treatments

Right-Angle and Left-Turning Crashes at Intersections [2]

## Location Type

Unsignalized Intersections with Higher Volumes and/or Higher Speeds; Corridors with Wildlife Activity

## Included in the Following Systemic Treatment Packages (Appendix B)

- Three Leg Rural Stop-Controlled Intersection
- Four-Leg Rural Stop-Controlled Intersection
- Horizontal Curve - 90 Degree Curve
  Horizontal Curve- Other Curve

## Considerations

Enhanced sign treatments include advance warning signs for stop controlled and uncontrolled approaches; doubled up, oversize, and highly retroreflective signs; and flashers. Oversized or non-standard wildlife warning signs, as well as flashing beacons, may increase driver alertness to wildlife in the roadway.

[2] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

# *Vehicle Speed Feedback Signs*


Speed Management in Transition Zones [3]

## Location Type

Higher speed to lower speed transition areas, such as when entering towns or other developed areas from rural areas or entering school zones.

## Included in the Following Systemic Treatment Packages (Appendix B)

Variable Speed Feedback Sign

## Considerations

Vehicle speed feedback signs should be placed at transitions into speed zones to alert drivers of speed limit changes. There could be potential for driver desensitization to vehicle speed feedback signs if overused.

# *Protected Left-Turn Phasing*


Pedestrian and Bicyclist Safety[4]

Right angle and Left-Turning Crashes at Intersections

## Location Type

Signalized Intersections with Permissive Left-Turn Phasing

## High Priority Locations

US 93 / Pablo West Road / Clairmont Road

## Considerations

All signalized intersections with permissive left-turn phasing in the Flathead Reservation could be considered for this treatment as a low-cost measure to reduce turning conflicts. Converting left-turn phasing from permissive to protected can also reduce conflicts between pedestrians and turning vehicles. Permissive phasing could be restricted when traffic volumes are highest and/or when the pedestrian crossing phase is activated.

[3] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

[4] Image Credits: Manzur (2007)

# *Rumble Strips*

Head-On Crashes[5]

Roadway Departure Crashes

## Location Type

Higher speed areas with patterns of roadway departure and head on crashes, areas with curves or grade changes

## High Priority Locations

Evaluate feasibility of rumble strips at higher speed locations with clusters of roadway departure crashes:

- Kerr Dam Road / Back Road from 7th Avenue West to Pablo West Road
- MT 212 in Moiese
- MT 382 curves north of MT 200

## Considerations

Where rumble strips cannot be placed due to noise concerns in residential or wildlife-sensitive areas, agencies may consider a sinusoidal, or "mumble strip," design using an oscillating sine wave pattern that reduces noise outside of the vehicle. MDT is currently evaluating the effectiveness of this treatment. In some locations on MT 28, the roadway shoulders do not exist or are too narrow to allow for rumble strips. On MT 28, consider rumble strips from Reference Marker 44 to US 93, and from Rattlesnake Gulch Road to western Flathead Reservation boundary in future phases.

[5] Image Credits: U.S. Department of Transportation Federal Highway Administration (2015-b)

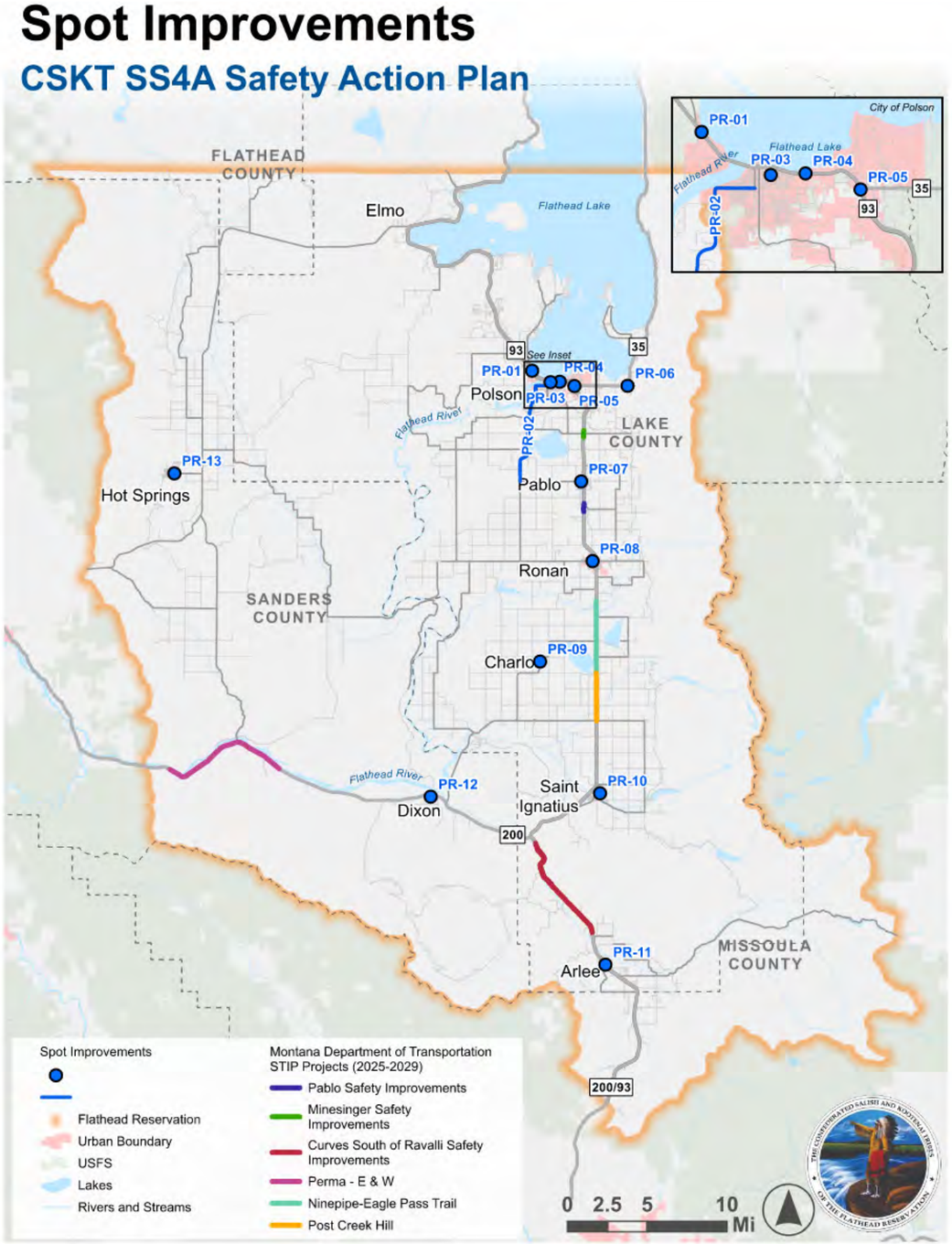



**Figure 5-3:** *Spot Improvements*

## Additional Systemic Treatments

Additional systemic treatments have been identified through the ongoing efforts from CSKT, MDT, and cities and counties within the Flathead Reservation as potential systemic solutions that can be implemented across the transportation network on a case-by-case basis. These treatments include installing guardrails and barriers to reduce roadway departure crashes, as well as wildlife fencing to mitigate crashes involving wildlife.

# Spot Improvements

This section presents spot projects, which focus on addressing identified priority locations through specific safety interventions that are typically higher in cost compared to the systemic treatment packages. The section includes new project recommendations as well as in-process MDT projects.

## Priority Spot Improvements

Thirteen new project recommendations have been identified through this plan. These projects are labeled as PR-01 through PR-13 and either fall outside MDT highways or are located on MDT facilities but are not currently included in the STIP. For the priority spot improvement recommendations, a near-term recommendation is defined as an implementation time period of one to three years, whereas a long-term recommendation may take longer to implement due to either the scope or complexity of the project. Details for each are provided in the following section.

# PR-01 — US 93/ Irvine Flats Road / Rocky Point Road

## Recommendation

Construct left-turn lanes on US 93.

- *Near-term improvements reduce conflicts between turning vehicles waiting to turn and through-moving vehicles.*

### Long-Term

Consider a traffic signal or roundabout and access consolidation.

- *A traffic signal or roundabout could be considered to reduce speeds and conflicts. A traffic signal or roundabout should be paired with access consolidation between Rocky Point Road and Irvine Flats Road.*

## Rationale

This location has a history of multi-vehicle crashes (rear and right angle).

## Systemic Issue Addressed

Right Angle and Left-Turning Crashes at Intersections

US 93/ Irvine Flats Road & US 93/Rocky Point Road

# PR-02 — Kerr Dam Road/Back Road to Pablo West Road

## Recommendation

Implement horizontal curve warning signage, optical speed bars, and vehicle speed feedback signs throughout, especially around Grenier Lane and at the intersection with 7th Avenue West.

**Long-Term**

Continue the off-street shared-use pathway south of Grenier Lane.

## Rationale

This corridor has a history of vehicle crashes (rear-end, wildlife), supported by community input and identified in the 2021-2025 Flathead Reservation TIP. Vehicles were noted to drive over the speed limit in this corridor, which is seeing increasing volumes as a bypass to US 93. Speeds should be reduced especially near the curves at Grenier Lane, in proximity to Polson High School.

## Systemic Issue Addressed

- Right Angle and Left-Turning Crashes at Intersections
- Speed Management in Transition Zones
- Wildlife-Vehicle Collisions

Kerr Dam Road and Grenier Lane

# PR-03 — Polson Safe Routes to School (SRTS) Improvements

## Recommendation

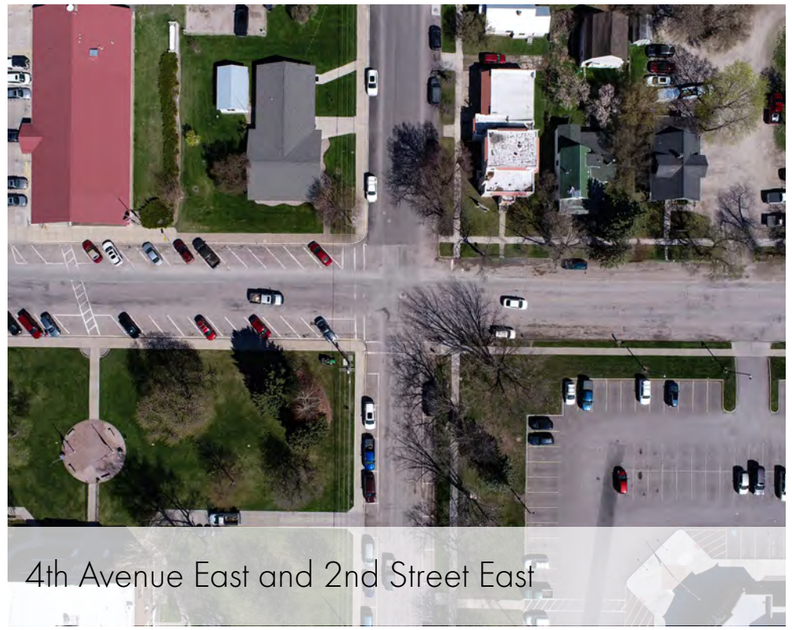
Fill in sidewalk gaps and enhance existing crossings near Polson schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Treatment Package* in **Appendix B**). Key areas for improvement include 4th Avenue E, 8th Avenue East, 2nd Street West, and 2nd Street East.

## Rationale

A desire was expressed through community input to enhance ped/bike facilities near schools in the Flathead Reservation.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety



4th Avenue East and 2nd Street East

8th Avenue East and 2nd Street East

Main Street and 8th Avenue East

# PR-04 — US 93 / Super 1 Foods and Flathead Raft Company Access

## Recommendation

Install a new mid-block crossing on US 93 between 4th Avenue and Country Club Drive, near Super 1 Foods and Flathead Raft Company, if feasible. The mid-block crossing would include a Rectangular Rapid Flashing Beacon (RRFB), continental striping, and pedestrian- scale lighting.

- *These treatments increase pedestrian visibility and help alert drivers to pedestrians in the crosswalk. See the Enhanced Crossing – Three Lane Systemic Treatment Package in* **Appendix B** *for more detailed drawings and other information.*

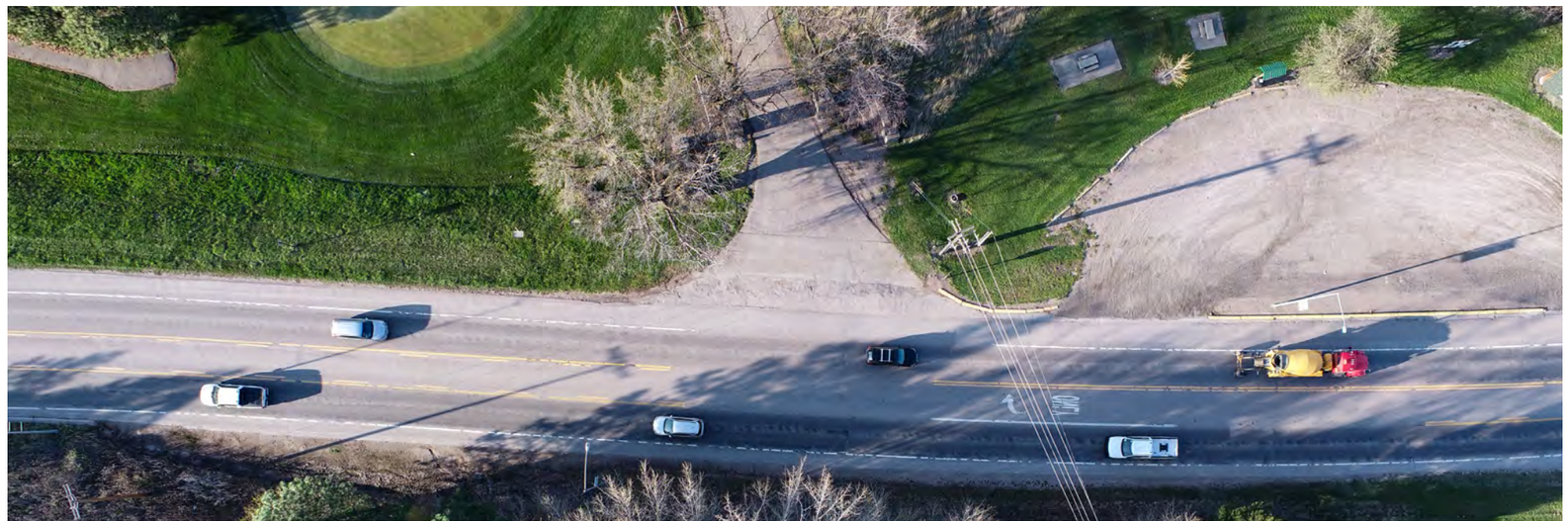
## Rationale

A desire was expressed through community input for an enhanced crossing near the Super1 Foods and Country Club Drive.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

Scenic Lane and US 93 (between Flathead Raft Company and Super 1 Foods)



Country Club Drive and US 93

# PR-05 — US 93 / MT 35

## Recommendation

Implement a pedestrian refuge island for the US 93 crossing. Upgrade curb ramps.

- *The near-term treatments reduce turning movement conflicts and increase visibility and driver awareness at the intersection.*

### Long-Term

Construct a roundabout.

- *Roundabouts have been shown to reduce crash severity when compared to signalized intersections. A roundabout could also slow vehicles at this transition to the Polson urban area.*

## Rationale

This location has a history of multi-vehicle, high-severity crashes.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

Right Angle and Left-Turning Crashes at Intersections

US 93 and MT 35

# PR-06 — MT 35 / Fulkerson Lane

## Recommendation

Implement pavement speed bars before the curve begins. Implement dynamic speed feedback sign as the speed transitions before the curve. Implement doubled up, highly retroreflective chevron signs along the curve. Clear vegetation impacting visibility from Fulkerson Lane.

## Rationale

This location has a history of high severity roadway departure crashes. Pavement speed bars, dynamic speed feedback signs, and enhanced chevron signs enhance driver awareness of the upcoming curve.

## Systemic Issue Addressed

- Roadway Departure Crashes
- Speed Management in Transition Zones

MT 35 and Fulkerson Lane

# PR-07 — Pablo Safe Routes to School (SRTS) Improvements

## Recommendation

Fill in sidewalk gaps and enhance existing crossings near Pablo schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Treatment Package* in **Appendix B**). Key areas for improvement include 4th Avenue East, Joe McDonald Drive, and Pablo West Road/Clairemont Road.

### Long-Term

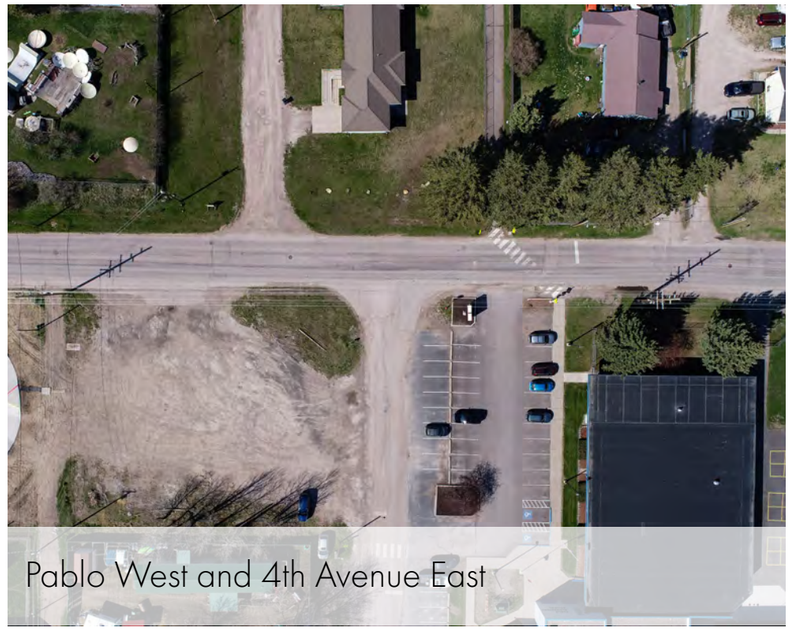
Consider a new pedestrian crossing north of US 93 near Sparrow Lane to meet existing crossing demands at that location.

## Rationale

A desire was expressed through community input to enhance ped/bike facilities and crossings for SRTS corridors adjacent to Pablo Elementary School.

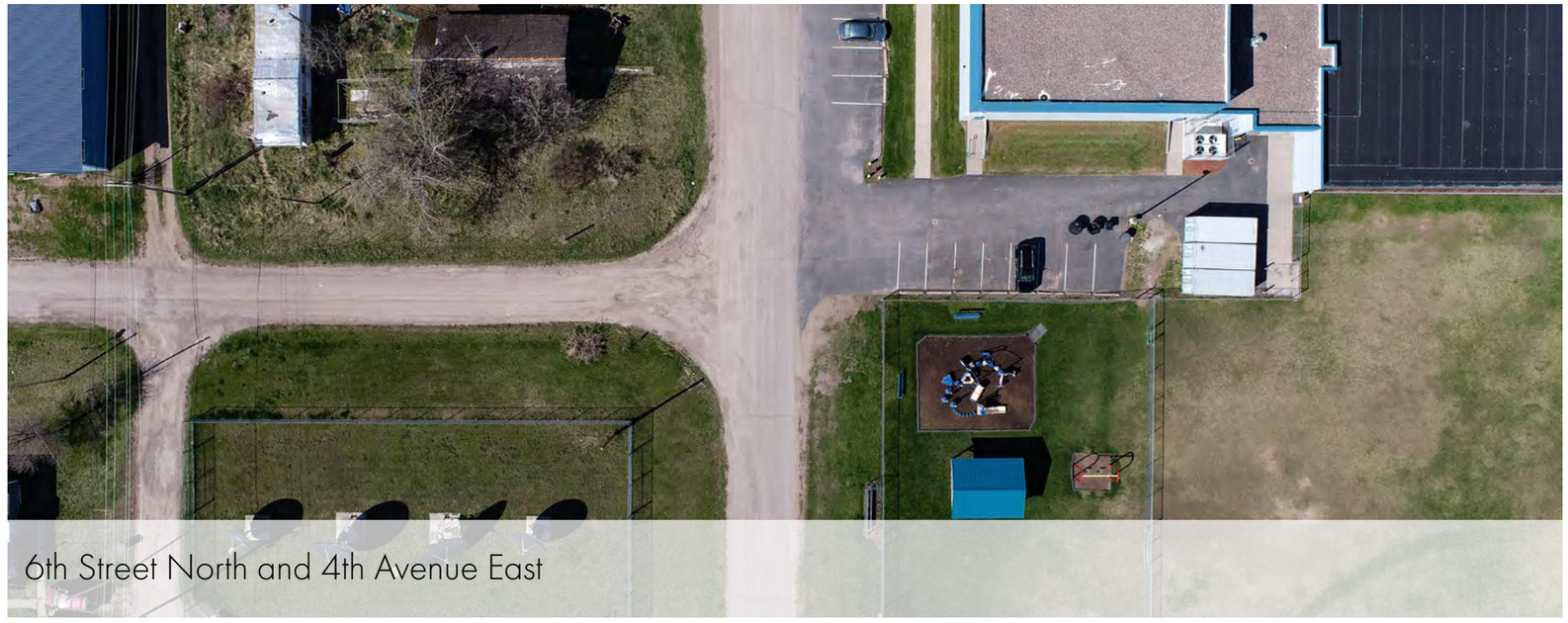
## Systemic Issue Addressed

Pedestrian and Bicyclist Safety



Pablo West and 4th Avenue East

US 93 and Sparrow Lane



6th Street North and 4th Avenue East

# PR-08 — Ronan Safe Routes to School (SRTS) Improvements

## Recommendation

Fill in sidewalk gaps, enhance existing intersection and mid-block crossings, provide a shared use path, and address on-street parking constraints near Ronan schools and community destinations to improve pedestrian/bicyclist safety (see *School Crossing Systemic Treatment Package* in **Appendix B**). Key areas for improvement include 3rd Avenue North West, Round Butte Road, and 4th Avenue North West.

- *Ensure consistency with the Ronan Street Improvement Study and ongoing Ronan Walkability Project through the Montana Pilot Community Tourism Grant Program.*

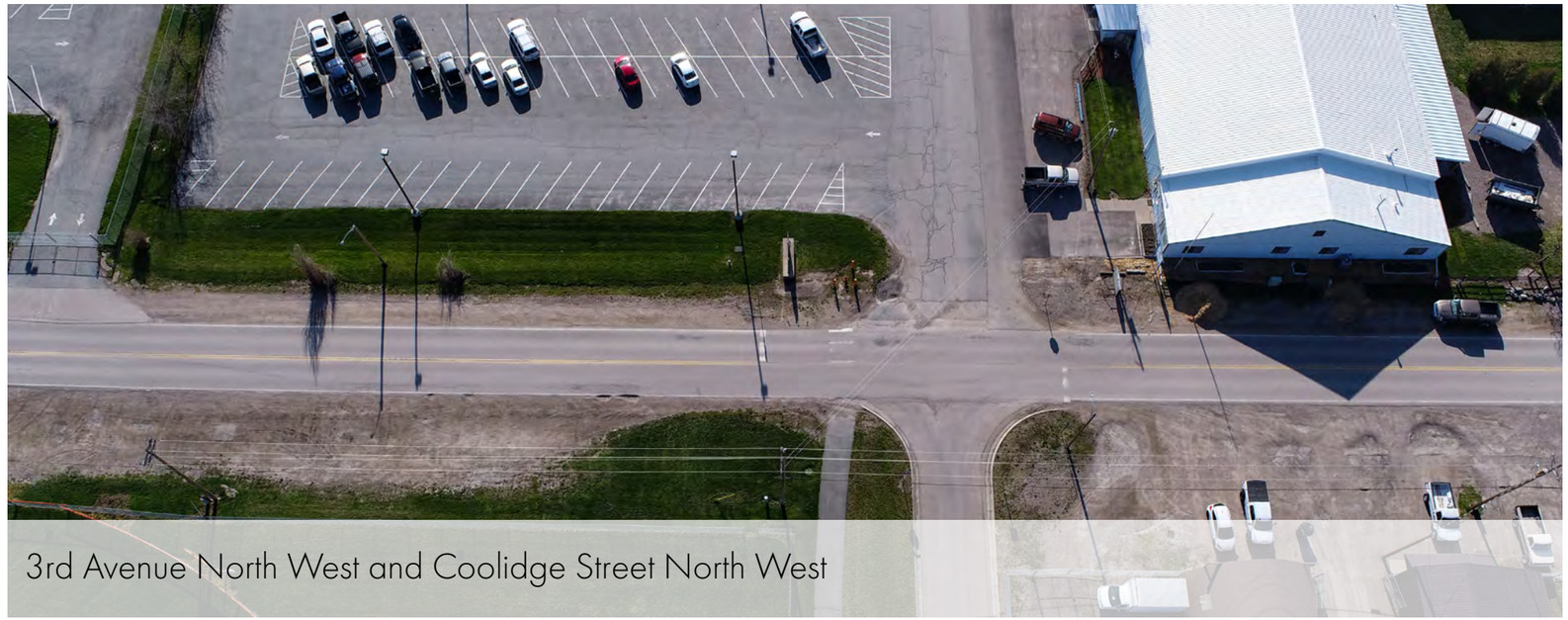
## Rationale

In addition to desire expressed through community input, recent and ongoing studies aim to enhance ped/bike facilities for this high-use multimodal corridor adjacent to Ronan Middle and High Schools, Harvey Elementary, the County Fairgrounds, the Boys & Girls Club, and the town skatepark.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

3rd Avenue North West and Round Butte Road



3rd Avenue North West and Coolidge Street North West

# PR-09 — Charlo Safe Routes to School (SRTS) Improvements

## Recommendation

Fill in sidewalk gaps and enhance existing crossings near Charlo schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Treatment Package* in **Appendix B**). Key areas for improvement include Main Street (MT 212), 5th Street West, 1st Avenue West, and 4th Street West.

## Rationale

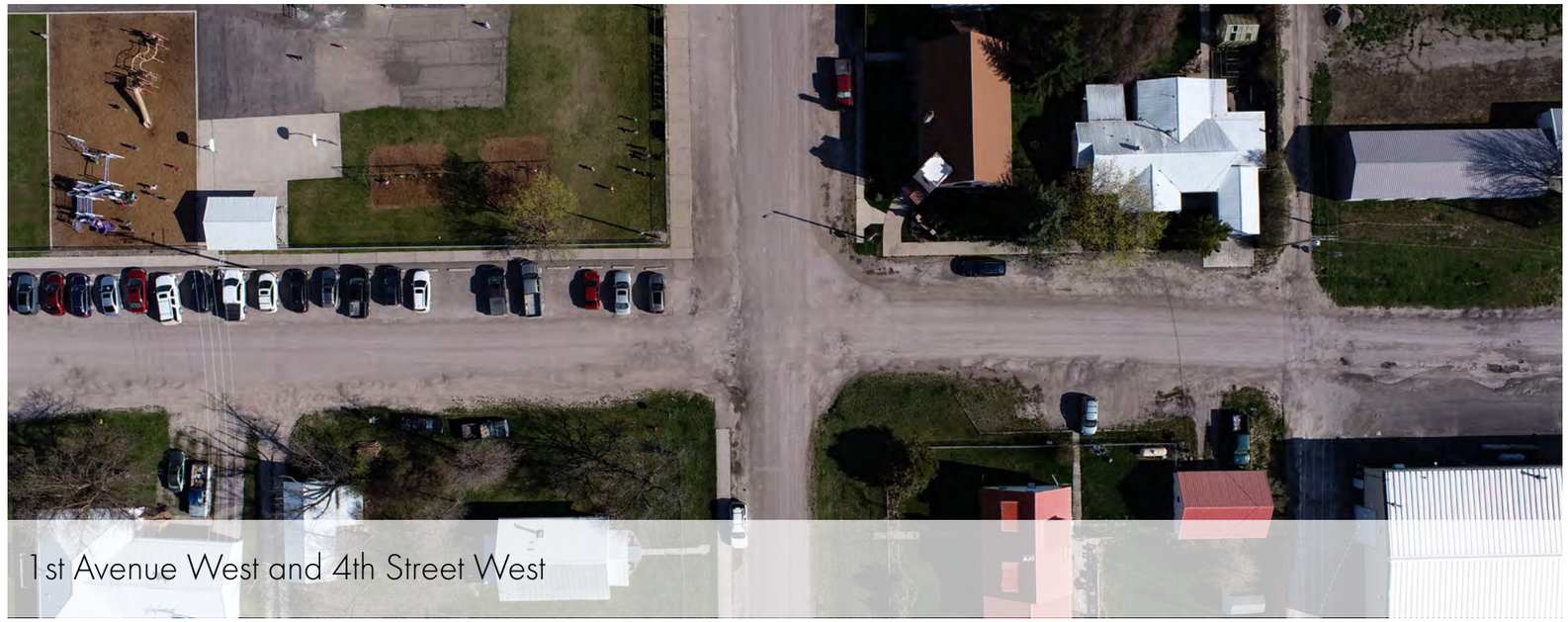
A desire was expressed through community input to enhance ped/bike facilities near schools in the Flathead Reservation.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

MT 212 and 5th Street West

MT 212 and 3rd Street East/West



1st Avenue West and 4th Street West

# PR-10 — St. Ignatius Safe Routes to School (SRTS) Improvements

## Recommendation

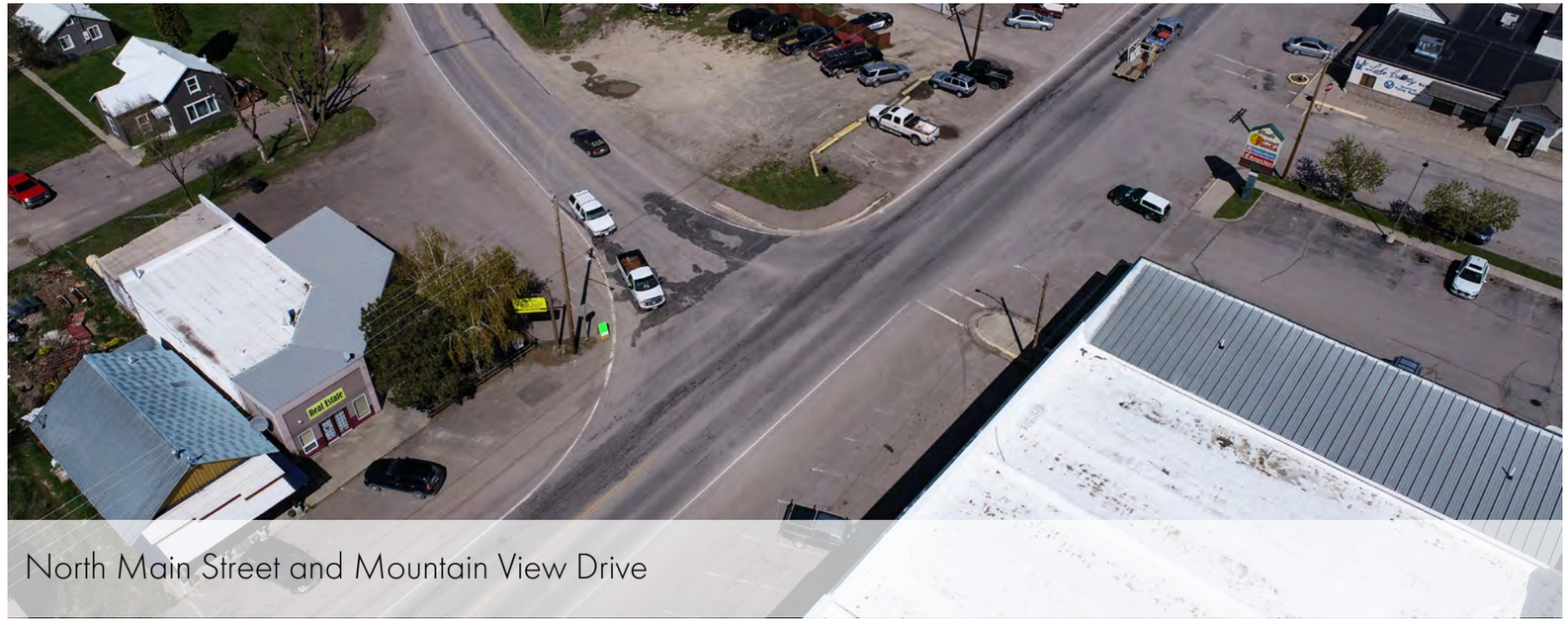
Fill in sidewalk gaps and enhance existing crossings near St. Ignatius schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Safety Treatment Package* in **Appendix B**). Key areas for improvement include Main Street, Blaine Street, and Crystal Street.

## Rationale

A desire was expressed through community input to enhance ped/bike facilities near schools in the Flathead Reservation.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety



North Main Street and Mountain View Drive

1st Avenue and Blaine Street

# PR-11 — Arlee Safe Routes to School (SRTS) Improvements

## Recommendation

Fill in sidewalk gaps and enhance existing crossings near Arlee schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Safety Treatment Package* in **Appendix B**). Key areas for improvement include Morigeau Street, Taelman Street, and Houle Street. Additionally, installing a Pedestrian Hybrid Beacon (PHB), pedestrian-scale lighting, or pedestrian safety treatments at US 93 (Northbound)/Taelman Street is recommended to improve visibility of people crossing.

## Rationale

A desire was expressed through community input to enhance safety measures for this common pedestrian crossing between Arlee High School and the Wilson Foods grocery store.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

US 93 (Culloyah Street) and Morigeau Street


US 93 (Culloyah Street) and Taelman/Butch Larsen Street

# PR-12 — Dixon Safe Routes to School (SRTS) Improvements

## Recommendation

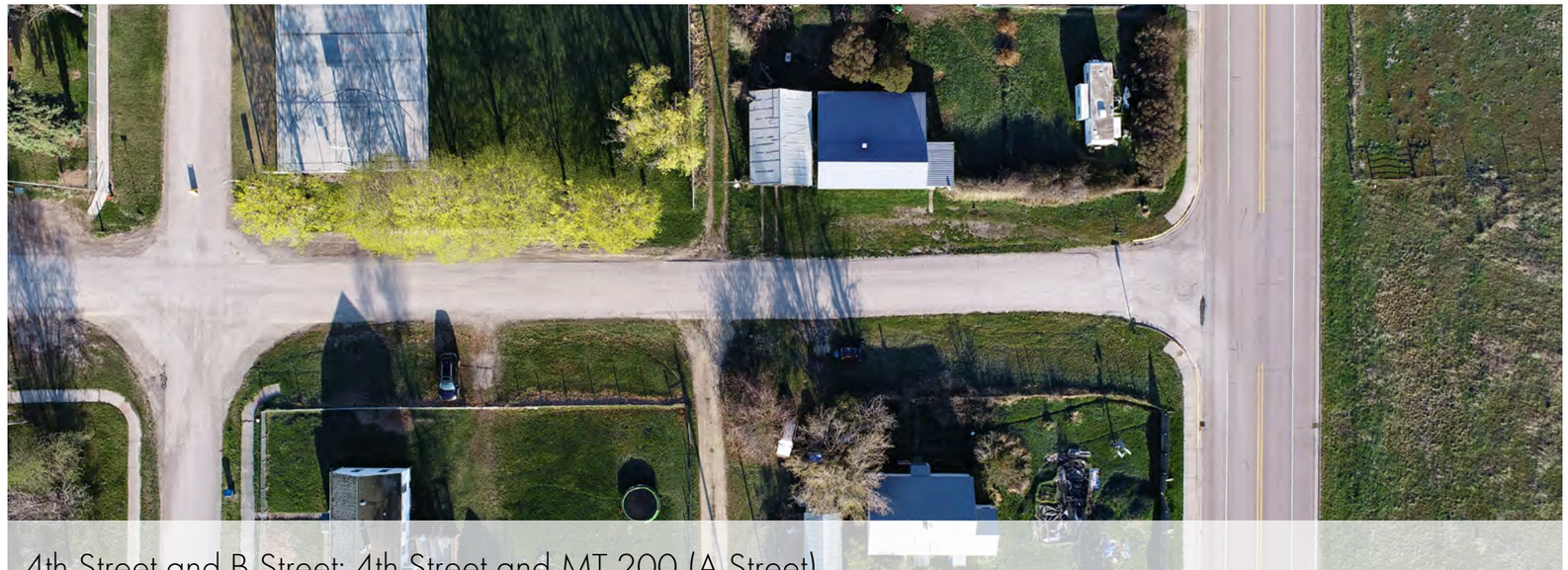
Fill in sidewalk gaps and enhance existing crossings near Dixon schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Safety Treatment Package* in **Appendix B**). Key areas for improvement include MT 200 (A Street), B Street, and 4th Street.

## Rationale

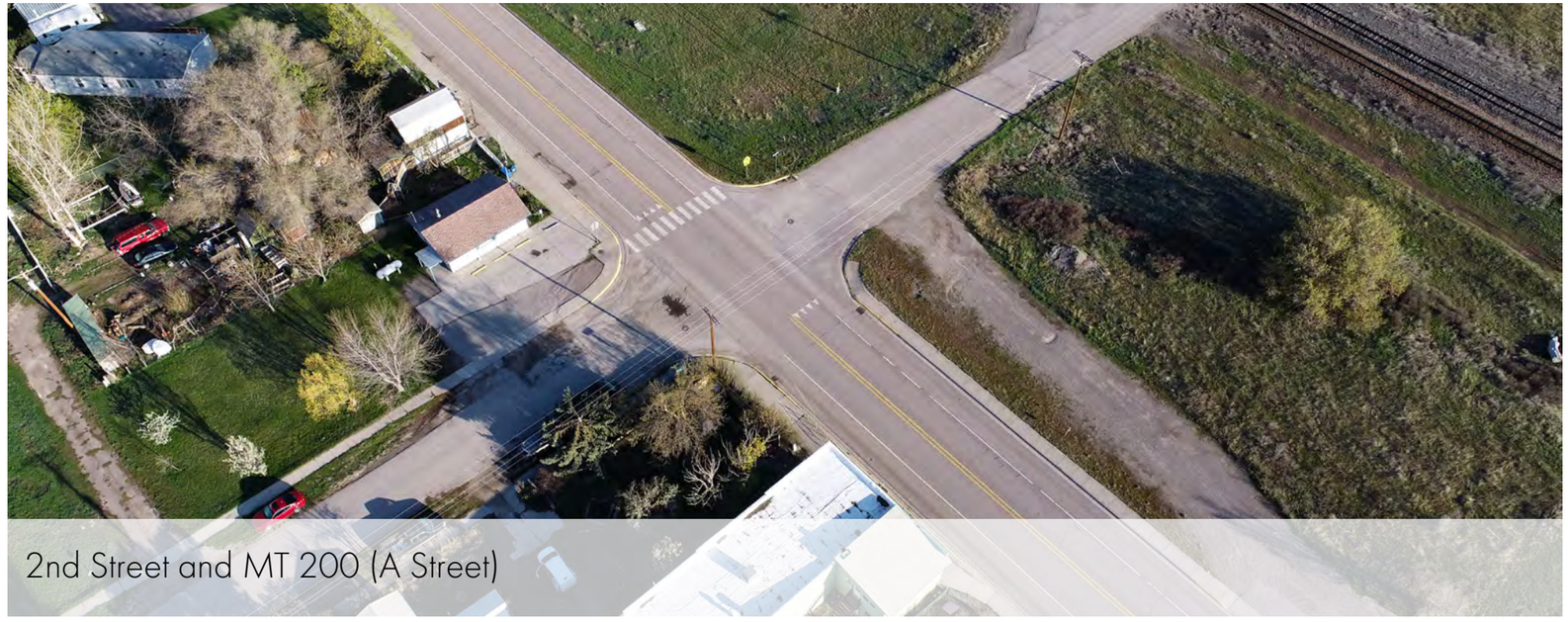
A desire was expressed through community input to enhance ped/bike facilities near schools in the Flathead Reservation.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety



4th Street and B Street; 4th Street and MT 200 (A Street)



2nd Street and MT 200 (A Street)

# PR-13 — Hot Springs Safe Routes to School (SRTS) Improvements

## Recommendation

Fill in sidewalk gaps and enhance existing crossings near Hot Springs schools to improve pedestrian/bicyclist safety (see *School Crossing Systemic Safety Treatment Package* in **Appendix B**), particularly on Broadway Avenue. Additionally, extend the existing Hot Springs MT *77* shared-use path east to MT 28.

## Rationale

A desire was expressed through community input and identified in the 2021-2025 Flathead Reservation TIP to extend the existing Hot Springs shared-use path east to MT 28, which currently terminates near Honey Run Lane.

## Systemic Issue Addressed

Pedestrian and Bicyclist Safety

MT *77* East of Honey Run Lane

MT 28 and MT *77*

Broadway Avenue

# Ongoing Projects from the MDT 2025-2029 STIP

MDT is actively addressing priority project locations through ongoing projects in their 2025–2029 Statewide Transportation Improvement Program (STIP).

**Each STIP project holds equal priority as the previously listed project recommendations. These STIP projects are critical due to the high number of reported traffic fatalities and serious injuries at their locations.**

CSKT has been actively coordinating with MDT throughout the planning and design process on these STIP projects.

## *US 93 Post Creek Hill Project*

### Recommendation

Continue design efforts underway in the MDT US 93 Post Creek Hill Project to advance infrastructure safety treatments, including widening the roadway to include shoulders, constructing left-turn lanes at major intersections, constructing a shared-use path, and other improvements.[5]

Right angle and Left-Turning Crashes at Intersections[4]

### Rationale

This location has a history of multi-vehicle crashes. The near-term improvements should increase visibility and driver awareness in advance of the intersection. US 93 at McDonald Lake Road was identified by the community as a potential location for constructing left turn lanes.

## *Pablo Safety Improvements Project*

### Recommendation

Continue design efforts underway at the US 93 and Old Highway 93 intersection.[7]

### Rationale

This location has a history of multi-vehicle crashes. The selected Reduced Conflict U-Turn (RCUT) intersection design reduces the likelihood of serious crashes.

Right angle and Left-Turning Crashes at Intersections[6]

[4] Image Credits: Google Earth (2018b)
[5] Montana Department of Transportation (n.d.-d.)
[6] Image Credits: Google Earth (2018c)
[7] Montana Department of Transportation (n.d.-a)

## *US 93 Corridor Projects - South of Ravalli to Polson*

Roadway Departure Crashes

Speed Management in Transition Zones

### Recommendation

Continue reconstruction efforts underway as part of the remaining US 93 Corridor Projects – South of Ravalli to Polson[8]. The remaining planned reconstruction project segments in this corridor include the 2.5- mile section through Ronan and just south of Ronan and also include the 1-mile section just south of Eagle Pass Trail.

### Rationale

The remaining planned reconstruction efforts are to preserve and extend the service life of the roadway. Among other improvements previously constructed within this project, reconstruction would address pavement deficiencies which may reduce collision frequency and severity of injury along the corridors. These reconstruction projects would align with other recommended systemic treatments to address high speeds and lane departure crashes in these areas.

## *Ninepipe Eagle Pass Trail Project*


Right angle and Left-Turning Crashes at Intersections[9]

### Recommendation

Continue design efforts underway in the US 93 Ninepipe Eagle Pass Trail Project to reconstruct the roadway with widened shoulders, incorporate a wildlife overpass and wildlife fencing, improve intersection safety, and other safety improvements.[10]

### Rationale

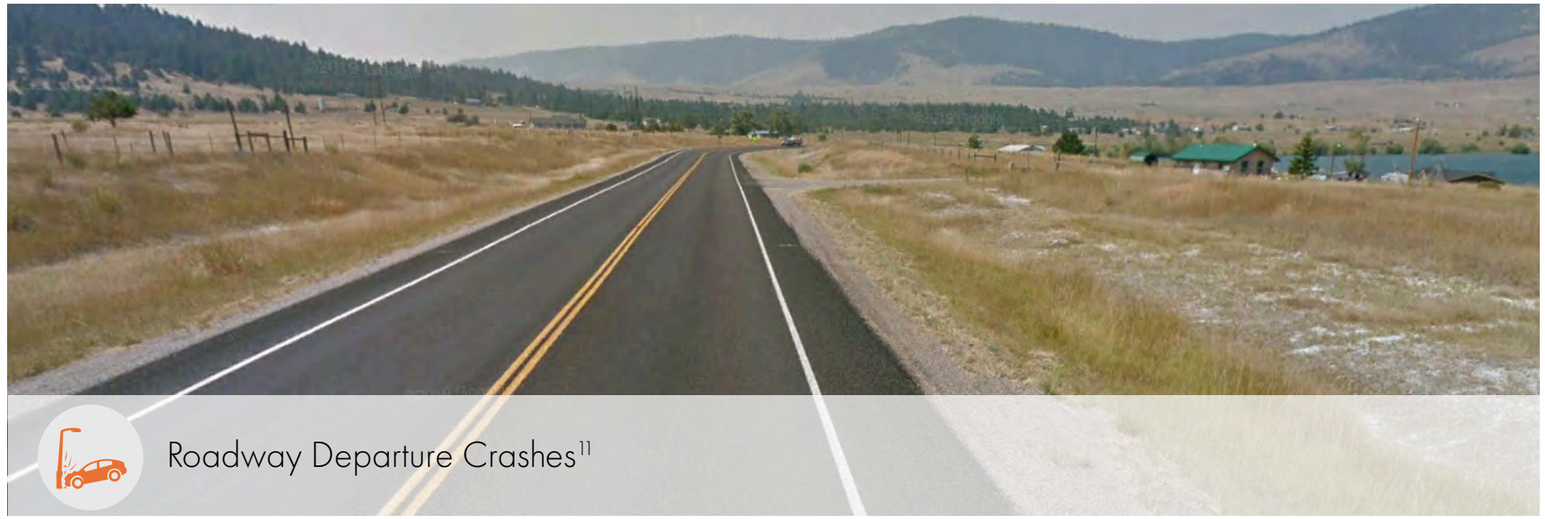
This location has a history of multi-vehicle crashes. The safety improvements increase visibility and driver awareness in advance of the intersection.

[8] Montana Department of Transportation (n.d.-b)

[9] Image Credits: Google Earth (2018a)

[10] Montana Department of Transportation (n.d.-d)

# *US 93 Polson-Somers Corridor*



Roadway Departure Crashes[11]

## Recommendation

Initiate design efforts identified in the US 93 Polson-Somers Corridor Study. [12]

## Rationale

The US 93 Polson-Somers Corridor Study recommends improvements such as the addition of passing lanes, rumble strips, wider shoulders, and slope flattening. This corridor is part of the High Injury Network and has experienced a high rate of roadway departure crashes. The proposed solutions aim to address these safety concerns by reducing crash risk and improving overall road conditions. This project begins at its southern terminus at US 93 north of Polson at reference point 63.0 and continues north outside of Flathead Reservation boundary towards Somers at reference point 104.2.

[11] Image Credits: Google Earth (2018.-d)
[12] Montana Department of Transportation (n.d.-c)

# 05 POLICY AND PROCESS CHANGES

# Policy and Process Changes

This chapter presents policy and strategy recommendations for the CSKT and its partner agencies to improve roadway safety throughout the Flathead Reservation. It also documents a comprehensive review of plans and studies relevant to the CSKT Safety Action Plan. Roadways within the Flathead Reservation are owned, operated, and maintained by a combination of local, state, and tribal entities. As such, successful implementation of policy and strategy actions outlined in this chapter will require close collaboration among key agencies responsible for roadway operations and management, including MDT, counties, and municipalities within the Reservation. These recommendations are designed to address safety-related goals and challenges identified through safety analysis findings, relevant plans and studies, input from key stakeholders, recent related planning efforts, and feedback from the CSKT Roads Program, as well as national guidance and best practices.

The recommended policies and strategies proposed in this chapter will guide CSKT and its partner agencies in refining existing processes or implementing new processes to eliminate fatal and serious crashes by 2040. Policies establish guiding principles for decision-making, and strategies are actions that support the policy direction established by an agency or organization.

# Relevant Plans & Studies Review

This section provides a comprehensive review of key documents relevant to the SAP, summarized in **Table 6-1**. Findings from these documents provide the background and context on roles of CSKT and partner agencies, including the specific functions and responsibilities CSKT holds in managing transportation systems in the Flathead Reservation. Additionally, the review highlights gaps and areas where new policies or strategies may be impactful in improving transportation safety.

**Table 6-1:** *Document Review**

| Document | Year | Agency | Description | Relevance to CSKT SAP |
|---|---|---|---|---|
| **CSKT Comprehensive Plan, Volumes I and II** | 2010 | CSKT | CSKT's Comprehensive Plan outlines the long-term vision and goals for natural and developed resources within the Flathead Reservation. | • Identifies CSKT's priorities, concerns, and transportation infrastructure needs within the Flathead Reservation, with a particular focus on US 93.<br>• Describes key transportation challenges within the Reservation that require collaboration with MDT.<br>• Describes CSKT's existing policies and transportation goals and objectives.<br>• Highlights roadway safety on US 93 as a key concern. |
| **Flathead Reservation Transportation Plan (2007 – 2027)** | 2007 | CSKT | CSKT's long-range plan to guide transportation improvements, prioritize investments, and identify strategy actions to address transportation needs within the Flathead Reservation. | • Describes CSKT's transportation policy, goals, and objectives, as well as the inter-governmental decision-making planning processes.<br>• Identifies governing federal policies, legislation, and regulations that may affect transportation on the Reservation.<br>• Outlines applicable national and state legislation and standards that apply to roadway design within the Flathead Reservation. Note: CSKT does not have its own roadway design standards. |
| **Polson Area Transportation Plan** | 2011 | City of Polson | Long-range plan for addressing transportation needs in the Polson area, outlining strategies to improve transportation infrastructure and services, enhance safety, and promote mobility within the Polson area. | • Presents policy recommendations for Polson and partner agencies, including CSKT. These include access management and land use policies, Level-of-Service standards, and pedestrian and bicycle design guidance. |

**The Ronan-Urban Re-evaluated Final Supplemental Environmental Impact Statement (EIS) (2016) documents were also reviewed but do not include policies or procedures relevant to the CSKT SAP.*

| Document | Year | Agency | Description | Relevance to CSKT SAP |
|---|---|---|---|---|
| **CSKT Tribal Transportation Safety Plan** | 2014 | CSKT | Tribal plan that was developed to identify and address transportation safety issues within the Flathead Reservation, outlining strategies and initiatives aimed at enhancing overall transportation safety for tribal members. | • Describes priority safety implementation strategies and programs to reduce traffic related injuries and fatalities in CSKT.<br>• Describes existing Tribal safety programs on the Flathead Reservation. |
| **2015 Road Safety Audit** | 2015 | CSKT | The Road Safety Audit provides a system-wide inventory of safety-related transportation conditions and presents low-cost policies and countermeasure improvement recommendations to address safety deficiencies. | • Describes CSKT's commitment to the systemic safety approach.<br>• Presents countermeasures to improve roadway safety, including system-level projects and priority locations.<br>• Describes policy recommendations and coordination needs for CSKT and its partner agencies. |
| **US Highway 93 Road Safety Audit Evaro to Polson, MT** | 2015 | MDT | Evaluates the safety of the US 93 corridor within the Flathead Reservation and presents recommendations and countermeasures for roadway segments or specific locations that demonstrate a history or, or potential for, motor vehicle crashes. | • Presents recommendations and counter measures for areas along US 93 in the Flathead Reservation that address safety issues.<br>• Recommendations are divided into two categories: engineering solutions and behavioral strategies, which include education and programmatic initiatives. |
| **CSKT 2021 – 2025 Transportation Improvement Program** | 2020 | CSKT | Presents five-year project priorities for programming and expenditure of Tribal Transportation Funds. | • Describes Tribal transportation projects and program recommendations. |
| **Lake County Transportation Coordination Plan** | 2022 | Lake County | Long-range plan for improving the coordination of public transportation services within Lake County. | • Describes Tribal transportation projects and program recommendations. |
| **Montana Vulnerable Road User Safety Assessment** | 2023 | MDT | Statewide evaluation aimed at identifying and addressing safety risks for vulnerable road users (VRUs), such as pedestrians and bicyclists. | • Describes Tribal transportation projects and program recommendations. |

# Policy & Strategy Actions

**Table 6-2** outlines recommended policies and **Table 6-3** outlines recommended strategies for CSKT and partner agencies to implement to advance roadway safety initiatives within the Flathead Reservation. Each table includes a description of the policy or strategy action, the rationale for its recommendation, the agency responsible for its oversight or implementation, and the Safe System Approach objective(s) it supports (as presented on Page 5.)
These recommendations incorporate best practices from research and national guidance, align with the goals and objectives of CSKT as outlined in previous plans, and are shaped by input from key stakeholders and the CKST community.

**Table 6-2:** *Policy Recommendations*

| Policy | Description | Rationale | Responsible Agency(ies) | Safe System Approach Objective(s) |
|---|---|---|---|---|
| **P-1** | Adopt a resolution to collaborate with public and private schools to designate school zones for all schools. Adopt a "zero tolerance" policy for speeding in speed zones. | Reducing speeds would reduce crash severity, and potentially crashes, near schools, where concentrations of children walking and biking are higher. | CSKT; MDT; School Districts; Municipalities | Safe Speeds; Safe Road Users |
| **P-2** | Adopt a resolution to collaborate with public and private schools to relocate school bus stops off of higher speed highways. | Identified need to relocate school bus stops away from higher-speed highways (e.g., US 93), to enhance the safety of school-aged children and reduce their exposure to higher speed traffic. | CSKT; School Districts | Safe Road Users |
| **P-3** | Adopt a Tribal Complete Streets Policy. Develop roadway cross-sections in the next Tribal Transportation Plan to support implementation of the Complete Streets policy, establish standards for gravel roadways, and support the development of a safe, well-connected, and efficient multimodal network. | CSKT does not have any design standards. | CSKT | Safe Roads |

| Policy | Description | Rationale | Responsible Agency(ies) | Safe System Approach Objective(s) |
|---|---|---|---|---|
| **P-4** | Implement a Retroreflectivity Standards Policy to establish consistent requirements for the retroreflectivity of roadway signs across the Flathead Reservation. | Reducing speeds would reduce crash severity, and potentially crashes, near schools, where concentrations of children walking and biking are higher. | CSKT | Safe Roads |
| **P-5** | Designate a CSKT Safety Coordinator to facilitate coordination across CSKT departments. | Identified need to relocate school bus stops away from higher-speed highways (e.g., US 93), to enhance the safety of school-aged children and reduce their exposure to higher speed traffic. | CSKT; MDT; Counties; Municipalities | Safe Roads; Safe Road Users |
| **P-6** | Establish a CSKT Safety Advisory Committee that includes representatives across CSKT departments and partner agencies. | CSKT does not have any design standards. | CSKT; MDT; Counties; Municipalities | Safe Roads; Safe Road Users |

**Table 6-3:** *Strategy Actions*

| Strategy | Description | Rationale | Responsible Agencies | Safe System Approach |
|---|---|---|---|---|
| **Planning** | | | | |
| **S-1** | Maintain safety as the top priority for CSKT transportation projects. | Supports the safe movement of Tribal members across all transportation modes throughout the Flathead Reservation. | CSKT | Safe Roads |
| **S-2** | Incorporate the findings from the SAP into the next Tribal Transportation Plan, including the goal of zero fatal and serious injuries within the Flathead Reservation. | Promotes roadway safety within the Flathead Reservation through informed planning, prioritization, and decision-making. | CSKT | Safe Roads |
| **S-3** | Develop a Reservation-wide Pathways Plan, with an emphasis on connecting important community destinations for tribal members. | Improves safety and efficiency for non-vehicular modes within the Flathead Reservation. Supports the Tribal Complete Streets Policy. | CSKT; MDT; Counties; Municipalities | Safe Roads; Safe Road Users |
| **S-4** | Develop a Safe Routes to School Plan. | Promotes the safety and accessibility of transportation options for student-age tribal members traveling to and from school. Supports the School Zone Policy. | CSKT | Safe Roads |
| **S-5** | Develop and implement a roadway safety audit (RSA) program to identify and assess safety on Tribal and Bureau of Indian Affairs (BIA) roadways. | Roadway Safety Audits (RSAs) are formal safety evaluations of existing roads, intersections, or streets and shared-use paths within housing areas by a local, multidisciplinary team. The team may include engineering and maintenance staff from CSKT and partner agencies, EMS/ emergency response, law enforcement, school representatives, and other community representatives. RSAs can help inform and prioritize effective safety improvements based on field observations, data, and stakeholder input. Strategy identified in the 2014 Transportation Plan. | CSKT; Counties; Municipalities; MDT | Safe Roads |

| Strategy | Description | Rationale | Responsible Agencies | Safe System Approach |
|---|---|---|---|---|
| **Engineering/Infrastructure** | | | | |
| **S-6** | Assess School Bus Procedures and Bus Stop Locations. | Aligns school bus procedures with best practices for minimizing safety risks to riders during pick-up and drop-off. This is a strategy identified in the 2014 Transportation Plan. | CSKT; MDT; School Districts; Counties; Municipalities | Safe Roads; Safe Road Users |
| **S-7** | Continue maintenance of existing community lighting and pedestrian facilities. | Promotes safety of sidewalk and pathway users. | CSKT | Safe Roads; Safe Road Users |
| **S-8** | Continue the use of variable message boards, while regularly assessing the need for additional variable boards at strategic locations. | Supports real-time communication with motorists to alert them of events or changing roadway/ traffic conditions. | CSKT; MDT; Counties; Municipalities | Safe Roads; Safe Road Users |
| **S-9** | Develop an access management implementation strategy for US 93 in the Flathead Reservation. | Access management was identified as a safety challenge along US 93, especially in the higher speed sections. The strategy will outline an approach for regulating future access and modifying existing access points to enhance safety, maintain traffic flow, and support future development in the Flathead Reservation. | CSKT; MDT; Counties; Municipalities | Safe Roads |

| Strategy | Description | Rationale | Responsible Agencies | Safe System Approach |
|---|---|---|---|---|
| **Enforcement/ Post-Crash Care Strategies** | | | | |
| **S-10** | Provide a Tribal Highway Safety Officer to strengthen traffic enforcement | Strategy identified in the 2014 Transportation Plan to strengthen traffic enforcement within the Flathead Reservation. A Tribal Highway Safety Officer supports development and implementation of safety strategies through the CSKT Safety Advisory Committee. | CSKT | Safe Speeds; Post-Crash Care |
| **S-11** | Continue use of Variable Message Signs (VMS) | Continue using Variable Message Signs (VMS) to alert drivers to hazards, traffic conditions, detours, and safety messages. Coordinate with MDT to assess strategic locations for permanent VMS locations. | CSKT; MDT; EMS Responders | Safe Roads; Post-Crash Care |
| **S-12** | Maintain a mutual aid agreement to facilitate coordination between Tribal Police, Tribal Roads/Maintenance, Tribal Disaster Emergency Services Coordinator, Montana Highway Patrol (MHP), EMS, and Fire for emergency response within the Flathead Reservation. | A formal mutual aid agreement enhances emergency response on the Flathead Reservation by facilitating timely support when needed, promoting Traffic Incident Management (TIM) across agencies, and improving overall coordination. | CSKT; Montana Highway Patrol (MHP); EMS/Fire; Local Tow Operators | Safe Road Users; Post-Crash Care |

| Strategy | Description | Rationale | Responsible Agencies | Safe System Approach |
|---|---|---|---|---|
| **Education** | | | | |
| **S-13** | Establish a youth roadway safety education program. | School-based education and incentive programs aimed at reducing traffic-related incidents and promoting responsible driving and non-driving behaviors among youth. Education programs can include community outreach and additional instruction to new, young drivers on topics such as impaired driving, texting/ cell phone use, seat belt use, etc., as well as topics related to safe walking and bicycling behaviors. | CSKT; Tribal College; School Districts | Safe Road Users |
| **S-14** | Continue driver education campaigns through the Safe On All Roads (SOAR) program. | Continue utilizing the SOAR program to facilitate ongoing education and outreach efforts focusing on impaired driving, seatbelt use, and car seat usage and distribution. Incorporate education campaigns promoting safe driving practices around school buses and school zones into future SOAR programming. | CSKT; Tribal College; School Districts; Tribal Police | Safe Road Users |

# 06 PROGRESS AND TRANSPARENCY

# Progress and Transparency

This chapter describes the steps that CSKT and its partner agencies can take to implement the recommended projects, policies, and strategies of the CSKT Safety Action Plan (SAP), and to monitor and evaluate the SAP over time. Enhancing roadway safety in the Flathead Reservation will take a coordinated effort from various partners over a period of time, making tracking of progress and achievements essential.

CSKT was awarded a SS4A Planning Grant in FY2022. The creation of the SAP qualifies CSKT and its partner agencies for the Federal Highway Administration's competitive Demonstration and Implementation grants as part of the SS4A Program available under the Infrastructure Investment and Jobs Act (IIJA). Demonstration grants have an expected maximum up to $10 million for piloting and evaluating new safety treatments, and implementation grants have an expected maximum for up to $25 million for significant infrastructure projects. Both grants require a non-federal match of 20%. The IIJA expires in the Fiscal Year 2026.

Following the adoption of the SAP, CSKT will determine if any of the projects, policies, or strategies would be competitive candidates to include in a Demonstration Grant application for the FY2025 funding cycle. Through this process, CSKT may develop conceptual designs, up to a 30% design level, to apply for an Implementation Grant as part of a future funding cycle. This anticipated implementation timeline is depicted in **Figure 7-1**.

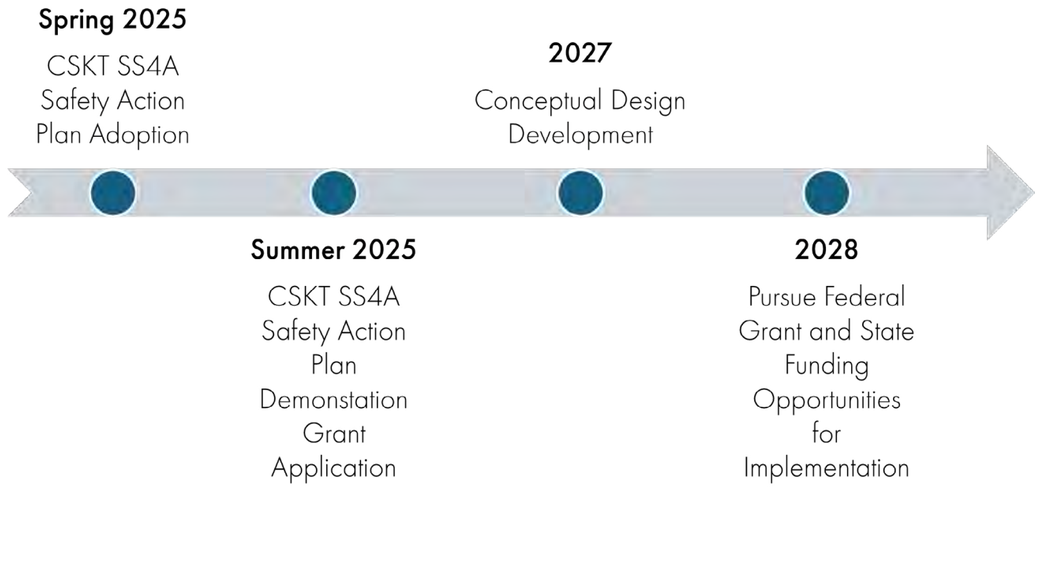



**Figure 7-1:** *Anticipated Timeline*

# Additional Funding Opportunities

State administered funds are also applicable for many recommendations of the SAP. These funding sources that may present an opportunity for implementation include:

**Table 7-1:** *Additional Funding Opportunities*

| Opportunities | Description | Eligible Projects |
|---|---|---|
| Transportation Alternatives Program | Set-aside funds from the Surface Transportation Block Grant (STBG) administered by MDT | Capital improvement; Path/sidewalk pavement preservation |
| Highway Safety Improvement Program (HSIP) | Federal-aid program to reduce traffic fatalities and serious injuries on public roads, administered by MDT | Safety Projects, automated enforcement programs; transportation alternative projects |
| Better Utilizing Investments to Leverage Development (BUILD) Grant Program | Federal funding discretionary grant opportunity for projects with significant local or regional impact | Surface transportation infrastructure projects |
| Strengthening Mobility and Revolutionizing Transportation (SMART) Program | Federal funding opportunity to conduct demonstration projects focused on smart community technologies | Planning and prototyping projects; implementation projects |
| Rural and Tribal Assistance Pilot Program | Federal funds to advance transportation infrastructure projects in rural and Tribal communities by supporting development-phase activities | Projects that are eligible for the BUILD grant or other federal grants |
| Tribal Transportation Program | Provides funds for safe and adequate transportation access to and within Indian Reservations | Funds are allocated based on tribal population, mileage, and other factors |

# Coordination

The Flathead Reservation spans numerous cities, towns, counties, and governing agencies. Coordination between partners is a critical element, particularly in this SAP due to the number of agencies that have a stake towards implementation. A joint collaboration effort is necessary to ensure that recommended projects, policies and strategies are implemented. Partner agencies include, but are not limited to, the CSKT, all cities and towns within the Flathead Reservation, Lake County, Missoula County, Sanders County, Flathead County, and MDT.

# Monitoring Progress

Performance measurement is a key component of a successful Safety Action Plan. The study's PAC (outlined in **Chapter 2: Planning and Public Engagement**) should transition to become a Technical Advisory Committee (TAC), tasked with establishing transparency with Flathead Reservation residents and other relevant stakeholders by first publicly posting the SAP online. The TAC would also annually publish public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, among other key metrics found in **Table 7-2**. This group will be responsible for monitoring progress, coordinating with external partners, identifying funding opportunities, and updating the plan with new data, needs or opportunities as applicable. The TAC should meet quarterly, at minimum, to discuss recommended strategies, ensure continued progress towards implementation, and to collaborate on funding pursuits. The TAC should follow Plan Implementation guidance on the following page, as well as information from the SS4A Implementation Grant Application Checklist.

# Plan Implementation

The successful implementation of the CSKT SAP will require ongoing coordination within Tribal departments, local agencies, and regional partners. Through the leadership of the TAC, the objectives and actions below will ensure the strategies identified in this plan are pursued, prioritized, and funded. To support accountability and track progress towards these objectives, this section also outlines metrics for performance measurement.

## Objectives

### Objective 1:

Ensure strategies and recommendations outlined in **Chapter 4: Project Prioritization and Recommendations** and **Chapter 5: Policy and Process Changes** are adopted and pursued by CSKT and local partners.

- **Recommended Action:** Formally adopt the SAP by Tribal Council resolution.
- **Recommended Action:** Share the adopted SAP with neighboring jurisdictions and partner agencies including, but not limited to all cities, towns, and counties within the Flathead Reservation and MDT.
- **Recommended Action:** Meet quarterly with partner agencies to monitor and evaluate the progress of performance metrics in **Table 7-2**, share data, and coordinate on project implementation.

### Objective 2:

Pursue implementation of projects and policies identified in **Chapter 4: Project Prioritization and Recommendations** and **Chapter 5: Policy and Process Changes** using performance metrics (see **Table 7-2**).

- **Recommended Action:** Integrate SAP priorities into the Tribal Transportation Improvement Program (TTIP) and the Tribal Long-Range Transportation Plan (LRTP)
- **Recommended Action:** Identify quick-win projects for near-term implementation using existing or flexible funding sources (e.g., Tribal Transportation Program (TTP) funds).
- **Recommended Action:** Follow guidance from the SS4A Implementation Grant Application Checklist to ensure submissions are well-aligned with program criteria.

### Objective 3:

Seek additional funding through SS4A and other programs identified in **Table 7-1** for projects identified in **Chapter 4: Project Prioritization and Recommendations** and **Chapter 5: Policy and Process Changes**.

- **Recommended Action:** Coordinate with regional and county partners on joint SS4A Implementation Grant applications where appropriate.
- **Recommended Action:** Prepare grant applications with clearly defiend safety outcomes, leveraging crash and demographic data.

## Metrics

Metrics are measures that CSKT and partner agencies can use to monitor and evaluate ongoing progress in reducing fatal and serious injury crashes, as well as implementing the SAP. The TAC should establish annual goals that align with eliminating fatal and serious injury crashes. The recommended metrics to be publicly reported annually are presented in **Table 7-2**.

**Table 7-2:** *Performance Metrics*

| Category | Metrics | Metric Data Point |
|---|---|---|
| Crashes | Total Number of Fatal and Serious Injury Crashes | MDT Fatality Analysis Reporting System (FARS) Data |
| | Number of Pedestrian-Involved Fatal and Serious Injury Crashes | MDT FARS Data |
| | Number of Bicyclist-Involved Fatal and Serious Injury Crashes | MDT FARS Data |
| | Number of Crashes Involving Impaired Driving | MDT FARS Data |
| Implementation | Projects, Policies, and Strategies | % of Priority Projects, Policies, and Strategies that are Implemented in Total |
| | | Number of Priority Projects, Policies, and Strategies Implemented per Year |
| | Technical Advisory Committee | Number of TAC Meetings per Year |

Fatal and serious injury crashes may be reported within the context of the latest five-year annual average to normalize for random fluctuations in crashes that may occur over a year-to-year basis.

# Updating the Plan

The SAP relies on MDT collision data from January 1, 2019, through December 31, 2023. CSKT should review collision data and other metrics for key findings and performance measures to track progress annually, as part of the regular TAC reporting process. Following implementation of high priority projects, policies, and strategies, the SAP should be updated to document progress and refocus on the new priorities. These updates may occur at longer intervals, such as every 5 years.

CSKT, through TAC, may also update the SAP in consideration of new collision trends or due to new safety countermeasure best practices. As new strategies are identified, the TAC may update goals and assign champions for strategy implementation.

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# APPENDIX A

# Open House #1 Summary

The project team hosted the first open house events on **November 18th, 2024**, from 4 to 7 p.m. at the **St. Ignatius Community Center in St. Ignatius, MT**.

The project team contracted Big Sky Public Relations to promote the open house within the Flathead Reservation in the weeks prior to the scheduled date for the event. Big Sky Public Relations used the following promotion strategies:

- Every Door Direct Mailer (EDDM) to 156 key stakeholders.
- Lake County Leader: paid social media graphc hosted on their page.
- Radio ads with Missoula Broadcasting from November 12–17, 2024.
- Press release distributed on October 31, 2024.
- Email to stakeholders on November 14, 2024.
- Follow-up reminder email to stakeholders on November 18, 2024.
- An informative flyer was passed out in-person and also digitally distributed to many key stakeholders including local schools, fire departments, hospitals, police departments, and local chambers of commerce.
- The informative flyer available at the open house on November 18, 2024.

The main objective of this open house was to **share a high-level overview of the project, discuss project goals and expectations, and solicit community feedback on traffic safety issues to be addressed or considered during this planning process**.

The public was invited to attend and share their views on transportation safety issues in the planning area through several interactive activities. These activities included:

- An **interactive mapping exercise** to encourage participants to geographically identify and locate areas of concern within the planning area.
- A **safety issues/concerns prioritization board** was provided with a list of transportation safety concerns to be ranked in importance by participants.

Additionally, the project team provided project information flyers, several display boards with project information and crash data, and recorded oral and written comments and feedback from attendees.

There were **21 community members** who attended the open house and provided feedback regarding traffic safety concerns in the Flathead Reservation. The majority of comments and conversations with attendees centered around the need for pedestrian safety improvements and reductions in wildlife-vehicle collisions. Those in attendance viewed and analyzed crash data information boards and other project statistics. Attendees also participated in the priorities board exercise by marking areas they thought were safety priorities to be addressed in this plan. Results from the safety priority board exercise were recorded in **Table A-1**.

**Table A-1:** *Areas of Safety Concern Priority Board*

| Priority Board Feedback | Points |
|---|---|
| **Types of Crashes** | |
| Intersection Crashes | 0 |
| Pedestrian Safety | 6 |
| Bicycle Safety | 3 |
| Run-off-the road (road departure) crashes | 0 |
| Large trucks/Commercial vehicle crashes | 1 |
| *Wildlife vs. Vehicle crashes* | 6 |
| **Crash-Related Factors** | |
| Speed | 1 |
| Distracted Driving | 2 |
| Impaired drivers/Substance-related | 1 |
| Unrestrained Occupants | 0 |
| **Education and other areas of concern** | |
| Community/driver education | 1 |
| Additional roadway signage | 1 |
| Tribal Policy Changes | 1 |
| Law Enforcement | 1 |
| Other Areas of Concern | 1 |

Participants also provided comments and feedback on a map of the project area. Using a sticky note or by writing directly on a map, community members were able to identify specific geographical areas within the Flathead Reservation that pose a traffic safety concern. Those comments have been recorded in **Table A-2**.

**Table A-2:** *Project Area Map Exercise Comments*

| Location | Comment |
|---|---|
| Vanderburg Cr. Road and MT HWY 200 | Straighten out corners |
| Along MT HWY200 - Dixon | Security Cameras |
| MT HWY 28 - Near Elmo | Automobile caused fires |
| US HWY 93 - Pablo West Rd. in Pablo | Promote walking and biking, public transportation and use of clean energy |
| Caffrey Rd and US HWY 93 | Hard to turn left NB. SB traffic speeds too fast |
| *Along US HWY 93* | Prevent texting while driving |
| "The People way project - near Grizzly Mountain Rd - HWY 93 | Pedestrian/walking-biking path |
| Mc Clure Rd. | 45 degree turn off directly into power pole |
| Along HWY 93 in Arlee | Security cameras |
| Mission Dam Rd | Bike path from Mission Dam to town and airport rd - lots of Amish on buggies and Bikes |
| Airport Rd between HWY 93 and Pablo Felder canal | Multi-use path on this section of Airport Rd. for bikes and pedestrians |
| St. Ignatius - East of HWY 93 | Safe Routes to school in town |
| St. Ignatius - West of HWY 93 between Blood Ranch Rd and Sabike Rd | Yellow caution light for Tribal Health Department |
| Dublin Gulch Rd | Potato trucks - issues with speeding |
| Lemery Rd/Access to Mc Donald Lake | Increased traffic, more dust, health issues related to air quality |
| Mission Reservoir - Mission Dam Rd | Tribal community needs both safe routes to school and safe bike-ped routes to the mountains (eg mission reservoir). The cultural landscape that is a vital part of our health and well being-traditional foods and medicine. The places and trails of the ancestors. |
| Nine Pipes | Turn Lane to Nine Pipes |
| HWY 93 | Traffic piles up behind trucks without passing lane on hill |
| Near Nine Pipes along HWY 93 | With lightime use dark sky standards |
| St. Ignatius West of HWY 93 Near Tribal Health Department | Address general safety issues at intersections |

| General Comments |
| --- |
| MMIW (Murdered and Missing Indigenous Women) - Support via TTAC (Tribal Technical Advisory Committee) |
| Walkways/bike paths and lighted and covered bus stops |
| Pedestrian/bicycle pathway along HWY 93 and off system bike/prd pathway to recreation areas |
| Dust abatement on gravel roads to mission area and recreation areas |
| Security cameras in all gathering areas |

# Open House #2 Summary

The project team hosted the second and final open house events on **March 4th, 2025**, from 4 to 7 p.m. at the **Polson High School, in Polson MT**.

The project team worked with Big Sky Public Relations to promote the open house within the Flathead Reservation. Big Sky Public Relations used the following promotion strategies:

- Every Door Direct Mailer (EDDM) to 156 key stakeholders.
- Digital media buy for Lake County Leader.
- Radio ads with Anderson Broadcasting from February 18–March 4, 2025
- Press release distributed on February 13, 2025.
- Email to stakeholder distribution list on February 13, 2025.
- Follow-up reminder email to stakeholders on March 4, 2025.
- Stakeholder follow-up phone calls to personally invite individual community members to the open house, in addition to follow-up emails with the informational flyer.
- Informational flyers were passed out in-person on February 21, 2025, in Polson, Pablo, and Ronan; also digitally distributed to many key stakeholders, including local schools, fire departments, hospitals, police departments, and local chambers of commerce.

The main objective of this open house was to **share with the community the recommendations** to address traffic safety concerns within the Flathead Reservation. These draft recommendations are the result of data analysis, feedback from the community and stakeholders during the project planning process.

The public was invited to attend and share their reactions to the proposed SAP draft recommendations through several interactive activities. These activities included:

- General public comments cards.
- A prioritization board with a list of transportation safety concerns and the proposed recommendations to address them.

Additionally, the project team provided several display boards with project information and crash data and recorded oral and written comments and feedback from attendees.

There were **24 community members** who attended the second open house and provided feedback regarding traffic safety concerns in the Flathead Reservation as well as comments on the proposed SAP draft recommendations. The majority of comments and conversations with attendees centered around the need for pedestrian safety improvement, reduction of speed limits, and greater enforcement.

Attendees also prioritized the draft recommendations for implementation. Results from the draft safety recommendations boards exercise were recorded in **Table A-3** and **Table A-4**.

**Table A-3:** *Draft Policy Recommendations Priority Board- Number of Votes Recorded on each recommended policy*

| Description | Responsible Agencies | Community Support |
|---|---|---|
| Adopt a resolution to collaborate with public and private schools to designate school zones for all schools. Adopt a "zero tolerance" policy for speeding in speed zones. | CSKT; MDT; School Districts; Municipalities | **10** |
| Adopt a Tribal Complete Streets Policy. Develop roadway cross-sections in the next Tribal Transportation Plan to support implementation of the Complete Streets policy, establish standards for gravel roadways, and support the development of a safe, well-connected, and efficient multimodal network. | CSKT | **1** |
| Implement a Retroreflectivity Standards Policy to establish consistent requirements for the retroreflectivity of roadway signs across the Flathead Reservation. | CSKT | **4** |
| Designate a CSKT Safety Coordinator to facilitate coordination across CSKT departments. | CSKT; MDT; Counties; Municipalities | **5** |
| Establish a CSKT Safety Advisory Committee that includes representatives across CSKT departments and partner agencies. | CSKT; MDT; Counties; Municipalities | **8** |

**Table A-4:** *Draft Safety Actions Recommendations Priority Board- Number of Votes Recorded on each Safety Recommendation*

| Description | Responsible Agencies | Community Support |
|---|---|---|
| Maintain safety as top priority for CSKT transportation projections | CSKT | **3** |
| Incorporate findings from SAP into the next Tribal Transportation Plan, including the goal of zero fatal and serious injuries within the Flathead Reservation | CSKT | **1** |
| Develop a Reservation-wide Pathways Plan, with an emphasis on connecting important community destinations for tribal members | CSKT; MDT; Counties; Municipalities | **7** |
| Develop a Safe Routes to School Plan | CSKT; MDT; School Districts; Counties; Municipalities | **6** |
| Develop and implement a roadway safety audit (RSA) program to identify and assess safety on Tribal and Bureau of Indian Affairs (BIA) roadways | CSKT | **1** |
| Assess School Bus Procedures and Bus Stop locations | CSKT; MDT; School Districts; Counties; Municipalities | **4** |
| Continue maintenance of existing community lighting and pedestrian facilities | CSKT | **7** |
| Continue the use of variable message boards, while regularly assessing the need for additional variable boards at strategic locations. | CSKT; MDT; Counties; Municipalities | **1** |
| Provide a Tribal Highway Safety Officer to strengthen traffic enforcement | CSKT | **0** |
| Continue use of Variable Message Signs (VMS) | CSKT; MDT; EMS Responders | **3** |
| Develop a mutual aid agreement to facilitate coordination between Tribal Police, State Highway Patrol, EMS, and Fire for emergency response within the Flathead Reservation | CSKT; State Highway Patro; EMS/Fire | **5** |
| Establish a youth roadway safety education program | CSKT; School Districts | **6** |
| Continue driver education campaigns through the Safe On All Roads (SOAR) program. | CSKT | **4** |

# Stakeholder Meetings

Staff conducted seven stakeholder meetings with a total of 16 agencies represented. These meetings took place on **December 10th, 13th, and 19th of 2024** and **April 9th of 2025**.

Stakeholders were grouped as follows:

- CSKT Government and Key CSKT Departments
- Flathead Reservation Area emergency service agencies
- Montana Department of Transportation (MDT) and Flathead Reservation Road District Managers
- Flathead Reservation schools and educational institutions
- Flathead Reservation service, cultural and religious organizations

## Stakeholder Meeting Summary

Stakeholder meetings were held virtually. They were recorded, transcribed, and supplemental notes were taken to ensure all stakeholder feedback was captured. The following tables are summaries of those meetings and highlight the main traffic safety concerns identified by agencies and related topics of discussion. Meetings were attended and facilitated by project team members. The meetings were approximately 45 minutes to one hour long.

**Table A-5:** *12/10/2024 - CSKT Government and Key Departments*

| Stakeholder Organization | Representative |
|---|---|
| CSKT - Transportation | Scott Johnston - Roads Program Manager |
| CSKT - Economic Development | Velda Shelby - Economic Development Director |

Main areas of safety concern or topics discussed during this meeting included:

- Wildlife exclusionary fencing considerations.
- Ninepipes area is a safety concern.
- CSKT Roads District utilizes traffic data from MDT studies.
- CSKT Tribal Transit - existing services and planning.
- The CSKT are in the process of updating the Long-Range Transportation Plan and this might inform potential policy/infrastructure changes.
- Discussion of economic development projects CSKT is working on and the need for transportation infrastructure to accommodate those projects (i.e. casino, gas station, housing). Infrastructure needs such as additional roadway width to accommodate delivery/distribution trucks.
- CSKT/ Flathead Reservation-wide broadband optic fiber ring project will impact highways and the west side.
- Public outreach to solicit feedback and use of CSKT website to expand outreach.
- People's Way project and the potential for future coordination of transportation/recreational/cultural related projects.

**Table A-6:** *12/10/2024 - Flathead Reservation Area Emergency Service Agencies*

| Stakeholder Organization | Representative |
|---|---|
| Flathead County Office of Emergency Services | Juanita Nelson |
| CSKT Disaster Emergency Services | Chauncey Means |
| CSKT Department of Wildland Recreation Management | Todd Espinoza |
| CSKT Department of Natural Resources | Whisper Means |

Main areas of safety concern or topics discussed during this meeting included:

- Town of Polson: Lack of sidewalks along segments of Highway 93 poses a safety concern. This is exacerbated with congestion from adjacent businesses.
- Lack of safe pedestrian crossings. Existing designated crossings are not conveniently located and thus are not used as intended.
- There have been instances of cars crashing into the lake.
- Large farm equipment in areas of the Reservation pose a safety concern.
- South of Elmo: Concerns for the safety of children who walk along the road to access a public dock and recreation area. There is a need for a walking path to provide safer access and a safer crossing for pedestrians.
- Blue Bay campground: turn off to the campground is tight and at an obtuse angle. This is especially concerning during the summer months as visitor numbers and traffic volumes increase.
- MT 35 is narrow and sinuous - especially for large trucks. This creates the potential for accidents resulting in spills.
- MT 35: As the tourist-based economy expands, and local events require people to use MT 35, there are more traffic concerns.
- Woods Bay Area: Congestion with increase of tourist traffic especially during summer months.
- Collaboration with transportation partners such as MDT for traffic issues related to wildfire or rockslide emergencies.
- Electronic reader boards have proven helpful for providing detour information in advance for drivers. There might be a need for permanent electronic reader boards to be installed at key locations.
- Bison Range Moise entrance to be considered as part of future transportation projects.

**Table A-7:** *12/13/2024 - MDT and Road District Managers*

| Stakeholder Organization | Representative |
|---|---|
| Montana Department of Transportation | Vicky Crnich - Transportation Planner- Helena District |
| Montana Department of Transportation | Pam Langve - Davis- Transportation Safety Planner- Helena District |
| Montana Department of Transportation | Joel Boucher - Preconstruction Engineer- Missoula District |
| Montana Department of Transportation | Aldo Videa - District Traffic Engineer- Missoula District |
| CSKT Transportation Division | Scott Johnston - Roads Program Manager |
| Missoula County Public Works | Shane Stack - Public Works Director |
| Lake County Roads Department | Jay Garrick - Lake County Roads Supervisor |

Main areas of safety concern or topics discussed during this meeting included:

- A safety corridor study conducted by MDT from Polson to Somers might provide some information/data relevant for this plan.
- MDT recommendation: create a safety committee in the community. Currently the Safe On All Roads (SOAR) program coordinator provides help with issues regarding distracted drivers, speeding, and seatbelt usage. There have been instances of cars crashing into the lake.
- Outreach and education are essential to make safety recommendations and infrastructure improvements effective.
- MDT and CSKT collaboration on projects is working well.
- Road maintenance is a consideration for County Roads Departments.
- Narrow roadways: limited width of ROW and hazardous conditions during the winter.
- Need for additional guardrails, replacement or additional signage is a maintenance issue as they get stolen or destroyed.
- Priority is given to signage to control intersections that have sight/visibility issues.
- There is a need for more striping on County roads. Lake County currently maintains over 700 miles of gravel roads and more than 500 miles of asphalt roads. Subdivisions and private developments are responsible for maintenance of those roads.
- As a result of a safety audit and Tribal Transportation Plan some infrastructure improvements have already been made.
- Missoula County will continue to be a partner and support any non-motorized improvements.

**Table A-8:** *12/13/2024 - 2:30 Emergency Services*

| Stakeholder Organization | Representative |
|---|---|
| Lake County Office of Emergency Management | Mark Clary - Emergency Management Coordinator |

Main areas of safety concern or topics discussed during this meeting included:

- Narrow roadways (Ninepipes area especially) lack shoulders.
- High speeds exacerbate safety concerns in narrow ROW areas.
- Direct correlation between improved segment of US 93 between Ronan and Polson and decrease of head-on collisions.
- Potential solutions to speed concerns: more speed signs, increased enforcement, include speed trailers.
- Distracted drivers- people on cell phones are a safety concern.
- Recruitment for volunteer fire departments is challenging. The number of calls has increased significantly.

**Table A-9:** *12/19/2024 - Schools and Educational Institutions*

| Stakeholder Organization | Representative |
|---|---|
| Ronan Public Schools | Sandra Beal - Director of curriculum, grants and federal programs |
| University of Montana - Flathead Lake Biological Station | Reggie Heiser - Maintenance Technician |

Main areas of safety concern or topics discussed during this meeting included:

- There is a need for more access points. Currently, crossings are far in between and causes people to cross in random places, safer access (crosswalks, bridges/overpasses or underpasses) and improved lighting.
- Speeds: increase enforcement.
- Lack of shoulders on MT 35 and a need for pullouts for visitors taking in the sights.
- Wildlife (deer), need for underpasses.
- Better incident response coordination as it relates to traffic in event situations.

**Table A-10:** *12/19/2024 - Service, Cultural and Religious Organizations*

| Stakeholder Organization | Representative |
|---|---|
| SK Housing Authority | Kody Morigeau- SK Housing Authority Executive Director-Proxy |

Main areas of safety concern or topics discussed during this meeting included:

- Speed is a safety concern. Collision with a house due to high speeds.
- High speeds adjacent to pedestrians. There is a need to develop safer crossings and improve pedestrian level lighting (especially in the Pablo area).
- New housing development is coordinated with all pertinent agencies to look at traffic flow and safety.

**Table A-11:** *1/16/2025 - CSKT Tribal Police*

| Stakeholder Organization | Representative |
|---|---|
| CSKT Tribal Police | Craige Couture- Chief of Police |

Main areas of safety concern or topics discussed during this meeting included:

- Case investigation training, procedure and protocols for different traffic related situations.
- Emergency response training- Coordination with Montana Highway Patrol.
- Use of grant funding for ongoing programs.
- Traffic laws State and Criminal law enforcement is tribal if tribal member.

**Stakeholder Feedback Summary Table:** This table summarizes the areas of safety concern discussed during stakeholder meetings.

**Table A-12:** *04/09/2025 - City of Ronan Economic Development Pilot Tourism and Walkability Project*

| Stakeholder Organization | Representative |
|---|---|
| CSKT | Scott Johnston - CSKT Roads Manager |
| KLJ Engineering | Gary Johnson - Project Manager |
| Lake County | Billie Lee - Grants Manager/Director Special Projects |
| City of Ronan | Dan Miller- Director Public Works City of Ronan |
| City of Ronan | Sjaan Vincent - Fairgrounds Manager and Tourism Steering Committee |
| Mission West Community Development Partners | Taylor Lennox - Community Economic Development Program Manager |

Main areas of safety concern or topics discussed during this meeting included:

- 3rd Avenue in Ronan was the main area of discussion. This is an area of safety concern addressed in the CSKT SAP recommendations, and it is also an area interest for the City of Ronan Tourism Steering Committee Pilot Project and Ronan Walkability Committee.
- Key SAP project objectives, include filling sidewalk gaps, providing bicycle lanes and enhancing safety at school crossings through installation of RRFBs and other treatments.

**Table A-13:** *Stakeholder feedback summary table*

| Stakeholder Organization | Areas of Safety Concern | | | |
|---|---|---|---|---|
| | Bike/Ped Safety (Crossings, Lighting, access) | Wildlife (Fencing, Crossings) | Infrastructure (Bike/ path paths, sidewalks, ROW enhancement) | Enforcement/Education (Speeds, multi-agency coordination) |
| CSKT Transportation | | | | |
| CSKT Economic Development | X | X | X | X |
| CSKT Disaster Emergency Services | X | | | |
| CSKT Department of Natural Resources | X | X | X | |
| CSKT Department of Wildland Recreation Management | X | X | X | |
| Flathead County Office of Emergency Services | | | X | X |
| Ronan Public Schools District | X | | X | |
| Yellow Bay Biological Station | | X | X | X |
| Salish Kootenai Housing Authority | | | | X |
| Lake County Emergency Services | X | | X | |
| MDT Engineering | | X | | |
| MDT Transportation Planning | | | | X |
| MDT Transportation Safety Panning | X | | | X |
| Lake County Roads District | X | X | X | X |
| Missoula County Public Works | X | X | | |
| CSKT Tribal Police | X | X | | X |
| City of Ronan- Tourism Steering Committee | X | X | | |
| City of Ronan Public Works Department | X | X | | X |
| Mission West Community Development Partners | X | X | | |
| Lake County- Grants and Special Projects Department | X | X | | X |
| KLJ Enineering | X | X | | X |

# Interactive Comment Map

The project team developed a comprehensive approach to public engagement which includes various strategies to gather community feedback. Two of these strategies were the creation of a project website and an interactive comment map. A link to the website was shared with stakeholders to increase the feedback network throughout the plan area. The project website includes an informational landing page with answers to frequently asked questions about Safety Action Plans, their main objectives, geographical boundaries and time frame, and ways to participate or provide feedback. The website includes an interactive comment map where the public can identify a geographical location within the Flathead Reservation and provide comments related to roadway safety. A total of **123 comments** were collected from the interactive map. All responses are documented on **Table A-14**. **Figure A-1** below shows where public comments were placed on the map. The majority of comments can be placed under the following two categories:

**1. Infrastructure Improvements**

- Most comments expressed a need for additional wildlife crossings, particularly in specific segments of US 93. Comments suggest extending wildlife fencing from existing structures to further prevent wildlife from crossing.
- Many comments were related to increasing pedestrian safety. Safety improvements identified included installing or enhancing lighting, more and safer areas for pedestrians to crossroads/highways, bicycle/pedestrian paths to connect to areas of recreation, businesses or schools.

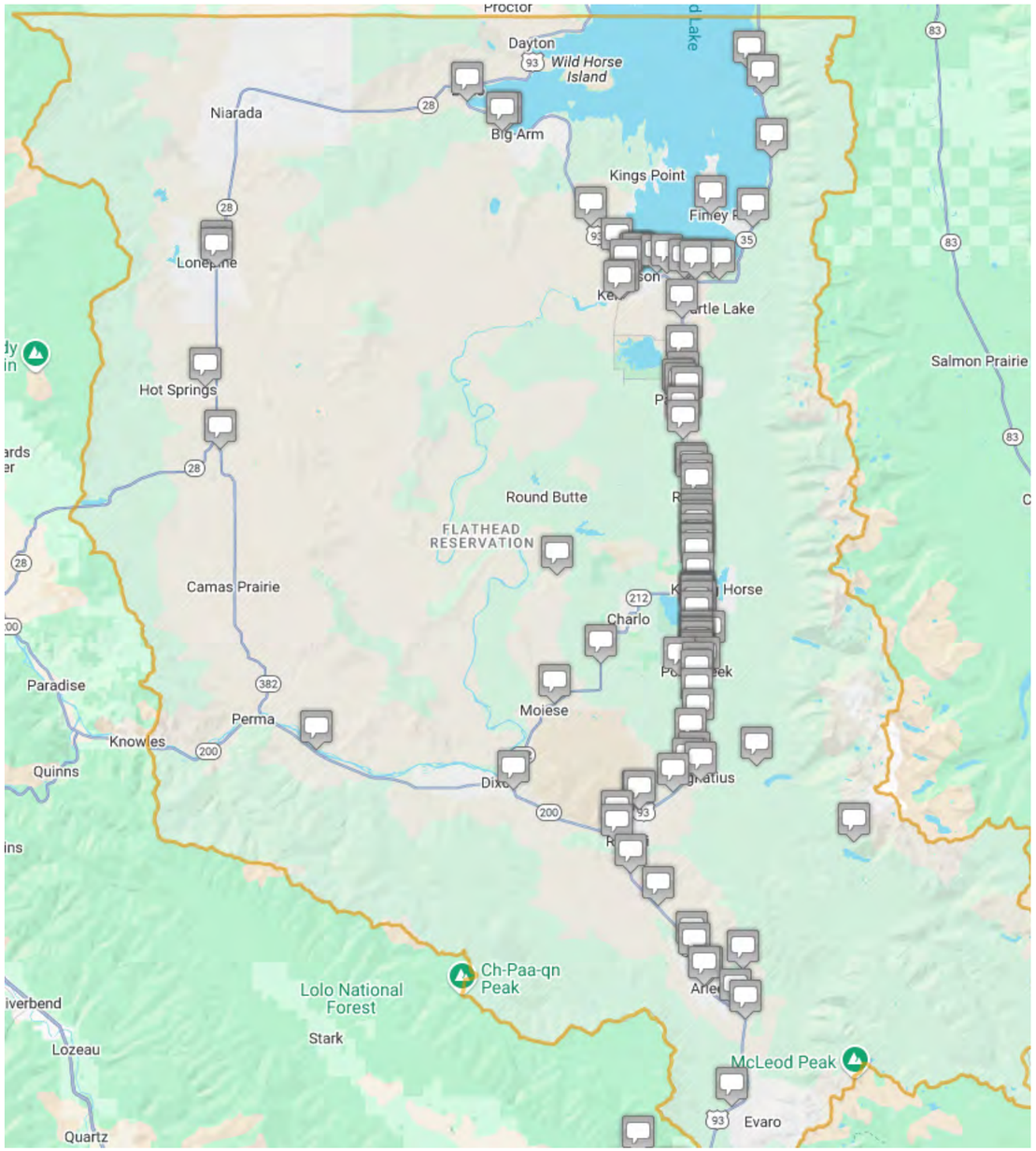


**Figure A-1:** *Interactive Comment Map*

- Several comments expressed the lack of safety on segments of US 93 and other major corridors due to narrow width of roads, lack of turn lanes, or lack of shoulder on roads.
- A dedicated turn lane at specific intersections along US 93 was also suggested.

**2. Outreach/Education/Policy Changes**

- Many comments identified high speeds as a contributing safety issue. This is especially true when high speeds are coupled with narrow roadways and large vehicles or trucks.
- Additional enforcement or use of speed boards was suggested especially in areas with more pedestrian activity.

Further analysis of public comment collected from the interactive map shows there are some specific areas within the Flathead Reservation that pose concerns to the community. These areas are:

- **Ninepipes Museum and Wildlife Refuge Area**: Specific concerns regarding lack of shoulders, lack of safe crossings and the high speed of traffic.
- **CSKT Bison Range Area**: Some comments identified areas that will require infrastructure improvements as plans for a new entrance are being contemplated.
- **Post Creek Road vicinity:** Public comment also identified this area and its vicinity as being of safety concern, in particular its high traffic speeds, narrow roads, wildlife collisions and lack of turn lanes.
- **MT 35**: Concerns were expressed regarding high speeds along the southern shore of Flathead Lake. This safety issue is exacerbated by presence of wildlife.
- **Pablo:** Pedestrian crossings needed in the norther segment of US 93
- **Pablo**: 4th and 5th are narrow streets and the added on-street parking narrows the driving lane further.
- **Eagle Pass Trail**: Dedicated turn lane.
- **Post Creek Road**: Dedicated turn lane.
- **Hot Springs Trail**: Finish the walking path coming from Hot Springs. Currently the path ends halfway to MT 28. MT 77 does not have any shoulder for people to walk for bike so a complete walking path is much needed.
- **Mollman Pass Trail Road**: Dedicated turn lane to provide save turn movement to people traveling to Kicking Horse Employment area.
- **Plan area at large**: There were several comments regarding the lack of pedestrian crossings at different locations throughout the Flathead Reservation. Comments also recognize the need for enhancing pedestrian crossings by using reflective paint, and/or pedestrian scale lighting. Several comments were made regarding the lack of bicycle-pedestrian tails to provide safe access to recreational areas. Several comments referred to heavy truck traffic on narrow segments of highway causing traffic to slow down and provide no passing opportunities.

**Table A-14:** *Interactive Comment Map Responses*

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 156182 | Ninepipes - Allentown entrance - evaluate best solution whether reduced speed through this area, turn lane etc. This is a dangerous area as people slow down and vehicles don't realize it. | 47.43582497 | -114.0935517 | 4 |
| 156183 | Reduce speed both directions and add a passing lane going up the hill on Post Creek. | 47.39400717 | -114.0894318 | 3 |
| 156199 | A LOT of wildlife, speeding semis, and drivers not paying attention make this section of highway feel unsafe. | 47.40615518 | -114.0964681 | 2 |
| 156225 | Improve / widen shoulder on Post Hill grade, add passing lane to uphill (north bound) lane. | 47.39770682 | -114.0966357 | 6 |
| 156226 | There are no safe pedestrian / bike lanes along 93 between 4th Ave E and MT 35. Pedestrians or cyclists attempting to cross US 93, or ride/walk along this corridor to access the Sampson Sherick bike trail (i.e. at Hill-crest or Scenic Ln), have no safe route of access. | 47.69275271 | -114.1412914 | 4 |
| 156227 | Create a safe connector for pedestrians/cyclists between Rocky Point Rd. (bike lane) and the pedestrian walkway on the US 93 Polson Bridge over the Flathead. | 47.70469058 | -114.1845999 | 5 |
| 156228 | Extend the Big Arm Campground bike path to the east, along US 93 to Walstad Park Rd. This will provide safe passage for pedestrians / cyclists to access Walstead Park and Lindisfarne area. | 47.79809254 | -114.307222 | 3 |
| 156325 | There needs to be reduced speed and a turn lane heading south turning on to Eagle Pass. So very dangerous. | 47.43582497 | -114.0935517 | 2 |
| 156326 | turn lane going south down post creek hill @ McDonald and at East Post Creek. | 47.39358227 | -114.1167399 | 1 |
| 156327 | widen highway from 44 to ninepipes. Section by Hunt's timber is especially narrow. | 47.34068675 | -114.1045984 | 1 |
| 156354 | Speeding is an issue in this area, which puts pedestrians and motorists at risk. A radar speed sign would help. | 47.16296125 | -114.0856419 | 0 |
| 156355 | Polson becomes very congested during the summer tourist season. This makes it difficult for residents such as myself to make left hand turns. An additional green arrow at the traffic light would help. | 47.6944182 | -114.1618437 | 1 |
| 156356 | Additional wildlife crossing structures on US-93, in accordance with data already collected, to help further alleviate wildlife-vehicle collisions (especially in the fall and spring). | 47.49598838 | -114.0966282 | 3 |
| 156518 | More patrol vehicles to monitor speed on 35. | 47.77920056 | -114.0151993 | 4 |
| 156647 | There is a herd of mule deer -- plus occasional whitetail -- that regularly crosses the highway here. The speed limit is 60 mph, and the deer are regularly (every two months) being crushed by cars. Can we please lower the speed limit to a reasonable 35 or 40 mph? Last year a CSKT transportation van with an older woman passenger hit a deer. It was totaled. The woman was traumatized. Luckily no one was injured. These deer go back and forth from the hay field at Mission Bay (north side of the highway) to the private residences (south side) where they have cover and shade. It's not their fault. It's only a matter of time before some humans get killed or maimed, too. Let's do something. | 47.68921544 | -114.1061488 | 2 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 156664 | The intersection of HWY35 and Finley Pt.Rd. needs wider shoulders and a left hand turning lane for north bound 35 traffic onto Finley Pt. In heavy summer traffic there can be more than 4 vehicles lined up to turn left and a tanker with a pup trailer approaching at 60 mph with impaired visibility due to a bend in the highway | 47.72709605 | -114.0353464 | 4 |
| 156665 | Mission Valley Christian Academy complex turn-off is increasingly busy and is located at a blind spot for east bound traffic on HWY35 due to a hill. There should be a right turn lane for east bound traffic, a wider shoulder for west bound traffic and perhaps a warning light for east bound traffic to assist cars turning left to exit the complex | 47.68898433 | -114.0790288 | 2 |
| 156666 | South Finley Pt. Rd is very narrow with failing shoulders, washed out drive ways, encroaching vegetation. Couple this with the large increase of traffic in the summer consisting of trailers, wide campers and towed watercraft, largely due to the expansion of the State Park. Also, there's no shoulder for the many summer pedestrians and bikers- a very dangerous combination! | 47.73685672 | -114.0814657 | 2 |
| 156675 | The crosswalks in Arlee are dangerous, people speed through Arlee, and one late will stop for a walker, the pedestrian will begin to cross, but the second lane doesn't stop. The high speed traffic really needs to be routed around Arlee. | 47.16296125 | -114.0856419 | 1 |
| 156676 | A walking path along the highway for kids to use from Elmo to the Tribal park and dock. I have been told many times this is a danger for kids to cross and walk along the highway | 47.82065085 | -114.3494866 | 0 |
| 156677 | Extended wildlife fencing along existing structures would help reduce deer and possible grizzly bear collisions, especially with the proposed road upgrades to this section creating more lanes for wildlife to cross | 47.58061109 | -114.1126955 | 1 |
| 156678 | At the end of Airport road it turns to dirt. There is a sign far down the road saying speed limit is now 25mpr. It should say at the beginning of the dirt. Lots of kids live on this road and people are always driving 35+ mpr | 47.32657385 | -114.0313425 | 1 |
| 156680 | There needs to be a turn lane for certain! | 47.43582497 | -114.0935517 | 0 |
| 156681 | Or a wildlife land bridge or tunnel passage. | 47.68921544 | -114.1061488 | 1 |
| 156682 | The increased traffic generated by the proposed Tribal Casino needs to be addressed. Waiting until construction is begun or completed is not an acceptable plan. | 47.72855007 | -114.2145345 | 1 |
| 156685 | Dangerous trying from US Hwy 93 onto Olsen/ Gunlock Rd. Poor visibility while turning from Olsen Rd onto Hwy 93 due to Post Creek hill and guard rails obstruction. Contributing factor is during heavy fog, speed zone of 70mph. Vehicles cresting Post Creek Hill are often passing during the intersection as slower traffic is still recovering from climbing the grade. | 47.42813183 | -114.0968669167 | 3 |
| 156686 | Intersection of US Hwy 93 & Old US Hwy 93 has poor visiblity and no warning of intersection. Traffic approaching from Old US Hwy 93 northbound toward US Hwy 93 have minimal warning of approaching interection and if not familiar with area, are unable to break in time. Traffic approaching on Old US Hwy 93 south bound have limited visibility of approaching vehicles on US Hwy 93. Vehicles are often hidden by the hill and guardrail. | 47.58008391 | -114.1129277208 | 3 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 156688 | A properly angled large digital display could alert oncoming traffic about potential merging traffic at this bridge overpass intersection. Sensors could display the merging traffics current velocity or speed with accompanying arrow indicators. A Realtime pictorial display might also be more effective than a camera shot. | 47.58061109 | -114.1126955 | 1 |
| 156740 | There is a high likelihood this site could be chosen as a new, Hwy 93 entrance to the CSKT Bison Range (still in very early stages of developing plan and feasibility, but has been forerunner of conversation).<br>Possibly looking into pull-offs / ramps to accommodate increased heavy traffic? | 47.29372557 | -114.1616684 | 2 |
| 156741 | Intersection of 200 and 212 is unsafe, its too steep and turning lane from 200 to 212 when traveling West on 200 | 47.30939349 | -114.2985746 | 0 |
| 156742 | Not much room due to curve and guardrail. This guardrail is hit multiple times a year | 47.37368231 | -114.2542356 | 0 |
| 156802 | With visibility being poor, trying to pull out quickly from McDonald Lake Road onto the highway causes tires to spin which makes big bumps and divots in the dirt road. This causes cars to have to go slowly over the bumps before they can even get onto the highway. Paving about 40 to 50 ft into McDonald Lake Road from the highway would keep that from happening. | 47.41356578 | -114.0965092 | 4 |
| 156803 | the road should be connected to back road going to polson as a way to get heavy loads and divert traffic around ninepipe saving 4-5 miles of emissions from the valley | 47.29372557 | -114.1616684 | 1 |
| 156804 | cut all trees and brush back at least 100-200 feet from side of roads and contour side of road out to edge of right of way to stop sudden stops when sliding of roadway. No curbs or dividers to stop snow removal any sidewalks or bike paths should be against the edge of the rightof way and level with dirt | 47.41352858 | -114.0829562 | 0 |
| 156805 | road into saint Ignatius should be moved to the south of the drive in and be made into an underpass to get it away from the corner, the existing road can be a right turn lane only to airport road? to have a merge lane into the high-way traffic the same with airport road going north | 47.3157263 | -114.0925432 | 0 |
| 156806 | look into emergency single lane road on old highway behind jocko river from bridge north of ravalli to north valley creek bridge or all the way to evaro or west of gray wolf bridge to at least schley on existing dirt road | 47.26925735 | -114.185045 | 0 |
| 156815 | Paint the crosswalk lines and/or put flashing lights when pedestrians are crossing the highway. Drivers do not look for pedestrians when they are turning. | 47.69435198 | -114.1617355 | 1 |
| 156816 | Paint the crosswalk lines and/or put flashing lights when pedestrians are crossing the highway. Drivers do not look for pedestrians when they are turning. | 47.69440181 | -114.1633694 | 1 |
| 156817 | Reconfigure this intersection. It is super dangerous as the visibility is nearly 0. | 47.58013582 | -114.1125425 | 1 |
| 156818 | This intersection needs a dedicated turn lane. | 47.44263468 | -114.096963 | 2 |
| 156819 | A dedicated turn lane should be at this intersection due to the limited visibility with the hill. | 47.39913884 | -114.0968259 | 2 |
| 156820 | Connect the bike lane to a lane that leads south to St. Ignatius so that the rest of the valley/Reservation can use this wonderful amenity. | 47.53826178 | -114.1037588 | 1 |
| 156821 | Fix the approaches so you donâ€™t have to crawl on and off the hi way there is no reason they should have big hole where we pull on and off | 47.2702784 | -113.9245048 | 0 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 157417 | The slope here is very steep and becomes rather treacherous during snow or ice conditions. The radius on this slope does not help with the treacherous conditions. | 47.56306702 | -114.6210778 | 3 |
| 157418 | There was mother and daughter killed at this intersection last year. The topography on the west side of the intersection block the line of sight for traffic traveling along Hwy 28 to be able to see traffic approaching from the west. It also blocks the line of sight for traffic approaching from the west to be able to see traffic traveling on Hwy 28. A good amount of traffic comes from Lonepine Rd, maybe a reduction in speed limit or notification that its an intersection would be beneficial? | 47.70302536 | -114.6262185 | 3 |
| 157419 | The base of the highway has been heaving where the road crosses over two large canal culverts the last couple of years (especially in the spring) resulting in a large bump which is quite dangerous when going 70 mph. | 47.69744107 | -114.6261615 | 3 |
| 157420 | Finish the walking path coming from Hot Springs. Currently the path ends halfway to Hwy. 28. Hwy 77 does not have any shoulder for people to walk for bike so a complete walking path is much needed. | 47.60884034 | -114.6379911 | 4 |
| 157559 | Dangerous intersection | 47.69300442 | -114.1306862 | 2 |
| 157560 | Near Hwy 35 and Finley Point needs a 35 mph around 5.8 mile marker so many animal crashes and speeders a dangerous for people and animals. | 47.72709605 | -114.0353464 | 1 |
| 157662 | As the passing lane ends going north across RR bridge and towards Casino., there could be a lanes merge sign 3/4 mile before the current one to avoid wrecks right around Whispering Pines rd turn off of Hwy 93. | 47.03522706 | -114.1615191 | 1 |
| 157726 | It is very scary pulling out onto 93 southbound from Mcdonald lake road.  Limited view of southbound traffick from the stop sign on mcdonald lake road at this intersection makes pulling out here feel like  gambling. | 47.41362347 | -114.0967223 | 3 |
| 157730 | No where to walk/ run/bike along this road. If you needed to walk to town from anywhere along here you would be at very high risk of getting hurt. | 47.82588131 | -114.0247933 | 0 |
| 157733 | This area is becoming more dangerous. Northbound traffic often fails to slow down as they enter these areas with homes, walkers and bikers. About 200 yards south, a walking trail along Kerr Dam road begins. Extending the walking trail southward would help a lot. There was a fatality near this area about five years back. Anything to transition drivers to slow down and understand they are entering a residential area will be helpful. | 47.67366395 | -114.1824015 | 3 |
| 157734 | Very Dangerous area. More people commute to work at the formerly Kicking Horse Job Corps site. Drivers turning onto Mollman pass road do so from a high-speed highway. Those who are attempting to enter Highway 93 from Mollman Pass road are at great risk, especially those turning south. Some control and/or turn lane additions are needed. | 47.47814538 | -114.0957246 | 4 |
| 157735 | There needs to be a turning lane at Ninepipes/Eagle Pass Trail. There are guardrails along the highway all through this area with no shoulder to pull off onto if oncoming traffic crosses into your lane. Which is why there have been head on collisions in this area. | 47.4410934 | -114.0969028 | 2 |
| 157736 | and reduced speed to at least 45mph | 47.4410934 | -114.0969028 | 2 |
| 157737 | There are 5 homes on Redtail lane that house multiple drives and no turn from the South bound lane which is incredibly dangerous. Many of us have nearly been rearended if not all of us. | 47.14580776 | -114.0541097 | 0 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 157738 | Post Creek hill needs a passing lanes. This will take care of the cars turning onto McDonald Lake road or Leon Rd. | 47.40811278 | -114.096777 | 1 |
| 157739 | There needs to be a turning lane for both Northbound and Southbound vehicles to turn on to Eagle Pass trail | 47.44258449 | -114.0969692 | 1 |
| 157740 | This turn is narrow and, during the wintertime, difficult to navigate. | 47.53675521 | -114.1023052 | 1 |
| 157741 | There should be a turning lane for both north and south bound vehicles to turn in to Ninepipes Lodge and Museum | 47.44058071 | -114.0969497 | 3 |
| 157742 | the poor wildlife in Ninepipes! The swans, geese, turtles, and other poor creatures have been killed by vehicles! it's awful! a wildlife bridge, a 45mph speed limit and wider shoulders of highway should take precedence over everything else. | 47.43534323 | -114.0967366 | 1 |
| 157743 | This stretch of hwy 212 needs re paved when it rains there is a deep layer of water on this section of the road. It makes it really hard to not hydroplane. | 47.40297046 | -114.2027325 | 0 |
| 157744 | Needs turning lane off the northbound lane to turn onto Mollman Pass Trail. Attempting to make a right turn off the highway here is always dangerous since traffic doesn't slow down but instead chooses to go around traffic by using the southbound turning lane extension. An acceleration lane off of Mollman Pass Trail onto Hwy 93 would be nice but not as important as the turning lane is essential. | 47.47881285 | -114.0967153 | 1 |
| 157745 | No turn lanes and also no walking path. | 47.13768097 | -114.0431506 | 0 |
| 157746 | Dedicated turn lanes (right & left) also leveling this portion of the road out to allow for good sight lines for anyone approaching this intersection would make it much safer. | 47.41361842 | -114.0968581 | 2 |
| 157747 | A larger pull out & parking area. | 47.40921941 | -114.09674 | 0 |
| 157748 | Dedicated turn lanes (right and left) would make this safer and would keep traffic from bunching up. | 47.39904195 | -114.0967918 | 2 |
| 157749 | Dedicated turn lanes (right and left) would make this safer and would keep traffic from bunching up. | 47.3846421 | -114.0966295 | 2 |
| 157750 | Dedicated turn lanes (right and left) would make this safer and would keep traffic from bunching up. | 47.37000579 | -114.096571 | 0 |
| 157751 | Dedicated turn lanes (right and left) would make this safer and would keep traffic from bunching up. | 47.35564501 | -114.0963305 | 0 |
| 1577512 | Dedicated turn lanes (right and left) would make this safer and would keep traffic from bunching up. | 47.42802808 | -114.0965723 | 1 |
| 157753 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.44248515 | -114.0962814 | 2 |
| 157754 | Dedicated turn lanes for both directions for Ninepipes/Allentown as well the Ninepipes access points would make this safer and would keep traffic from bunching up. | 47.43991804 | -114.0969419 | 3 |
| 157755 | Dedicated right turn lane for northbound traffic would make this safer and would keep traffic from bunching up. | 47.45700686 | -114.096387 | 2 |
| 157756 | Dedicated right turn lane for north bound traffic would make this safer. | 47.47860982 | -114.096737 | 1 |
| 157757 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.47158072 | -114.0969031 | 1 |
| 157758 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.48611351 | -114.0969827 | 0 |
| 157759 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.49327715 | -114.0966948 | 0 |
| 157760 | Dedicated turn lanes for both directions would make this safer as there have been multiple accidents at this intersection. | 47.50053037 | -114.0968373 | 1 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 157761 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.50425246 | -114.0970158 | 0 |
| 157762 | None of these roads were built to correct dimensions. Width to short, corners to sharp, drainage is non-existent. It was piece mealed together over the last 30 years with no master plan. People hit the ditch all the time in winter to avoid being hit by another car. All of ""Slater way"" should be reworked from ""stranger loop"" to ""silver fox lane | 47.59484724 | -114.1076316 | 0 |
| 157763 | In the town of Pablo additional street lights and sidewalks would be beneficial especially in the winter time. Kids walking to and from school do not have a safe place to walk and in the winter months it is dark when school starts. | 47.59796913 | -114.1156281 | 1 |
| 157764 | Having dedicated right turn lanes for north & southbound traffic would allow traffic to safely turn off the road while not impeding traffic continuing north & south. | 47.569596 | -114.1126881 | 1 |
| 157765 | This section of the 4th Ave E is narrow and there are often vehicles parked along side the road creating a single lane road. At the intersection of 5th St N and 4th Ave there is a hill and it is hard to see oncoming vehicles or kids walking. There should also be sidewalks around the school for the kids who walk to and from on. | 47.6001513 | -114.1177244 | 0 |
| 157766 | For southbound traffic have warning lights to indicate traffic entering the highway from Arlee and run a feasibility study to see about increasing the speed limit for southbound traffic by 5-10 miles an hour. | 47.16291034 | -114.0888418 | 0 |
| 157767 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.17991526 | -114.100444 | 0 |
| 157768 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.18908505 | -114.1024112 | 0 |
| 157769 | Dedicated turn lanes for both directions would make this safer and would keep traffic from bunching up. | 47.22214185 | -114.1390639 | 0 |
| 157770 | Dedicated turn lane for southbound traffic would make this safer and would keep traffic from bunching up. | 47.24688962 | -114.1698122 | 0 |
| 157771 | Multiple dips in the road surface along this section of highway can be hazardous during winter weather conditions.  Filling in and leveling out or posting a reduction in speed limit might be helpful. | 47.33848607 | -114.5164912 | 0 |
| 157772 | lowering the speed limit from 70 would allow better reaction time to on coming traffic | 47.58008391 | -114.1129277 | 1 |
| 157773 | Slow traffic in this area, turning on and off at the top is already super dangerous. | 47.29389569 | -114.160412 | 0 |
| 157774 | Add walking path in St.Ignatius area, to keep pedestrians safe. | 47.3179532 | -114.1064585 | 2 |
| 157775 | Add orange light to caution to slow drivers for safety of crossing the highway and turning off and on. | 47.32260797 | -114.1004503 | 0 |
| 157776 | There should be a by pass considered where the current rail road easements is west of Ronan. BNSF never uses that railroad line anymore. Theis is proven by asphalt that is paved over several railroad crossings and the weeds that are flourishing. | 47.47860982 | -114.096737 | 0 |
| 157777 | Add rumble strips to slow traffic merging on to 93. | 47.27904114 | -114.1850983 | 0 |
| 157778 | I bypass really needs to be implemented through Polson. To my understanding the proposed by pass centuries ago was supposed to utilize Back Road and by pass  and access Buffalo Bridge which is one of limited bridges that Crosses the Flathead River. Summer time traffic in Polson is horrendous! There have been several accidents either at the highway 35 and 93 wye and north of Polson Bridge due summer traffic being so "bottle necked" specifically in those areas. Something need to be figured out. | 47.70469058 | -114.1845999 | 1 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 157780 | Large trucks that are headed East into this intersection from Round Butte Rd, to turn South onto 93, almost always cross over the northbound left turning lane at this intersection when maneuvering getting onto 93 south. It's a regular occurrence for the northbound traffic sitting in the left turning lane, to have to reverse to make room for trucks, this traffic has to reverse and merge over and into the northbound lane for trucks to make it around the corner. | 47.52974618 | -114.0971302 | 1 |
| 157781 | Need north bound turning lane because traffic stacks into the highway passing lane before SKE and SKHA work hours. South bound turning is not ideal because acceleration lanes converge onto the travel lanes just north of the intersection. This is a slow turn intersection because of the driveway configuration. | 47.62543467 | -114.1133561 | 0 |
| 157782 | Should we make the limit 40 around whole lake? Seems impractical, There is plenty on Haack Rd. as well, we simply drive slower, but we shouldn't stop anybody from going faster if they wish | 47.68921544 | -114.1061488 | 0 |
| 157783 | extend the 4 lanes one more mile east. Would be great to study and watch how everyone who lives/turns on Hawk Dr. (east bound, turning north) how they will slow down in the traveling lanes, before moving into the center turning lane. Them slowing on the highway before using the turning lane interrupts the flow of traffic. Maybe if the point where the highway reduces back down to 2 lanes, were moved further away from Hawk Dr. maybe that would help? | 47.68920749 | -114.1115089 | 0 |
| 157784 | REGULAR OCCURRENCE! | 47.52974618 | -114.0971302 | 1 |
| 157785 | "4TH OF JULY WEEKEND these 2 traffic lights in Ronan completely stop the flow of traffic on July 4th holiday weekend(6 days of bumper to bumper) Yes, people not traveling north-south will still need to use the lights to cross. But can we change the timers within traffic lights to allow north/south bound traffic more frequent and longer green lights to help handle the holiday rush? or police direct traffic? or build a railroad bypass at this point lol (HWY 93 the train tracks) People always get rear ended, because the line of cars extends MILES south Ronan. You don't really expect to have to come to a complete stop while traveling 70 mph on a highway, in the middle of a field (not center of town) hence rear ending. | 47.5240202 | -114.0970869 | 0 |
| 157786 | I agree with you. I would like to see a walking path all the way from Bigarm to Dayton. | 47.82065085 | -114.3494866 | 0 |
| 157800 | There should be an animal crossing bridge here or fencing to deter wild game from crossing here to get to the lake. | 47.79873826 | -114.3114735 | 0 |
| 157824 | This area has seen multiple accidents with cars in the river. Also it can be very congested with families including infants, toddlers and young kids using the sports complex. Parking on the road makes this even more hazardous. Please make the speed limit 15 here as though it were a school zone immediately adjacent to any fields used all the way to the skate park. Avoid a senseless tragedy or injury to our families. | 47.68921418 | -114.1758903 | 0 |
| 157825 | Multiple fatalities at this location. It is a collection point on the ice for vehicles that slip and can create multi vehicle scenarios with injuries. The grade is significantly steeper than it appears. Oncoming traffic cannot be seen. | 47.67495716 | -114.1781343 | 0 |
| 157826 | Extremely difficult to turn left safely. Make this right only or add a light. | 47.69436041 | -114.1644287 | 0 |

| ID | Comment | Latitude | Longitude | Likes |
|---|---|---|---|---|
| 157828 | Anyone traveling 93 north or south has a high risk section of four lane on Evaro Hill. Localized weather adds to significant winter weather accumulation and visibility problems. A divided highway would be a great start to prevent loss of life from head on collision including the awful scenario of a jackknife semi trailer. At least accidents would be limited to vehicles traveling in the same direction. | 47.01130187 | -114.1226009 | 0 |
| 157832 | Please reduce the speed limit to 50 mph on Hwy 35 for the stretch that is currently 60 mph. Starting at the hill east of Haack Road down to the corner at Fulkerson, people feel the need to currently drive 70+mph, passing indiscriminately. You take your life in your hands, especially in the summer, if you are turning left into your driveway. In addition, the wildlife that has been hit by speeding motorists has resulted in an increase in other vehicles being involved in these accidents. | 47.46879114 | -114.2505468 | 0 |
| 157833 | Please reduce the speed along the southern shore of Hwy 35. Besides animals being hit, those traveling at higher speeds are also involving other vehicles in these accidents when they hit the wildlife. | 47.68921544 | -114.1061488 | 1 |
| 157834 | Please reduce the speed limit to 50 mph on Hwy 35 for the stretch that is currently 60 mph. Starting at the hill east of Haack Road down to the corner at Fulkerson, people feel the need to currently drive 70+mph, passing indiscriminately. You take your life in your hands, especially in the summer, if you are turning left into your driveway. In addition, the wildlife that has been hit by speeding motorists has resulted in an increase in other vehicles being involved in these accidents. | 47.68891403 | -114.0729778 | 1 |
| 157838 | fencing to discourage pedestrians crossing the highway on the north side of Pablo would encourage use of the crosswalks and pedestrian bridge | 47.60590684 | -114.112872 | 0 |
| 157846 | Pow Wow Rd needs to have speed bumps installed up to the cul-de-sac. A lot of speeding car traffic. A number of streetlights have been damaged/knocked down. | 47.17437926 | -114.0463474 | 0 |
| 157878 | In Kathy Shoreâ€™â€™s poll given to MT Dept of Transportation 10 years ago, residents along Hwy 35 from junction with Hwy 93 past South Shore Lane overwhelmingly supported lowering the speed limit on Hwy from 60 mph to 40 mph. They supported this because it would be safer for residents who have difficulty slowing down to enter their driveways on 35. MT DoT denied their petition because it would cause â€œroad rageâ€ for drivers who felt they should be able to speed up. Residents along Hwy 35 need safer conditions to exit and enter their properties. Also, residents like me need a safe way to cross the highway to access the bike trail across the highway. What about installing a blinking yellow light installed about a mile from the junction to reinforce the lower speed limit, to allow safe crossing, and to help protect the deer that frequently cross the highway here? | 47.68838807 | -114.0978545 | 1 |
| 157919 | What about a turn lane here for Eagle Pass trail and improving the road from there to have a side road going into Ninepipes/Allentown to funnel all traffic off the road into a turn lane. | 47.44248515 | -114.0962814 | 1 |
| 157920 | Would be very beneficial to add a turn lane here - the road is wide enough now and MOST people pull off onto the shoulder but this can be a busy area for those turning in. This is a main entrance into St. Ignatius. | 47.30717822 | -114.1238218 | 1 |

| ID | Comment | Latitude | Longitude | Likes |
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| 157921 | The Highway 93 entrance at the very North end of St. Ignatius (I think is where you are talking about) is a main entrance/exit for those who live in Mission. Its the busiest highway entrance to 93 when going North. Its a much needed road but it does need work on it as it bottlenecks and has a "kink" to the road. | 47.3157263 | -114.0925432 | 0 |
| 157940 | There should be a southbound right turn lane into Gray Wolf. Reduce speed to 45mph at the north end of the wildlife crossing and continue south through the overpass. This is a high traffic area at all times of the day and night. | 47.07232663 | -114.0585115 | 0 |
| 157941 | The area between Red Horn Road/Dublin Gulch Road and the top of Post Creek Hill should have speed reduced to 45 mph, and have flashing warning lights (wildlife). This should occur even after the improvements are constructed at the bridge. | 47.38998491 | -114.0961808 | 0 |
| 157942 | One of the most dangerous portions of Highway 93 due to the southbound lane (curve, uphill). Turning west from Highway 93 northbound is treacherous. | 47.65998136 | -114.1130898 | 0 |
| 158080 | The basic crosswalks don't work here - cars don't pay attention. What about diagonal crosswalks like they have in Banff, Alberta? All cars are stopped and people on all four sides go and can cross diagonally or straight across. Then move traffic. This light also needs green turning arrows off of the highway. | 47.69438932 | -114.1619961 | 0 |

# Tribal Council Meetings

Project staff presented at three CSKT Tribal Council meetings to provide progress of the Safety Action Plan. The Tribal Council meetings were held on August 27th 2024, November 7th 2024, and May 15th 2025

**CSKT Tribal Council General Meeting- August 27th, 2024-Pablo, MT**

Scott Johnston from the CSKT Roads Program introduced DJ&A to the Council. DJ&A staff presented the SAP timeline and provided updates on the August kickoff meeting, ongoing data collection, and input efforts. DJ&A staff also summarized the public engagement plan- compiling a list of concern areas along US 93, identifid key stakeholders (MDT, CSKT, emergency services, schools, SKC, and communtiy organizations), planned stakeholder meetings to identify issues and solutions, and scheduled open houses to inform and engage the public. Council members shared the following comments and concerns for consideration in the SAP:

- Carole Lankfored had concerns about the SKHA (Salish Kootenai Housing Authority) turnoff. Scott Johnston referred that to MDT and would request an update
- Len TwoTeeth requested speed limits through Elmo
- Chairman Dolson requested data collected on car vs wildlife rashes on US 28.
- Jim Malatare discussed the danger of having passing lanes where there are left-turn lanes throughout the corridor.
- Martin Charlo discussed the pedestrian walkway in Pablo, north of Courville Trail. There are housing units and a trailer park in that area and pedestrians do not use the walkway. He suggested posting signs there.
- Chairman Dolson mentioned the number of pedestrians walking along Highway 200 by the Dicoon Agency and there is no walking path for them.
- Tom McDonald talked about high density areasin Pablo from the SKHA to the tribal complex should have had a pedestrian walkway along that area. There needs to be a walkway on both sides of the road.
- Bing Matt talked about the need to have more flashing lights by the school crossing in Arlee. Vehicles do not follow the speed limit through town. DJ&A staff would reach out to the Highway Patrol about those concerns.
- Carole Lankford talked about the playground area. It would be good to have a path for the kids to walk from the elementary school to the playground.
- Martin Charlo had concerns about the foot traffic crossing the highway at Doug Allard's. There needs to be a slower speed limit, crosswalk, or a pedestrian path.
- Chairman Dolson commented the walking path on Highway 28 in Hot Springs needs to be completed. The intersection of Highway 212 and Highway 93 is dangerous, particularly in the fog.
- Scott Johnston offered to give presentations at the council district meetings. The draft action plan would be completed in January and finalized in February. Applications for the Safe Streets For All funding comes out in May. There are 2 more years of funding under the current infrastructure bill
- Council requested monthly updates.

**CSKT Tribal Council General Meeting- November 7th, 2024-Pablo, MT**

DJ&A Staff presented background information about the project including funding resources, grant application process, project timeline, and the main goals and objectives of the plan.

Council members had questions about the types of projects that this plan could address. Staff shared that this is a plan to identify areas of traffic safety concern within the Flathead Reservation, make recommendations for infrastructure projects and policy changes that can lead to safer roads and reduce fatalities.

Council Members shared areas of concern for each of their districts but common concerns across all districts included:

- Wildlife-Vehicle collisions
- Pedestrian safety
    - Need for safe non-motorized facilities
    - Pedestrian scale lighting- especially near schools
    - Need for safe non-motorized facilities
- High speeds on roads
- Distracted drivers (use of cell phones)

Staff provided a link to the project website and interactive map and encouraged Council members to review additional information and use the interactive map if they wished to provide further comments. Council members were also invited to attend the Safety Action Plan's first open house held in St. Ignatius on November 18th.

**CSKT Tribal Council General Meeting- May 15, 2025-Pablo, MT**

Scott Johnston, Natural Resources Department, and DJ&A staff gave a presentation on the CSKT SAP. DJ&A staff summarized engagement efforts, safety analyis results, and recommendations.

Council member areas of concern included:

- Jim Malatare noted safety concerns in the Evaro area and at the turning lanes by Gray Wolf Peak Casino. DJ&A staff confirmed these locations are addressed in the SAP.
- Bing Matt raised issues with the speed limit at North Valley Creek and whether speed limit lights are functioning properly. Scott Johnston indicated that he would follow up with MDT to ensure the lights are working.
- Len TwoTeeth requested an update on projects identified in the last committee meeting. Scott Johnston responded that he would coordinatea meeting to provide the update.

# Chapter 3: County Crash Summaries

## Lake County

**Table A-16** shows the number of crashes reported in Lake County, by crash type and year. **Table A-18** shows the number of crashes reported in Lake County, by impairment type and year. Lake County reported **a total of 2,570 crashes between 2019 and 2023**, accounting for 84.4% of all crashes within the Flathead Reservation. During this five-year period, Lake County experienced **36 fatal and 68 serious injury crashes**. The **most common crash type** in Lake County was crashes with **wild animals, making up 31.5% of all crashes in the county**. Additionally, approximately **10.4% of drivers** involved in crashes in Lake County were **impaired by alcohol and/or drugs**.

**Table A-6:** *Crash types in Lake County (for all reported crashes)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Wild Animal | 139 | 196 | 180 | 151 | 143 | **809 (31%)** |
| Fixed Object | 93 | 122 | 146 | 118 | 87 | **566 (22%)** |
| Roll Over | 58 | 57 | 45 | 56 | 46 | **262 (10%)** |
| Rear-End | 49 | 51 | 79 | 44 | 26 | **249 (10%)** |
| Right Angle | 34 | 34 | 40 | 38 | 44 | **190 (7%)** |
| Sideswipe, Same Direction | 13 | 14 | 18 | 10 | 9 | **64 (2%)** |
| Not Fixed Object or Debris | 12 | 14 | 14 | 14 | 7 | **61 (2%)** |
| Head On | 6 | 10 | 20 | 11 | 4 | **51 (2%)** |
| Sideswipe, Opposite Direction | 14 | 7 | 10 | 10 | 6 | **47 (2%)** |
| Domestic Animal | 6 | 4 | 8 | 9 | 7 | **34 (1%)** |
| Other | 64 | 57 | 52 | 38 | 26 | **237 (9%)** |
| *Total* | *488* | *566* | *612* | *499* | *405* | ***2570 (100%)*** |

**Table A-17:** *Driver impairment description in Lake County (for all reported crashes)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 33 | 36 | 72 | 37 | 28 | **206 (7%)** |
| Alcohol and Drugs | 6 | 13 | 24 | 17 | 21 | **81 (3%)** |
| Drugs | 7 | 10 | 9 | 9 | 6 | **41 (1%)** |
| None | 560 | 629 | 649 | 556 | 445 | **2839 (90%)** |
| *Total* | *711* | *784* | *875* | *728* | *596* | ***3694* (100%)*** |

## Sanders County

**Table A-18** shows the number of crashes reported in Sanders County, by crash type and year. **Table A-19** shows the number of crashes reported in Sanders County, by impairment type and year. Sanders County recorded a total of **349 crashes between 2019 and 2023**, accounting for 11.5% of all crashes within the Flathead Reservation. During this five-year period, Sanders County experienced **13 fatal and 13 serious injury crashes**. The most common crash type in Sanders County was crashes with wild animals, making up **39.7% of all crashes in the county**. Additionally, approximately **9.4% of drivers** involved in crashes in Sanders County **were impaired by alcohol and/or drugs**.

**Table A-18:** *Crash types in Sanders County (for all reported crashes)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Wild Animal | 28 | 31 | 36 | 22 | 19 | **136 (39%)** |
| Fixed Object | 14 | 18 | 22 | 16 | 8 | **78 (22%)** |
| Roll Over | 16 | 14 | 14 | 17 | 7 | **68 (19%)** |
| Domestic Animal | 1 | 0 | 7 | 3 | 2 | **13 (4%)** |
| Right Angle | 1 | 1 | 1 | 4 | 5 | **12 (3%)** |
| Rear-End | 0 | 2 | 2 | 3 | 1 | **8 (2%)** |
| Fire/ Explosion | 1 | 1 | 0 | 4 | 0 | **6 (2%)** |
| Not Fixed Object or Debris | 3 | 0 | 1 | 1 | 0 | **5 (1%)** |
| Sideswipe, Opposite Direction | 0 | 3 | 0 | 1 | 1 | **5 (1%)** |
| Sideswipe, Same Direction | 2 | 1 | 0 | 1 | 0 | **4 (1%)** |
| Other | 6 | 1 | 4 | 1 | 2 | **14 (4%)** |
| *Total* | *72* | *72* | *87* | *73* | *45* | ***349 (100%)*** |

**Table A-19:** *Driver impairment description in Sanders County (for all reported crashes)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 10 | 4 | 3 | 5 | 0 | **22 (6%)** |
| Alcohol and Drugs | 5 | 1 | 1 | 4 | 0 | **11 (3%)** |
| Drugs | 0 | 0 | 0 | 0 | 2 | **2 (1%)** |
| *None* | *59* | *71* | *83* | *72* | *53* | ***338 (91%)*** |
| *Total* | *74* | *76* | *87* | *81* | *55* | ***373 (100%)*** |

## Missoula County

**Table A-20** shows the number of crashes reported in Missoula County, by crash type and year. **Table A-21** shows the number of crashes reported in Missoula County, by impairment type and year. Missoula County recorded a total of **97 crashes between 2019 and 2023**, accounting for 3.2% of all crashes within the Flathead Reservation. During this five-year period, **no fatal crashes** were reported in Missoula County, however, there were **two crashes resulting in serious injuries**. The **most common crash type** in Missoula County was crashes with **wild animals**, making up **34% of all crashes in the county**. Additionally, approximately **9.7% of drivers** involved in crashes in Missoula County **were impaired by alcohol and/or drugs**.

**Table A-20:** *Crash types in Missoula County (for all reported crashes)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Wild Animal | 7 | 9 | 7 | 1 | 9 | **33 (34%)** |
| Fixed Object | 6 | 1 | 7 | 4 | 4 | **22 (23%)** |
| Right Angle | 2 | 1 | 3 | 0 | 3 | **9 (9%)** |
| Roll Over | 1 | 0 | 2 | 2 | 1 | **6 (6%)** |
| Domestic Animal | 1 | 0 | 0 | 2 | 2 | **5 (5%)** |
| Rear-End | 1 | 0 | 0 | 1 | 3 | **5 (5%)** |
| Sideswipe, Same Direction | 1 | 0 | 0 | 1 | 2 | **4 (4%)** |
| Not Fixed Object or Debris | 0 | 2 | 0 | 0 | 1 | **3 (3%)** |
| Fire/ Explosion | 1 | 0 | 0 | 1 | 0 | **2 (2%)** |
| Head On | 0 | 0 | 1 | 0 | 1 | **2 (2%)** |
| Other | 1 | 0 | 3 | 1 | 1 | **6 (6%)** |
| *Total* | *21* | *13* | *23* | *13* | *27* | ***97 (100%)*** |

**Table A-21:** *Driver impairment description in Missoula County (for all reported crashes)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 1 | 0 | 0 | 4 | 1 | **6 (5%)** |
| Alcohol and Drugs | 2 | 0 | 2 | 0 | 1 | **5 (4%)** |
| Drugs | 0 | 0 | 0 | 0 | 1 | **1 (<1%)** |
| *None* | *24* | *14* | *27* | *13* | *34* | **112 (90%)** |
| *Total* | *27* | *14* | *29* | *17* | *37* | ***124 (100%)*** |

## Flathead County

**Table A-22** shows the number of crashes reported in Flathead County, by crash type and year. **Table A-23** shows the number of crashes reported in Flathead County, by impairment type and year. Flathead County recorded a total of **30 crashes between 2019 and 2023**, accounting for less than 1% of all crashes within the Flathead Reservation. During this five-year period, **no fatal crashes** were reported in Flathead County, but there was **one serious injury crash**. The **most common crash type** in Flathead County was crashes with **wild animals**, making up **43.3% of all crashes in the county**. Additionally, approximately **6.7 percent of drivers** involved in crashes in Flathead County were **impaired by alcohol and/or drugs**.

**Table A-22:** *Crash types in Flathead County (for all reported crashes)*

| Crash Type | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Wild Animal | 2 | 4 | 2 | 4 | 1 | **13 (43%)** |
| Roll Over | 2 | 1 | 2 | 2 | 2 | **9 (30%)** |
| Fixed Object | 0 | 0 | 0 | 1 | 2 | **3 (10%)** |
| Lost Control | 0 | 0 | 0 | 2 | 0 | **2 (7%)** |
| Not Fixed Object or Debris | 0 | 1 | 0 | 0 | 0 | **1 (3%)** |
| Sideswipe, Same Direction | 0 | 0 | 0 | 1 | 0 | **1 (3%)** |
| Other | 0 | 0 | 1 | 0 | 0 | **1 (3%)** |
| *Total* | *4* | *6* | *5* | *10* | *5* | ***30 (100%)*** |

**Table A-23:** *Driver impairment description in Flathead County (for all reported crashes)*

| Impairment Description | Year | | | | | Total |
|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Alcohol | 0 | 0 | 1 | 1 | 0 | **2 (7%)** |
| None | 4 | 6 | 4 | 10 | 4 | **28 (93%)** |
| Total | 4 | 6 | 5 | 11 | 4 | **30 (100%)** |

# APPENDIX B

# Three-Leg Rural Stop-Controlled Intersection

## Primary Treatment Package

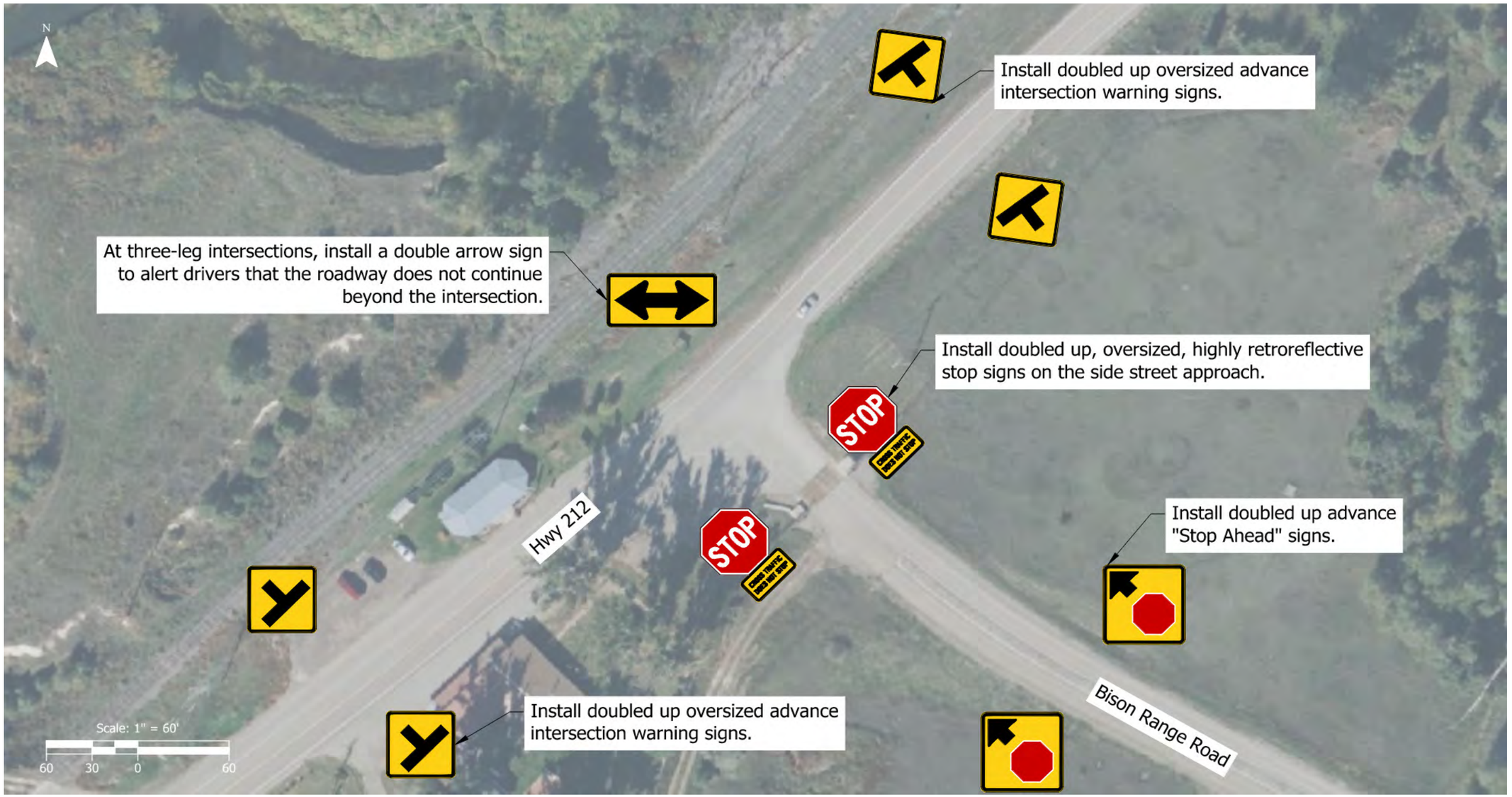


**Figure B-1:** *Example Application: MT 212/Bison Range Road (Moiese, MT)*

**Table B-1:** *Three-Leg Rural Stop-Controlled Intersection*

| | |
|---|---|
| **Roadway Context** | This treatment package should be prioritized for intersections on higher-speed, rural two-lane roadways, particularly those intersections that are isolated or the first intersection in a long stretch of roadway without stop control, have crash history, have a history of drivers running stop-signs, or the side street is classified as major collector or higher. |
| **Safety Benefits** | ▪ Increase driver awareness and recognition of the intersections and potential conflicts.<br>▪ Treatments can reduce fatal and serious injury crashes at rural intersections by 27%.[1] |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package - $20,000 |
| **Additional Treatments for Consideration** | ▪ Flashers on stop signs and intersection warning signs<br>▪ Transverse rumble strips on the stop-controlled approach<br>▪ Pave 100-200 feet of the side street approaches, if unpaved<br>▪ Vehicle speed feedback signs up and downstream of the intersection if it is within a speed transition area<br>▪ Overhead intersection warning flashers<br>▪ Left-turn lanes and right-turn deceleration lanes |
| **Priority Locations** | ▪ MT 212/ Bison Range Road<br>▪ US 93 at: Rocky Point Road; Mollman Pass Trail<br>▪ MT 35 / Blue Bay Campground Access Point |
| **Additional Resources** | ▪ FHWA Proven Safety Measures – Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections[2]<br>▪ Crash Modification Factors (CMF) Clearinghouse, CMF ID: 8874[1] |


*Flashers can be added to oversized stop signs to increase driver alertness.*[3]

[1] Crash Modification Factors Clearinghouse (2017a)
[2] U.S. Department of Transportation Federal Highway Administration (n.d.-f)
[3] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

# Four-Leg Rural Stop-Controlled Intersection

## Primary Treatment Package

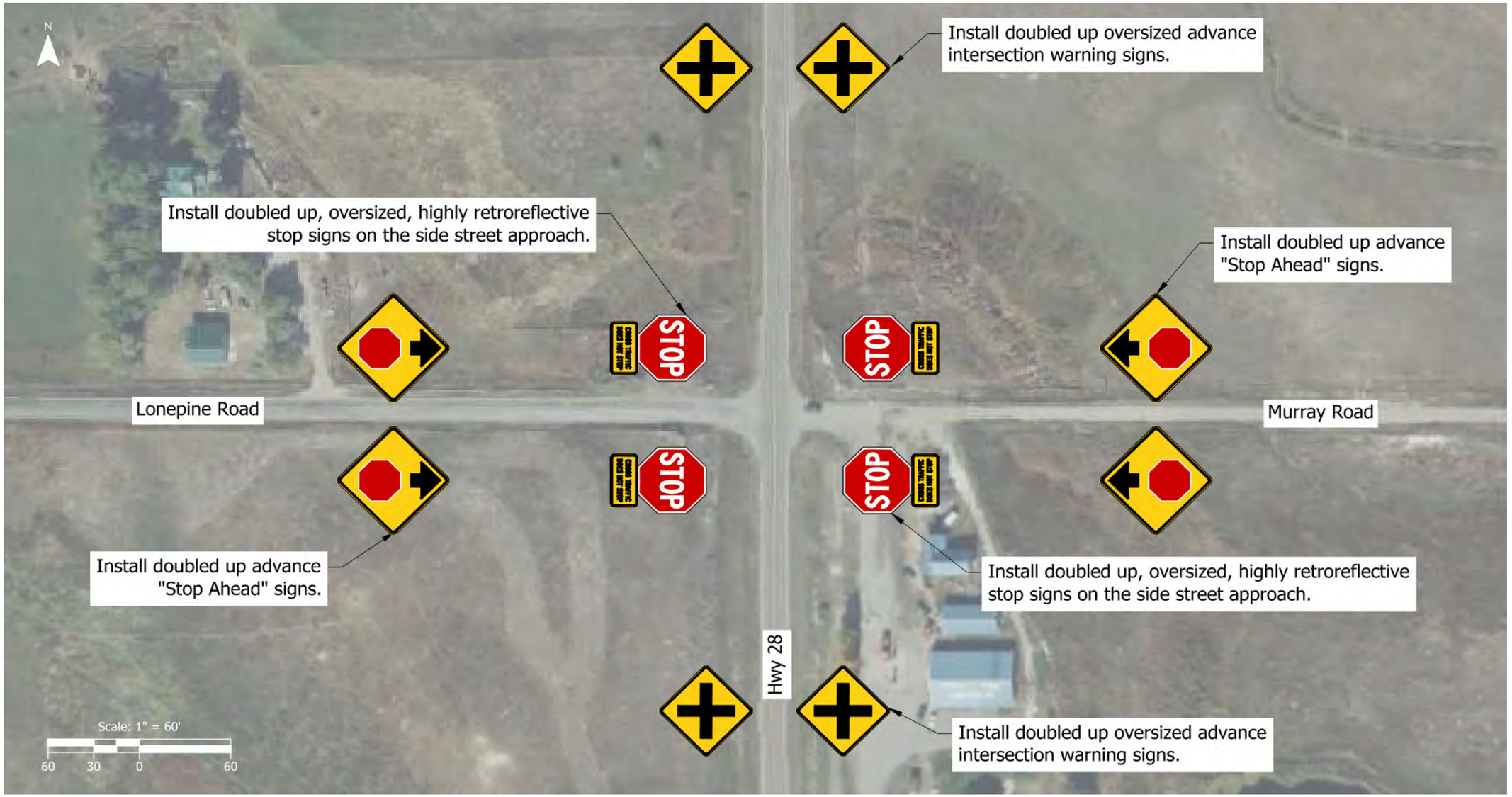


**Figure B-2:** *Example Application: MT 28/Lonepipe Road/Murray Road (Hot SPrings, MT)*

**Table B-2:** *Four-Leg Rural Stop-Controlled Intersection*

| | |
|---|---|
| **Roadway Context** | This treatment package should be prioritized for intersections on higher-speed, rural two-lane roadways, particularly those intersections that are isolated or the first intersection in a long stretch of roadway without stop control, have crash history, have a history of drivers running stop-signs, or the side street is classified as major collector or higher. |
| **Safety Benefits** | ▪ Increase driver awareness and recognition of the intersections and potential conflicts.<br>▪ Treatments can reduce fatal and serious injury crashes at rural intersections by 27%.[4] |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package - $25,000 |
| **Additional Treatments for Consideration** | ▪ Flashers on stop signs and intersection warning signs<br>▪ Transverse rumble strips on the stop-controlled approach<br>▪ Pave 100-200 feet of the side street approaches, if unpaved<br>▪ Vehicle speed feedback signs up and downstream of the intersection if it's within a speed transition area<br>▪ Overhead intersection warning flashers<br>▪ Left-turn lanes and right-turn deceleration lanes |
| **Priority Locations** | ▪ US 93 at: Alexander Lane / Kenmille Lane; Caffrey Road / Ford Road; Baptiste Road; Bouchard Road; MT 212 / Kicking Horse Road; St. Ignatius Airport Road / Main Street; Cottonwood Street / Woody Street; Gray Wolf Casino / Coriacan Lane<br>▪ MT 28 / Lonepine Road / Murray Road |
| **Additional Resources** | ▪ FHWA Proven Safety Measures – Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections[6]<br>▪ Crash Modification Factors (CMF) Clearinghouse, CMF ID: 8874[4] |


*Flashers can be added to signs or implemented overhead an intersection to supplement the primary treatment package and increase driver alertness.*[5]

[4] Crash Modification Factors Clearinghouse (2017a)
[5] Image Credits: Oregon Department of Transportation (n.d.)
[6] U.S. Department of Transportation Federal Highway Administration (n.d.-f)

# Vehicle Speed Feedback Sign

## Primary Treatment Package


**Figure B-3:** *Case 1: Speed Feedback Sign in Relation to Posted Speed* [7]


**Figure B-4:** *Case 2: Speed Feedback Sign in Relation to Horizontal Curveature* [8]

[7] Image Credits: Iowa Department of Transportation (n.d.)
[8] Image Credits: Hallmark et al. (2015)

**Table B-3:** *Vehicle Speed Feedback Sign*

| | |
|---|---|
| **Roadway Context** | This treatment should be prioriotized in transition zones, school zones, and areas with significant changes in horizontal alignment, such as curves. Per MUTCD guidance, Vehicle Speed Feedback Signs can be implemented in two cases to enhance driver awareness and compliance and promote safer speeds:<br>1. **Case 1– Speed Limit Compliance:** The vehicle feedback sign is posted on a posted speed limit sign to display the speed of an approaching vehicle in relation to the posted speed limit.<br>2. **Case 2 – Safer Speeds Through Curves:** The vehicle speed feedback is installed independently near a horizontal speed change such as a point of curvature. The speed feedback sign supplements a horizontal alignment warning sign assembly with an advisory speed.<br>The size of the vehicle speed feedback signs depends on the facility type. For higher speed, higher classification roadways, oversized vehicle speed feedback signs enhance driver awareness. |
| **Safety Benefits** | ▪ Enhances driver awareness and compliance with speed limits by displaying real-time speeds.<br>▪ Studies have shown that installing speed feedback signs can reduce roadway departure crashes by 5%.[8] |
| **Planning-Level Implementation Cost** | ▪ Vehicle Speed Feedback Sign - $25,000 |
| **Priority Locations** | ▪ Kerr Dam Road / Back Road from 7th Avenue West to Pablo West Road<br>▪ Timberlane Road<br>▪ MT 212 in Moiese at the speed zone<br>▪ US 93 entering Elmo, Polson, Ronan, Pablo, St. Ignatius, Ravalli, and Arlee<br>▪ US 93 North Valley Creek- Ravalli Curves section<br>▪ MT 28 entering Hot Springs<br>▪ MT 200 entering Dixon<br>▪ South Main Street between South Marys Drive and Arrow Street (St. Ignatius) |
| **Additional Resources** | ▪ National Highway Traffic Safety Administration (NHTSA) – Dynamic Speed Display/ Feedback Signs[9]<br>▪ MUTCD Section 2C.13 – Vehicle Speed Feedback Sign and Plaque (W13-20 and W13-20aP)[10]<br>▪ Crash Modification Factors (CMF) Clearinghouse, CMF ID: 6885[8] |

[9] U.S. Department of Transportation Federal Highway Administration (2015a)
[10] U.S. Department of Transportation National Highway Traffic Safety Administration (n.d.)
[11] U.S. Department of Transportation Federal Highway Administration (2023)

# Enhanced Crossing – Three Lane

## Primary Treatment Package

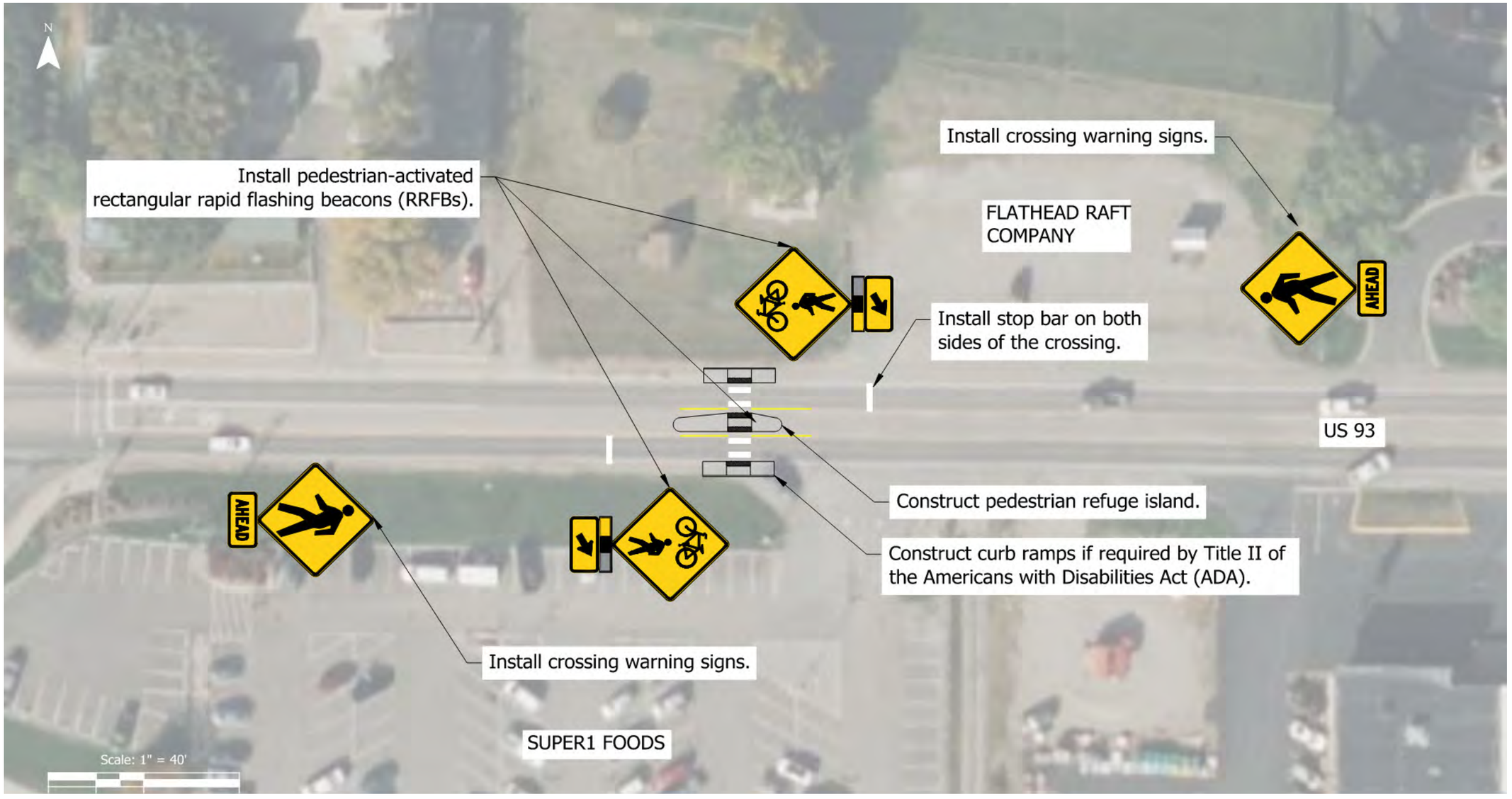


**Figure B-5:** *Example Application: US 93 / Super 1 Foods Access (Polson, MT)*

**Table B-4:** *Enhanced Crossing-Three Lane*

| | | |
|---|---|---|
| **Roadway Context** | Enhanced crosswalks should be considered in areas with crossing demand and no existing traffic control, especially in locations near special populations (e.g., near a school). They are most effective on roadways are higher speeds or where pedestrians experience prolonged exposure, such as multi-lane or higher volume roadways. *An engineering study should be completed to select the appropriate treatment. MDT guidance should be consulted for crossings on MDT facilities.* | |
| **Safety Benefits** | ▪ Enhanced pedestrian visibility and increases driver awareness at uncontrolled, marked crosswalks, encouraging driver yielding and lower vehicle speeds when flashers are activated<br>▪ Increases the comfort and safety of people crossing the roadway<br>▪ RRFBs can reduce pedestriain crashes by 47%[12]. A pedestrian refuge area shortens the distance a pedestrian is required to cross at one time, and can reduce pedestrian crashes by 56%.[12] |  |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package (Without Curb Ramps) - $190,000<br>▪ Primary Treatment Package (Without Curb Ramps) - $230,000 | |
| **Additional Treatments for Consideration** | ▪ Raised crossing<br>▪ Pedestrian-scale lighting | *Rectangular Rapid Flashing Beacon*[19] |
| **Priority Locations** | ▪ US 93 / Super 1 Foods Access | |
| **Additional Resources** | ▪ FHWA Proven Safety Countermeasures – Rectangular Rapid Flashing Beacons (RRFBs)[14]<br>▪ FHWA Proven Safety Countermeasures – Crosswalk Visibility Enhancements[15]<br>▪ FHWA Proven Safety Countermeasures – Medians and Pedestrian Refuge Islands in Urban and Suburban Areas[16]<br>▪ FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations[17]<br>▪ Guidance for Determining Pedestrian Crossing Treatment at Uncontrolled Locations (MDT)[18]<br>▪ Crash Modification Factors (CMF) Clearinghouse, CMF ID: 9024[11]<br>▪ Crash Modification Factors CMF Clearinghouse, CMF ID: 175[13] | |

[12] U.S. Department of Transportation Federal Highway Administration (2017c)
[13] U.S. Department of Transportation Federal Highway Administration (2009)
[14] U.S. Department of Transportation Federal Highway Administration (n.d.-d)
[15] U.S. Department of Transportation Federal Highway Administration (n.d.-a)
[16] U.S. Department of Transportation Federal Highway Administration (n.d.-c)
[17] Blackburn et al. (2018)
[18] Priebe (2019)
[19] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

# Enhanced Crossing – Multi-Lane

## Primary Treatment Package

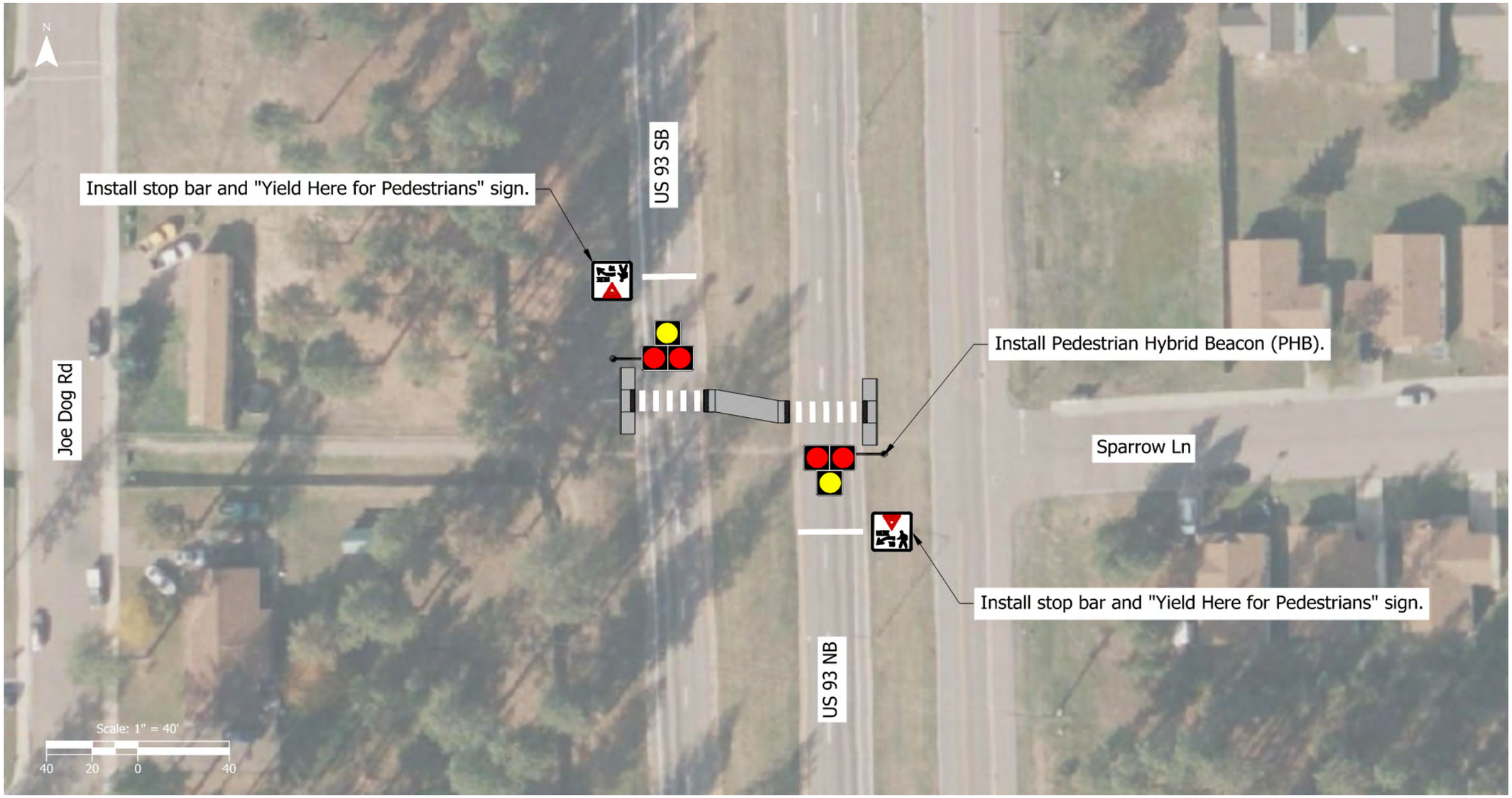


**Figure B-6:** *Example Application: US 93 / Sparrow Lane (Pablo, MT)*

**Table B-5:** *Enhanced Crossing-Multi-Lane*

| | | |
|---|---|---|
| **Roadway Context** | Pedestrian hybrid beacons should be considered in areas with crossing demand and no existing traffic control, especially in locations near special populations (e.g., near a school). They are most effective on higher speed, multi-lane roadways exceeding 35 mph and volumes over 9,000 average daily traffic.[20] *An engineering study should be completed to select the appropriate treatment. MDT guidance should be consulted for crossings on MDT facilities. Pedestrian hybrid beacons should meet the installation guidelines based on speed, pedestrian volume, vehicular volume, and crossing length as provided in Section 4F.01 of the MUTCD.* | |
| **Safety Benefits** | ▪ Enhances pedestrian visibility and increases driver awareness at uncontrolled, marked crosswalks<br>▪ Encourages driver yielding and lower vehicle speeds when flashers are activated<br>▪ PHBs can reduce pedestrian crashes up to 55%[20] |  |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package (Without Curb Ramps) - $595,000<br>▪ Primary Treatment Package (Without Curb Ramps) - $635,000 | |
| **Additional Treatments for Consideration** | ▪ Pedestrian-scale lighting | *PHB on Main Street (US 93) in Kalispell, MT*[25] |
| **Priority Locations** | ▪ North of Pablo near Sparrow Lane | |
| **Additional Resources** | ▪ FHWA Proven Safety Countermeasures – Pedestrian Hybrid Beacons [21]<br>▪ FHWA Proven Safety Countermeasures – Crosswalk Visibility Enhancements [22]<br>▪ FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations[23]<br>▪ Guidance for Determining Pedestrian Crossing Treatment at Uncontrolled Locations (MDT)[24]<br>▪ Crash Modification Factors (CMF) Clearinghouse, CMF ID: 9020 [20] | |

[20] U.S. Department of Transportation Federal Highway Administration (2017b)
[21] U.S. Department of Transportation (n.d.)
[22] U.S. Department of Transportation Federal Highway Administration (n.d.-a)
[23] Blackburn et al. (2018)
[24] Priebe (2019)
[25] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

# School Crossing and Walkways

## Primary Treatment Package

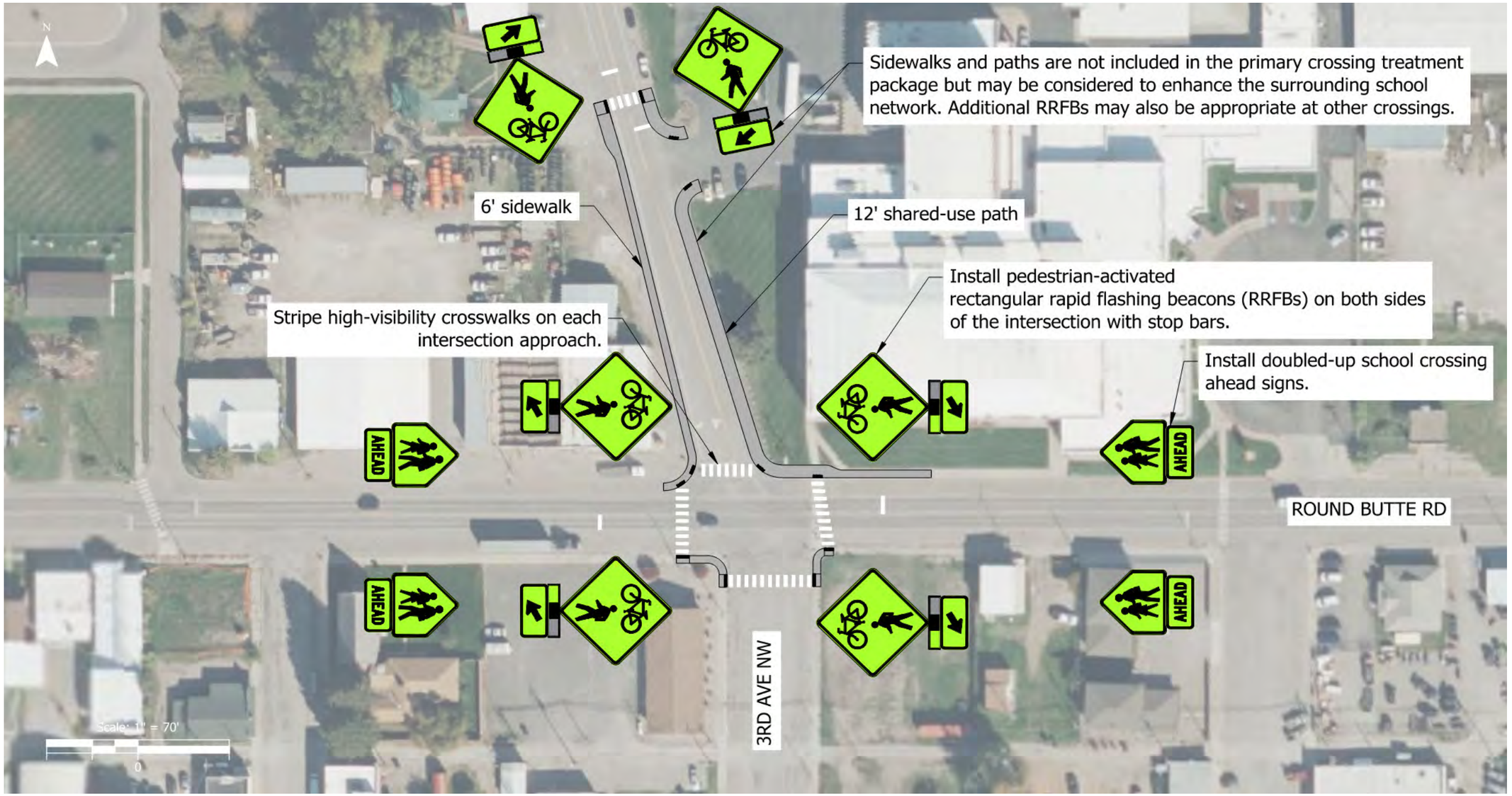


**Figure B-7:** *Example Application: Round Butte Road / 3rd Avenue North West (Ronan, MT)*

**Table B-6:** *School Crossing and Walkways*

| | | |
|---|---|---|
| **Roadway Context** | Crossings and roads near schools with heavy pedestrian and bicycle traffic and safety concerns. | |
| **Safety Benefits** | ▪ Enhances pedestrian visibility and increases driver awareness at uncontrolled, marked crosswalks<br>▪ Increases the comfort and safety of people crossing the roadway<br>▪ Clearly delineates right-of-way between vehicles, pedestrians, and bicyclists |  |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package (Without Curb Ramps) - $160,000<br>▪ Crossing Treatment Package (With Curb Ramps) - $250,000<br>▪ Sidewalk (6') with Curb and Gutter - $175 per linear foot<br>▪ Multi-Use Path (12') - $100 per linear foot<br>▪ Multi-Use Path (12') with Curb and Gutter - $250 per linear foot<br>▪ RRFB - $75,000 per assembly | |
| **Additional Treatments for Consideration** | ▪ School zone vehicle speed feedback signs<br>▪ Curb extensions and pedestrian-scale lighting<br>▪ Pedestrian hybrid beacons (PHBs), if MUTCD warranting criteria met for volumes of pedestrians and vehicles, and the length of the crosswalk<br>▪ Raised crossing | *Crossing Warning Sign*[31] |
| **Priority Locations** | ▪ Round Butte Road/ 3rd Avenue North West (Ronan, MT); 4th Avenue East/ 2nd Street East (Polson, MT); Pablo West Road / 4th Avenue East (Pablo, MT); 1st Avenue West / 4th Street West (Charlo, MT); Blaine Street / 2nd Avenue (St. Ignatius, MT); US 93 (Northbound) / Taelman Street (Arlee, MT); B Street / 4th Street (Dixon, MT); Broadway Avenue / Jaques Road (Hot Springs, MT) | |
| **Additional Resources** | ▪ FHWA Proven Safety Countermeasures – Rectangular Rapid Flashing Beacons (RRFBs)[26]<br>▪ FHWA Proven Safety Countermeasures – Crosswalk Visibility Enhancements [27]<br>▪ FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations [28]<br>▪ Guidance for Determining Pedestrian Crossing Treatment at Uncontrolled Locations (MDT) [29]<br>▪ FHWA Safe Routes to School Program [30] | |

[26] U.S. Department of Transportation Federal Highway Administration (n.d.-d)
[27] U.S. Department of Transportation Federal Highway Administration (n.d.-a)
[28] Blackburn et al. (2018)
[29] Priebe (2019)
[30] U.S. Department of Transportation Federal Highway Administration (n.d.-e)
[31] Image Credits: Kittleson & Associates, Inc. (personal communication, March 2025)

# Horizontal Curve – 90 Degree Curve

## Primary Treatment Package

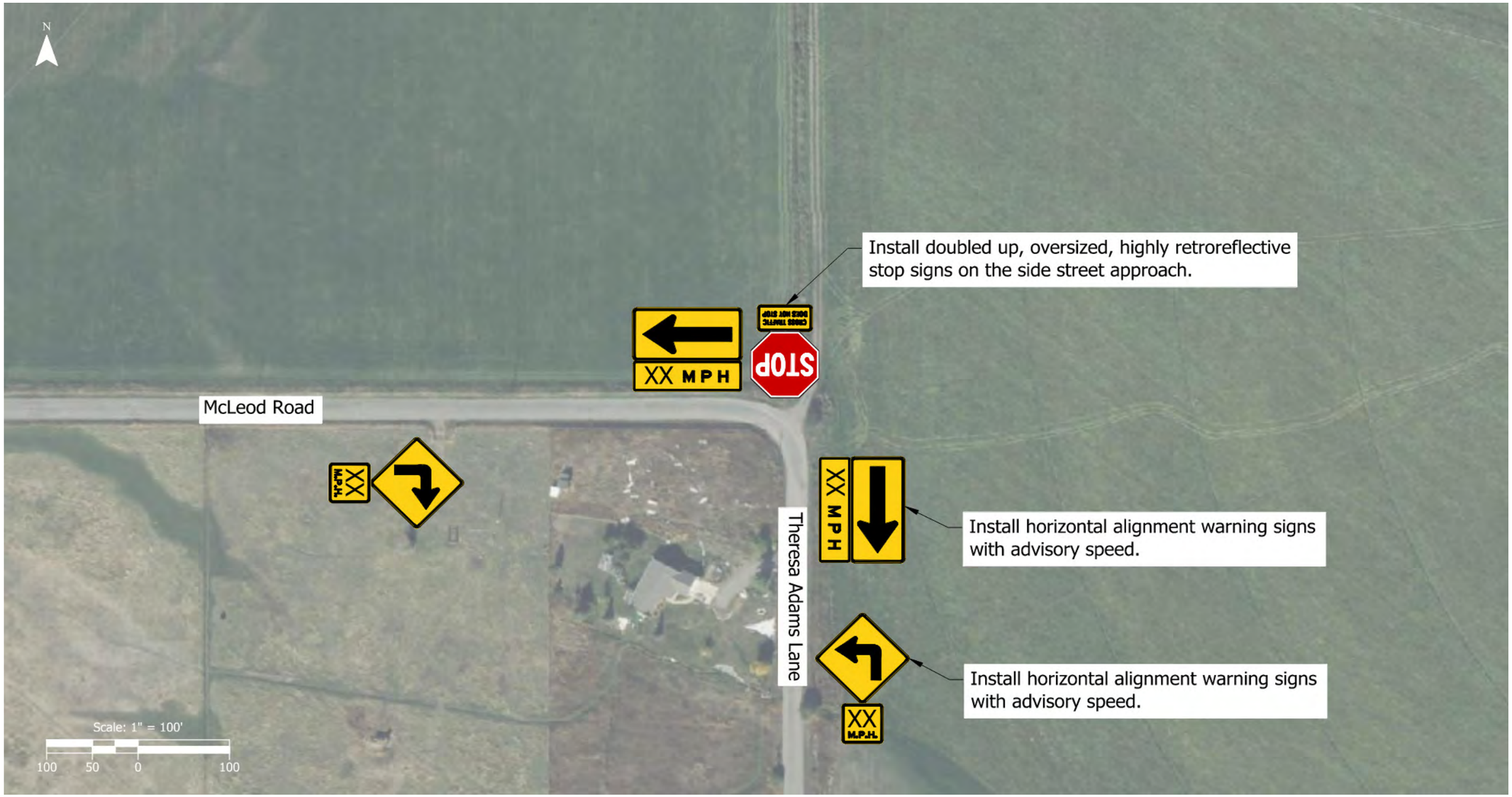


**Figure B-8:** *Example Application: McLeod Road / Theresa Adams Lane (Arlee, MT)*

**Table B-7:** *Horizontal Curve-90 Degree Curve*

| | |
|---|---|
| **Roadway Context** | Horizontal curve safety treatments should be prioritized at locations with a history of roadway departure crashes, excessive speeding, or limited sight distance |
| **Safety Benefits** | Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. |
| **Planning-Level Implementation Cost** | The cost of implementing horizontal curve safety treatments varies based on factors such as curve radius, functional classification, posted speed limit, and advisory speed. Case 1 (90-degree curve) represents a lower-cost example, and Case 2 (longer curve with large ardius and three-leg intersection) is a higher-cost example.<br>▪ Primary Treatment Package (Case 1) – $15,000<br>▪ Primary Treatment Package (Case 2) – $30,000 |
| **Additional Treatments for Consideration** | ▪ Install flasher on horizontal alignment curve warning sign<br>▪ Radar horizontal alignment warning signs with flashing LED perimeter |
| **Priority Locations** | ▪ McLeod Road / Theresa Adams Lane<br>▪ Timberlane Road |
| **Additional Resources** | ▪ FHWA Proven Safety Countermeasures – Enhanced Delineation for Horizontal Curves [33]<br>▪ MUTCD Chapter 2C – Device Selection for Changes in Horizontal Alignment [34] |


*Curve Warning Sign with Advisory Speed* [32]

[32] Image Credits: Google Earth (2024b)
[33] U.S. Department of Transportation Federal Highway Administration (n.d.-b)
[34] U.S. Department of Transportation Federal Highway Administration (2023)

# Horizontal Curve – Other Curve

## Primary Treatment Package

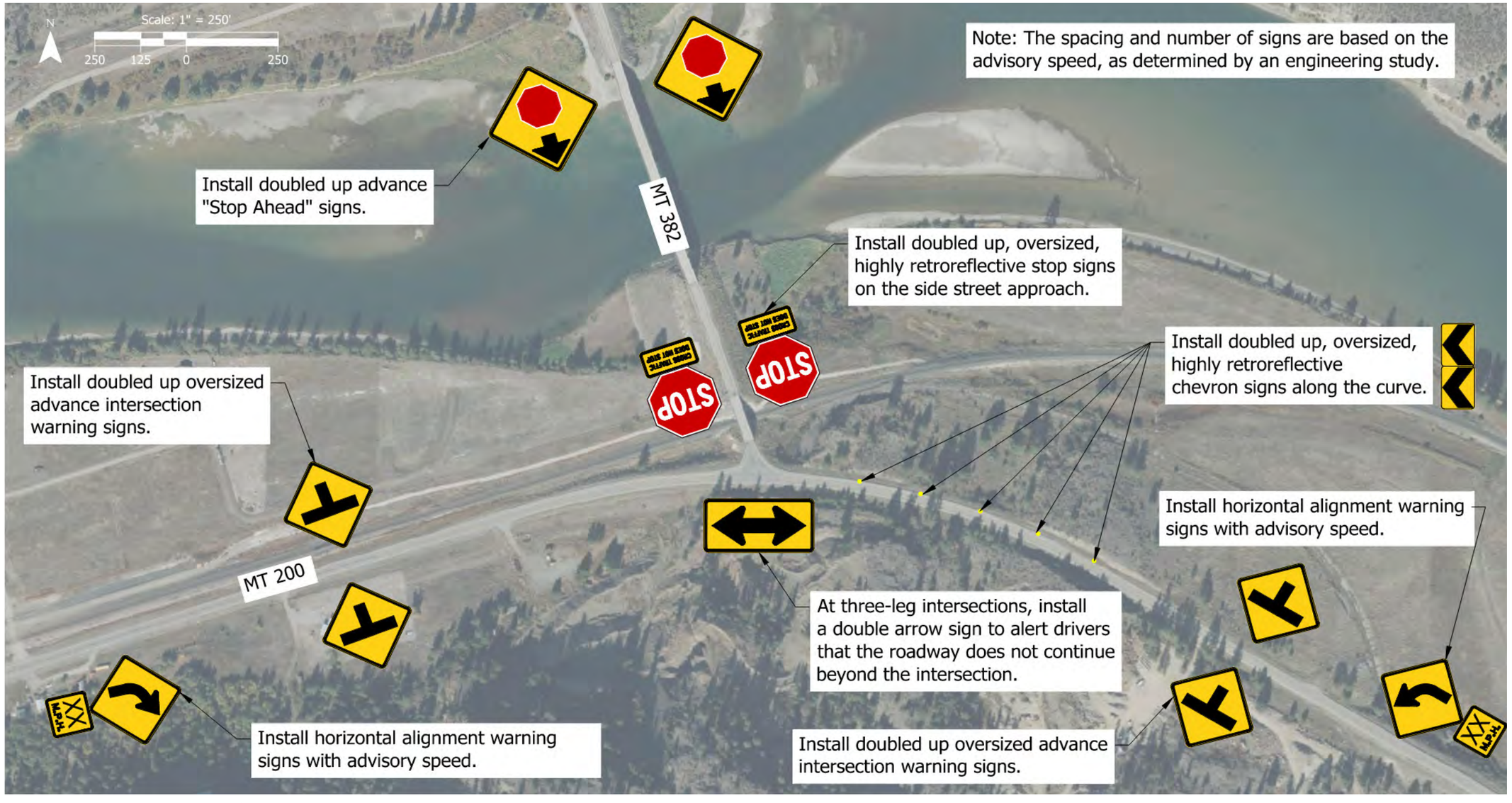


**Figure B-9:** *MT 200 / MT 382 (Perma, MT)*

**Table B-8:** *Horizontal Curve-Other Curve*

| | |
|---|---|
| **Roadway Context** | Horizontal curve safety treatments should be prioritized at locations with a history of roadway departure crashes, excessive speeding, or limited sight distance |
| **Safety Benefits** | Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. |
| **Planning-Level Implementation Cost** | The cost of implementing horizontal curve safety treatments varies based on factors such as curve radius, functional classification, posted speed limit, and advisory speed. Case 1 (90-degree curve) represents a lower-cost example, and Case 2 (longer curve with large ardius and three-leg intersection) is a higher-cost example.<br>▪ Primary Treatment Package (Case 1) – $15,000<br>▪ Primary Treatment Package (Case 2) – $30,000 |
| **Additional Treatments for Consideration** | ▪ Install flasher on horizontal alignment curve warning sign<br>▪ Radar horizontal alignment warning signs with flashing LED perimeter |
| **Priority Locations** | ▪ MT 200 / MT 382<br>▪ MT 35 / Fulkerson lane |
| **Additional Resources** | ▪ FHWA Proven Safety Countermeasures – Enhanced Delineation for Horizontal Curves [36]<br>▪ MUTCD Chapter 2C – Device Selection for Changes in Horizontal Alignment [37] |


*Curve warning sign with advisory speed and chevron signs*[35]

[35] Image Credits: Oregon Department of Transportation (n.d.)
[36] U.S. Department of Transportation Federal Highway Administration (n.d.-b)
[37] U.S. Department of Transportation Federal Highway Administration (2023)

# Bus Pull-Out

## Primary Treatment Package


**Figure B-10:** *US 93/Briarwood Circle*

**Table B-9:** *Bus Pull-Out*

| | |
|---|---|
| **Roadway Context** | School bus stops on higher speed, higher volume roadways |
| **Safety Benefits** | ▪ Provides dedicated area for school buses to safely exit high-speed traffic, reducing the risk of higher speed rear-end collisions<br>▪ Created additional separation between higher-speed traffic and boarding and deboarding activities, reducing the risk of pedestrian crashes involving school-aged children |
| **Planning-Level Implementation Cost** | ▪ Primary Treatment Package (Case 1) – $70,000 |
| **Additional Treatments for Consideration** | ▪ Bus shelter<br>▪ Move bus stop off of the highway |
| **Priority Locations** | ▪ School bus stops on US 93 |

*School bus stop ahead on ID-21 near Idaho City, ID* [38]

[38] Image Credits: Google Earth (2024a)

# APPENDIX C

# Demographic Analysis

The demographic analysis is a fundamental component of this Safety Action Plan. Ensuring access to multimodal transportation opportunities enables all individuals, regardless of their socioeconomic status, race, or ability, to safely and comfortably reach their destinations. The consideration of all residents and visitors in this planning process helps bridge the gap between and within communities in the Flathead Reservation, promote economic growth by connecting people to jobs, and reduce environmental impacts by making sustainable modes more accessible.

Demographic considerations are one of many factors used to shape the prioritization of transportation projects and strategies. Communities in the Flathead Reservation that meet underserved criteria have heightened focus for strategy prioritization. This analysis identifies the location and extent of underserved communities within the Flathead Reservation.

This demographic analysis considers the following analysis tools:

- **USDOT Areas of Persistent Poverty:** A designation for tracts that have a poverty rate of at least 20 percent.
- **Demographic Indicators:** An analysis of demographic indicators that are commonly linked to underserved communities.
- **Journey to Work:** An analysis of US Census Longitudinal Employer-Household Dynamics (LEHD) origin-destination data considering commute distance.
- **Climate and Economic Justice Screening Tool (CEJST):** A screening tool that identifies disadvantaged communities that are underserved and overburdened by pollution using eight indicators.
- **USDOT Equitable Transportation Community (ETC) Explorer:** An interactive dashboard that shows tracts experiencing transportation disadvantage compared to other census tracts nationally and statewide.

## USDOT Areas of Persistent Poverty

People living in high poverty areas may experience significant barriers to well-being, such as a lack of investment for adequate transportation infrastructure and support services. Addressing transportation needs in areas of persistent poverty is one of the many steps that can be taken to reduce chronic poverty in the U.S.

USDOT defines a census tract as an area of persistent poverty if the tract "has a poverty rate of at least 20% as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census." USDOT also defines "any territory or possession of the United States" as an area of persistent poverty. [1]

Because the project area is fully within the Flathead Reservation territory, the project area is recognized as an area of persistent poverty. In addition to the designation by territory status, six of the nine census tracts (2020) fully within the Flathead Reservation are denoted as USDOT areas of persistent poverty. Two additional tracts that are partially within the Flathead Reservation are not considered areas of persistent poverty. **Figure C-1** highlights the tracts represented as areas of persistent poverty.

[1] U.S. Department of Transportation (2024)

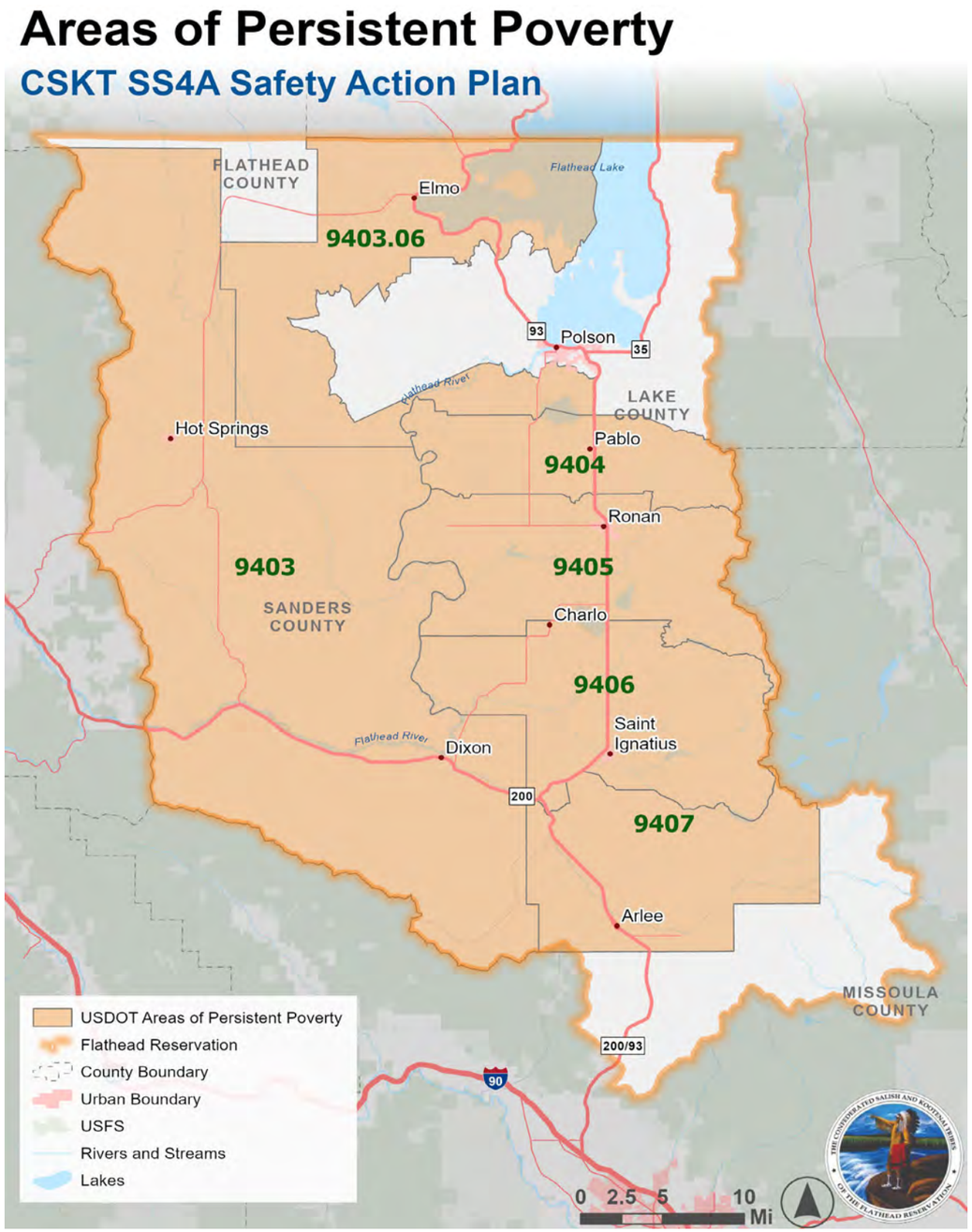


**Figure C-1:** *Areas of Persistent Poverty (USDOT)*

## Demographic Indicators

Apart from the areas of persistent poverty, there are other demographic indicators that commonly are linked with underserved communities. These factors, commonly tied to transportation accessibility, connectivity, and safety, include household income, housing affordability, unemployment, vehicle availability, educational attainment, race, age, disability, and English proficiency. Though demographic indicators are useful, they do not provide a comprehensive account of the challenges and needs in underserved communities. Nevertheless, incorporating demographic indicators in strategy analyses allows service providers to implement better mobility opportunities in these communities. The demographic indicators analyzed include:

1. Median Household Income
2. Housing Affordability Index
3. Percent of Population that is Unemployed
4. Percent of Households that have No Vehicle Available
5. Percent of Population without a College Degree
6. Percent of Population that is Non-White
7. Percent of Population that are Seniors (65-years or older)
8. Percent of Adults, 18-years or older, who have limited English ability
9. Percent of Adults with a Disability

Data for these demographic indicators were from the U.S. Census 2022 American Community Survey (ACS) 5-year estimates. All Flathead Reservation census tracts are in the lower quartile for one or more of the nine demographic indicators, in comparison to all 319 census tracts in the State of Montana. More than half of Flathead Reservation tracts appear in the lower quartile for housing affordability, unemployment, non-white population, and limited English proficiency. Sanders County tract 9403, including the Hot Springs and Dixon communities, is in the lower quartile for eight of nine indicators. Four other tracts appear in the lower quartile for at least five of the nine indicators:

- Lake County Tract 9403.04, including the City of Polson
- Lake County Tract 9403.06, including the Elmo community
- Lake County Tract 9405, including the Ronan community
- Lake County Tract 9406, including the Charlo and St. Ignatius communities

**Tables C-1** and **C-2** highlight the 25th and 50th percentile for these demographic indicators for study census tracts within the Flathead Reservation. Orange cells indicate a more adverse condition linked to transportation accessibility. Dark orange cells represent an indicator within the lower 25th percentile of Montana census tracts, whereas light orange cells represent an indicator within the bottom half of state tracts. A full analysis of demographic indicator percentages and percentiles among Montana census tracts is found in **Table C-3**.

**Table C-1:** *Demographic Indicators 1-5 for Flathead Reservation Census Tracts by Percentile*

| Tract Number (2023) | County | Largest Town | Pop. (2023) | 25th and 50th Percentile Demographic Indicators by Montana Census Tracts | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Median Household Income | Housing Affordability Index | Unemp-ployment | No Vehicle | No College Degree |
| **9403** | Sanders | Hot Springs | 1,942 | **L-25** | **L-25** | **L-25** | **L-50** | **L-25** |
| **9403.04** | Lake | Polson | 1,917 | **L-25** | **L-25** | **L-25** | **L-50** | |
| **9403.05** | Lake | Turtle Lake | 4,054 | **L-50** | **L-50** | | | |
| **9403.06** | Lake | Elmo | 3,074 | **L-50** | **L-50** | **L-25** | **L-50** | |
| **9403.07** | Lake | Jette | 3,691 | | **L-25** | | | **L-50** |
| **9404** | Lake | Pablo | 4,115 | **L-25** | **L-25** | **L-25** | **L-50** | **L-50** |
| **9405** | Lake | Ronan | 5,391 | **L-25** | **L-50** | **L-25** | **L-25** | **L-50** |
| **9406** | Lake | Charlo/ St.Ignatius | 4,380 | **L-50** | **L-25** | **L-25** | **L-25** | **L-50** |
| **9407** | Lake | Arlee | 2,060 | **L-50** | **L-50** | **L-50** | | **L-50** |
| **17.03** | Flathead | - | 2,274 | | **L-25** | | | **L-50** |
| **18.01** | Missoula | - | 1,881 | **L-50** | **L-25** | **L-25** | | |

***** *L-25 or L-50: Ranks in the Lower 25th or 50th Percentile for this Demographic Indicator*

**Table C-2:** *Demographic Indicators 6-9 for Flathead Reservation Census Tracts by Percentile*

| Tract Number (2023) | County | Largest Town | Pop. (2023) | 25th and 50th Percentile Demographic Indicators by Montana Census Tracts | | | |
|---|---|---|---|---|---|---|---|
| | | | | Non-White Pop. | Senior Pop. | Limited English Prof. | Pop. With Disability |
| **9403** | Sanders | Hot Springs | 1,942 | **L-25** | **L-25** | **L-25** | **L-50** |
| **9403.04** | Lake | Polson | 1,917 | **L-25** | **L-25** | | **L-50** |
| **9403.05** | Lake | Turtle Lake | 4,054 | **L-25** | **L-25** | **L-50** | **L-50** |
| **9403.06** | Lake | Elmo | 3,074 | **L-25** | **L-25** | **L-25** | **L-50** |
| **9403.07** | Lake | Jette | 3,691 | **L-25** | **L-50** | **L-25** | |
| **9404** | Lake | Pablo | 4,115 | **L-25** | | | |
| **9405** | Lake | Ronan | 5,391 | **L-25** | | **L-25** | |
| **9406** | Lake | Charlo/ St.Ignatius | 4,380 | **L-25** | | **L-25** | **L-50** |
| **9407** | Lake | Arlee | 2,060 | **L-25** | | **L-25** | |
| **17.03** | Flathead | - | 2,274 | | **L-50** | | |
| **18.01** | Missoula | - | 1,881 | **L-25** | **L-50** | | **L-50** |

***** *L-25 or L-50: Ranks in the Lower 25th or 50th Percentile for this Demographic Indicator*

## **Table C-3:** *Tract Summary Indicators*

| Tract Number (2023) | County | Largest Town | Pop. (2023) | Median Household Income | Median Household Income Percentile | Housing Affordablility Index | Housing Affordability Index Percentile | Umemployment | Unemployement Percentile | No Vehicle | No Vehicle Percentile | No College Degree | No College Degree Percentile | Non-White | Non-White Percentile | Senior Population | Senior Population Percentile | Limited English Prof. | Limited English Prof. Percentile | Population with Disability | Population with Disability Percentile |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9403 | Sanders | Hot Springs | 1,942 | $33,625 | 3% | 66 | 24% | 6.1% | 92% | 5.7% | 72% | 72.9% | 93% | 30.3% | 89% | 30.0% | 89% | 1.5% | 81% | 19.7% | 83% |
| 9403.04 | Lake | Polson | 1,917 | $45,268 | 13% | 52 | 11% | 4.4% | 82% | 5.5% | 70% | 56.0% | 44% | 27.1% | 87% | 31.5% | 94% | 0.0% | 0% | 21.6% | 89% |
| 9403.05 | Lake | Turtle Lake | 4,054 | $55,294 | 36% | 68 | 26% | 1.0% | 27% | 2.6% | 43% | 39.9% | 13% | 33.9% | 91% | 27.0% | 76% | 1.1% | 72% | 15.9% | 64% |
| 9403.06 | Lake | Elmo | 3,074 | $60,574 | 49% | 68 | 26% | 6.8% | 94% | 4.0% | 57% | 51.4% | 31% | 32.4% | 90% | 28.8% | 84% | 1.7% | 83% | 20.6% | 86% |
| 9403.07 | Lake | Jette | 3,691 | $62,794 | 54% | 52 | 11% | 2.0% | 49% | 8.0% | 15% | 60.5% | 56% | 26.6% | 87% | 24.8% | 66% | 5.8% | 99% | 10.0% | 19% |
| 9404 | Lake | Pablo | 4,115 | $41,806 | 9% | 53 | 14% | 4.0% | 78% | 3.9% | 55% | 58.9% | 53% | 49.9% | 95% | 16.4% | 20% | 0.3% | 44% | 13.7% | 47% |
| 9405 | Lake | Ronan | 5,391 | $51,002 | 25% | 76 | 40% | 3.8% | 76% | 6.7% | 76% | 58.3% | 51% | 44.1% | 94% | 18.8% | 32% | 2.2% | 90% | 13.8% | 47% |
| 9406 | Lake | Charlo/ St. Ignatius | 4,380 | $54,140 | 32% | 65 | 23% | 3.9% | 78% | 7.2% | 78% | 62.4% | 64% | 37.8% | 92% | 19.5% | 36% | 2.9% | 92% | 17.7% | 74% |
| 9407 | Lake | Arlee | 2,060 | $60,242 | 48% | 69 | 29% | 2.9% | 64% | 2.0% | 33% | 62.8% | 66% | 47.2% | 95% | 18.3% | 30% | 2.1% | 89% | 12.4% | 35% |
| 17.03 | Flathead | - | 2,274 | $60,886 | 51% | 42 | 5% | 1.5% | 39% | 1.0% | 17% | 62.3% | 64% | 10.4% | 31% | 26.4% | 74% | 0.0% | 0% | 8.7% | 12% |
| 18.01 | Missoula | - | 1,881 | $58,090 | 45% | 52 | 10% | 3.7% | 75% | 8.0% | 15% | 56.7% | 46% | 29.0% | 88% | 26.3% | 73% | 0.0% | 0% | 15.1% | 58% |
| Median for all Montana Tracts | | | | $60,844 | | 84 | | 2.0% | | 3.1% | | 58.2% | | 12.4% | | 21.9% | | 0.4% | | 13.9% | |

* The Housing Affordability Index (HAI) has a base of 100, representing where the median income is sufficient to qualify for a loan on a median-valued home and not be cost-burdened (cost-burdened= greater than 30% of income spent on housing). HAI values greater than 100 indicate increasing affordability; HAI values less than 100 indicate areas where homes are less affordable and median income might be insufficient to purchase a median-valued home.

## Journey to Work

The journey to work can differ greatly for different groups of people, such as low-income individuals or minorities. Lower income individuals more frequently take 'slower' modes of transportation, such as buses, which can result in longer commuting times. For residents in the Flathead Reservation, alternative modes to private vehicles such as public transit do not exist or are not reliable in some locations. Promoting a journey to work that is accessible, affordable, and flexible for all employees can be a key factor in addressing transportation challenges. Improving job accessibility and managing competition can help reduce gaps in inequality.

The U.S. Census Tool OnTheMap utilizes 2021 Longitudinal Employer-Household Dynamics (LEHD) data to provide basic origin-destination statistics for census tracts in the Flathead Reservation. One of the outputs includes commuting distance for tract residents who are employed. Though commuting distance may not be directly correlated to commuting time, commute distance does demonstrate one of the barriers that employees may face on a daily basis.

**Table C-4** shows the number of employed census tract residents in the Flathead Reservation, along with their daily commuting distance grouped into bins. Cells in blue show the most frequent commute distance range among census tract employees. For most tracts, a majority of residents travel less than 10 miles to reach their place of employment, though about 20% of Flathead employees must travel over 50 miles to reach their work. For Tract 9403 in Sanders County, a majority of residents travel greater than 50 miles to reach their place of employment.

**Table C-4:** *Daily Commuting Distance*

| Tract Number (2021) | County | Largest Town | Employees Living in Tract (2021) | Daily Commuting Distance | | | |
|---|---|---|---|---|---|---|---|
| | | | | Less than 10 miles | 10-24 miles | 25-50 miles | Greater than 50 miles |
| **9403** | Sanders | Hot Springs | 479 | 24.0% | 14.2% | 26.1% | **35.7%** |
| **9403.04** | Lake | Polson | 706 | **44.8%** | 15.6% | 14.3% | 25.4% |
| **9403.05** | Lake | Turtle Lake | 1,421 | **59.7%** | 9.7% | 8.7% | 21.8% |
| **9403.06** | Lake | Elmo | 901 | 30.3% | **31.1%** | 13.8% | 24.9% |
| **9403.07** | Lake | Jette | 1,385 | **53.4%** | 14.2% | 11.8% | 20.5% |
| **9404** | Lake | Pablo | 1,309 | **64.7%** | 5.3% | 10.2% | 19.8% |
| **9405** | Lake | Ronan | 1,887 | **48.2%** | 25.8% | 12.5% | 13.6% |
| **9406** | Lake | Charlo/ St.Ignatius | 1,398 | **29.9%** | 26.8% | 26.8% | 16.5% |
| **9407** | Lake | Arlee | 739 | 23.4% | **35.5%** | 24.2% | 16.9% |
| **17.03** | Flathead | - | 898 | 9.2% | **49.9%** | 23.2% | 17.7% |
| **18.01** | Missoula | - | 654 | 9.3% | 27.4% | **39.6%** | 23.7% |
| **Flathead Reservation Total** *(excluding Flathead and Missoula tracts*)* | | | 10,225 | **45.4%** | 19.4% | 15.3% | 19.9% |

***** *Tracts excluded from total as only a small percentage of employed residents within these tracts live within the Flathead Reservation study area*

## CEJST Screening of Disadvantaged Communities

The USDOT and Office of Budget Management use economic and socioeconomic indicators to identify underserved communities. The CEJST was used to identify census tracts that are defined as underserved. Because the Flathead Reservation is entirely Federally Recognized Tribal land, the whole of the SS4A study area is classified as disadvantaged.

Beyond the tribal land designation, many of the census tracts that make up the Flathead Reservation can also be classified as disadvantaged by meeting CEJST socioeconomic and burden indicator thresholds. **Table C-5** shows all 2010 census tracts that make up the Flathead Reservation and their disadvantaged status through the CEJST screening tool. **Figure C-2** shows CEJST underserved communities by census tract.

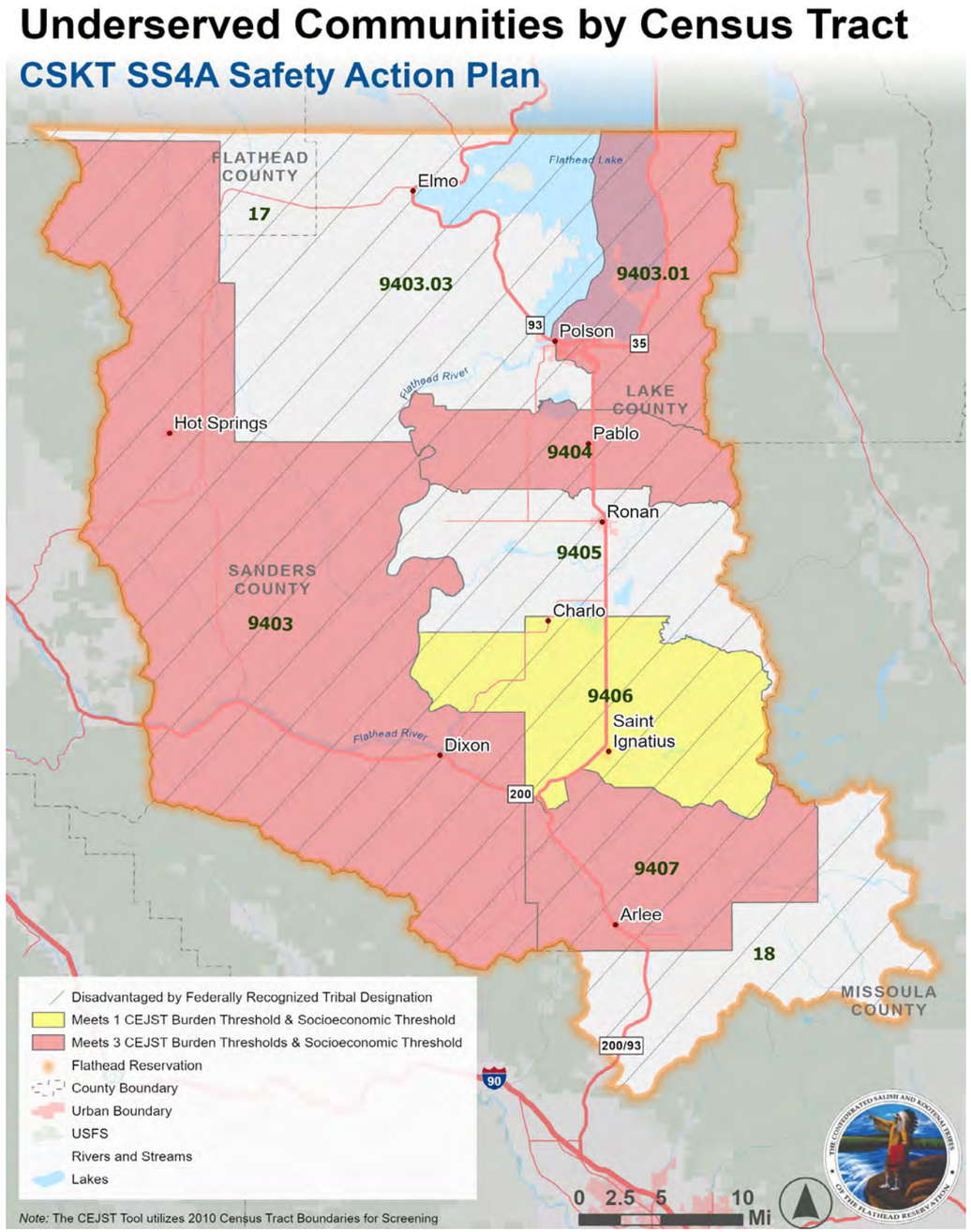


**Figure C-2:** *Underserved Communities by Census Tract (CEJST)*[2]

[2] The CEJST utilizes census tract boundaries from 2010, as many of the data sources in the tool use 2010 census boundaries.

**Table C-5:** *CEJST Disadvantaged Communities*

| Tract Number (2010) | County | Largest Town | Pop. (CEJST, 2010) | Disadvantaged by Tribal Designation | Disadvantaged by CEJST Indicator Threshold | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Climate Change | Energy | Health | Legacy Pollution | Transp. | Workforce Develop. |
| 9403 | Sanders | Hot Springs | 1,997 | X | X | | X | | | X |
| 9403.01 | Lake | Polson (east) | 4,990 | X | X | X | X | | | |
| 9403.03 | Lake | Polson (west)/ Elmo | 6,241 | X | | | | | | |
| 9404 | Lake | Pablo | 3,964 | X | X | | X | | | X |
| 9405 | Lake | Ronan | 4,847 | X | | | | | | |
| 9406 | Lake | Charlo/ St. Ignatius | 4,571 | X | X | | | | | |
| 9407 | Lake | Arlee | 2,216 | X | X | | | X | X | |
| 17.03 | Flathead | - | 8,401 | ***Fully within Reservation; Partial for Tract*** | | | | | | |
| 18.01 | Missoula | - | 4,818 | ***Fully within Reservation; Partial for Tract*** | | | | | | |

## USDOT Equitable Transportation Community Explorer

Consistent with USDOT SS4A guidelines, the ETC Explorer was used to identify census tracts that are defined as disadvantaged. The ETC Explorer shows the cumulative burden communities experience as a result of underinvestment in transportation, in the components of Transportation Insecurity, Climate and Disaster Risk, Environmental Burden, Health Vulnerability, and Social Vulnerability.

The ETC Explorer identifies Lake County tract 9404 (including the Pablo community), as disadvantaged when compared to all tracts nationwide. In addition, Flathead County tract 17.03 and Lake County tract 9403.07 (including the Jette community) are identified as disadvantaged on the statewide level. ETC Explorer census tracts identified as disadvantaged are shown in **Figure C-3**.

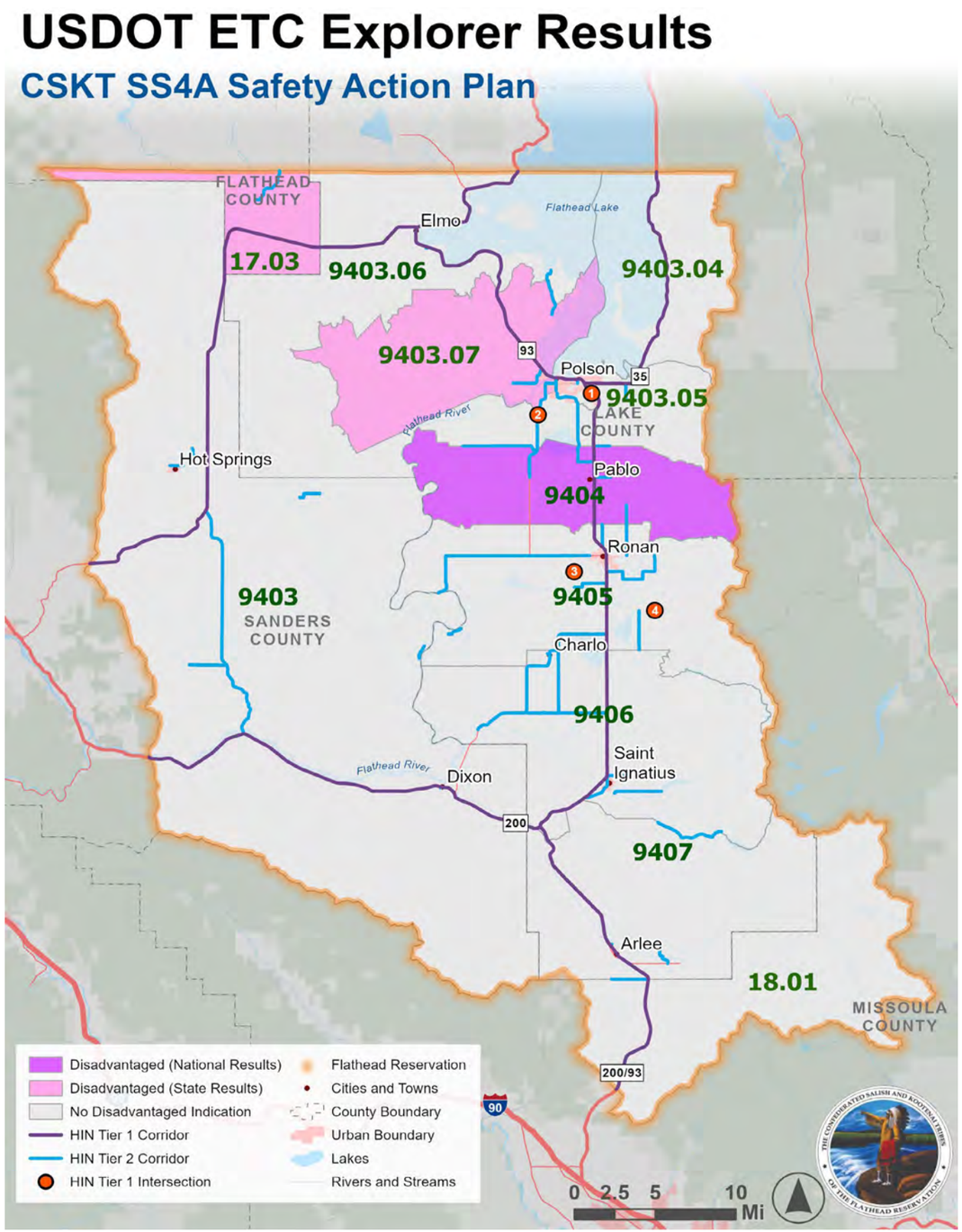


**Figure C-3:** *USDOT ETC Explorer Results*


THE CONFEDERATED SALISH AND KOOTENAI TRIBES
OF THE FLATHEAD RESERVATION