



APPENDIX 2:

Public and Stakeholder Engagement

Tribal, Agency, and Public Involvement Plan

Public Outreach #1 Summary

Tribal Outreach #1 Summary

Public Outreach #2 Summary

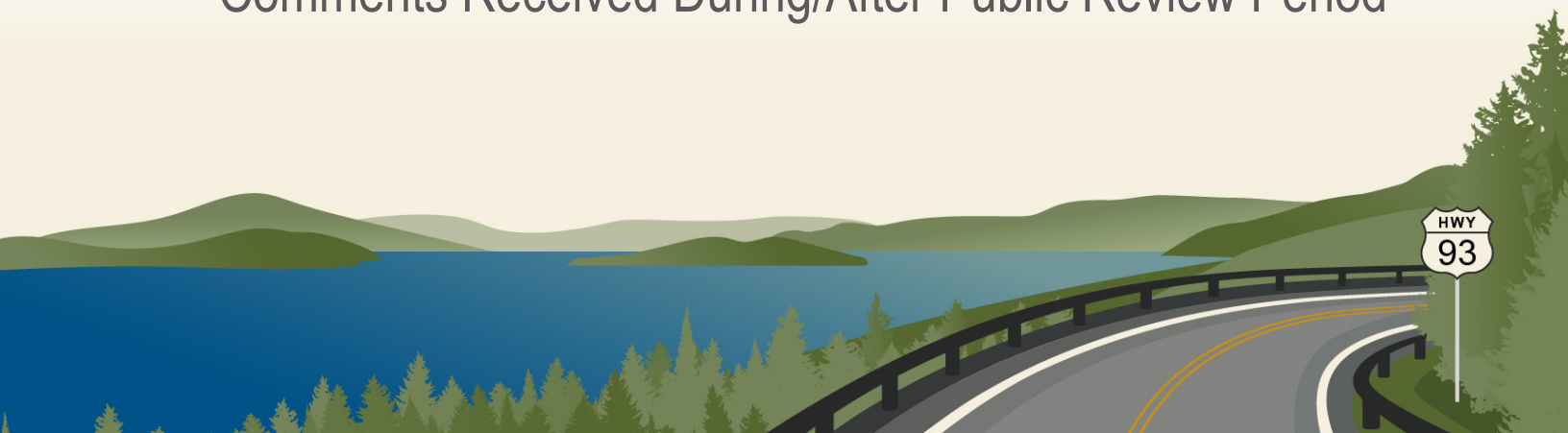
Tribal Outreach #2 Summary

Elected Official Meeting Summary

Map Comments

Other Comments Received Prior to Draft Report

Comments Received During/After Public Review Period



US 93 POLSON-SOMERS CORRIDOR STUDY

TRIBAL, AGENCY, AND PUBLIC INVOLVEMENT PLAN

Technical Memorandum

August 21, 2024



TABLE OF CONTENTS

Table of Contents	i
List of Figures	i
1.0. Introduction	1
1.1. Purpose of the IP.....	1
1.2. Study Area	1
2.0. Audiences	3
2.1. Plan Contacts	3
2.2. Advisory Committee	3
2.3. Tribal Council and Tribal Historic Preservation Office (THPO)	4
2.4. Resource Agencies	4
2.5. Other Stakeholders	4
2.6. Public.....	5
3.0. Strategies and Tools	5
3.1. Study Website	5
3.2. Public Informational Meetings	5
3.3. CSKT Tribal Council Presentations	6
3.4. THPO/Culture Committee Coordination.....	6
3.5. Resource Agency Meeting	6
3.6. Stakeholder Outreach	7
3.7. Tribal, Agency, and Public Review Period	7
3.8. Access Management Notification.....	7
4.0. Access and Visibility	7
4.1. Information Availability	7
4.2. Consideration of Public Input	7
4.3. Equity Considerations/Traditionally Underserved Populations.....	8
5.0. Outreach Summary and Schedule	8

List of Figures

Figure 1: Study Area	2
Figure 2: Anticipated Study Schedule	9

1.0. INTRODUCTION

The Montana Department of Transportation (MDT) is developing a corridor study of US Highway 93 (US 93) between Polson and Somers, Montana. The purpose of the *US 93 Polson-Somers Corridor Study* is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to address identified needs while considering public and agency input, environmental constraints, access management, and financial feasibility. The study will be a collaborative process with MDT, the Federal Highway Administration (FHWA), the Confederated Salish and Kootenai Tribes (CSKT), local jurisdictions, resource agencies, and the public to identify transportation needs and potential solutions. An initial step in the transportation planning process is to develop a *Tribal, Agency, and Public Involvement Plan* (IP) to guide involvement opportunities throughout the planning process.

The corridor study process encourages early communication with interested parties to help identify needs, constraints, and opportunities and determine reasonable improvements given available resources and local support. Tribal, community, stakeholder, agency, and other interested party involvement are important components in any successful planning process. The IP identifies multiple strategies to encourage meaningful participation and engagement and aligns with MDT's established processes as outlined in its *Public Involvement Plan*¹.

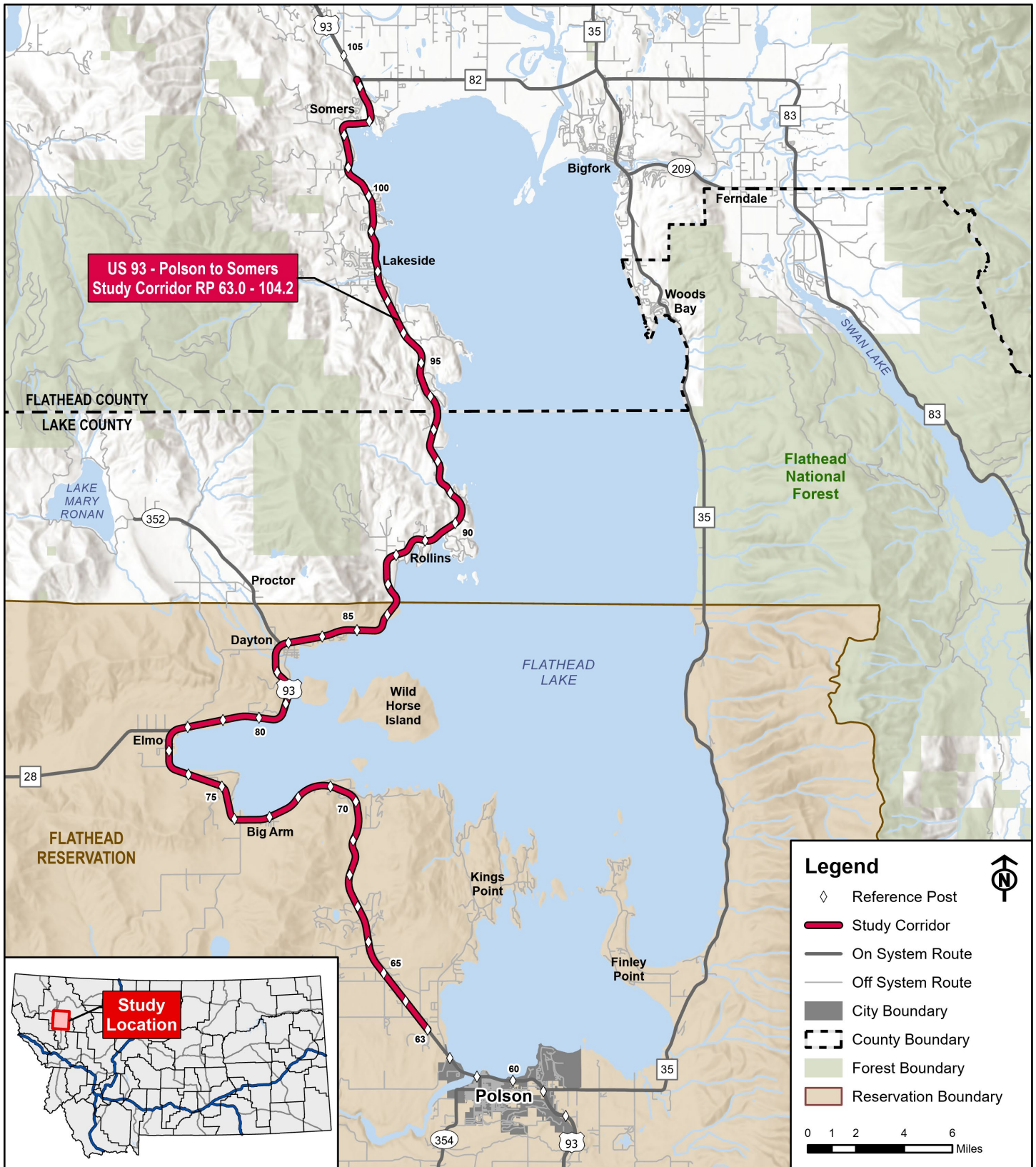
1.1. Purpose of the IP

The purpose of this IP is to guide the implementation of strategies providing ongoing opportunities for involvement by the public, stakeholders, and Tribal and agency representatives throughout the corridor study process. Education and outreach are essential elements in the study process. Providing complete information, timely notices, and ample opportunities to comment, as well as ensuring full access to key decisions, will help achieve MDT's public involvement goals. The methods described in this IP are not intended to restrict consideration or use of other methods to encourage Tribal, agency and public participation. Early and continuous involvement in all major actions and decisions is paramount to the success of the planning process.

1.2. Study Area

The study area includes US 93 starting north of Polson at reference point (RP) 63.0 and ending north of Somers at RP 104.2. US 93 is a National Highway System route that is important to the local, State, and Federal transportation system. The Polson to Somers corridor spans Lake and Flathead Counties, crosses the Flathead Reservation, and passes through many small and medium-sized communities including Polson, Big Arm, Elmo, Dayton, Rollins, Lakeside, and Somers. The scenic corridor is rich in natural and cultural resources and follows the western shore of Flathead Lake. The study area boundary is illustrated in **Figure 1**.

¹ Montana Department of Transportation, *Public Involvement Plan*, available at: <https://www.mdt.mt.gov/publications/docs/manuals/pubinvhb.pdf>



2.0. AUDIENCES

Active participation and input will be encouraged at every stage of the planning process. Key audiences that will be involved in this process include both internal and external stakeholders. Internal stakeholders are involved in the planning process and are tasked with making decisions both through the planning process and through future project implementation. External stakeholders include everyone with interest or expertise related to the study corridor.

2.1. Plan Contacts

Contact information for the MDT and Consultant project managers will be provided in all information that is published. This information is provided below:

Jackson Lang

Montana Department of Transportation
MDT Project Manager
2701 Prospect Ave
PO Box 201001
Helena, MT 59620
406.444.3246
jl原因@mt.gov

Sarah Nicolai

Robert Peccia and Associates
Consultant Project Manager
3147 Saddle Drive
Helena, MT 59601
406.447.5038
snicolai@rpa-hln.com

2.2. Advisory Committee

An advisory committee (AC) will be established to guide the study process and review deliverables produced by the consultant team. Approximately ten (10) AC meetings will be scheduled over the 15-month study period in coordination with planned deliverables. Meetings will track progress and address study development issues and questions. The meetings are important for the exchange of technical information and ideas during the development of the study.

During these meetings, the consultant will make regular presentations covering the current work effort and the AC will identify and discuss any issues or concerns. Meetings will provide the planning team with essential feedback and guidance and will also provide the AC with opportunities to guide the development of the corridor study. Anticipated discussion topics are listed below.

- **AC Meeting 1:** Kickoff, Work Plan, *Involvement Plan*, Study Schedule
- **AC Meeting 2:** Resource Agency Meeting Preparation, *Environmental Scan*
- **AC Meeting 3:** Resource Agency Meeting Summary, *Draft Existing and Projected Conditions Memo*
- **AC Meeting 4:** Outreach #1 Summary, *Draft Needs and Objectives Memo*
- **AC Meeting 5:** Initial Improvement Options
- **AC Meeting 6:** *Draft Improvement Options Memo*, Outreach #2 Preparation
- **AC Meeting 7:** Outreach #2 Summary, *Draft Corridor Study Report*, Public Review Period
- **AC Meeting 8:** Public Comments, *Final Corridor Study Report*
- **AC Meeting 9:** Access Management Findings/Recommendations
- **AC Meeting 10:** *Access Management Plan*

2.3. Tribal Council and Tribal Historic Preservation Office (THPO)

The CSKT are governed by an elected Tribal Council and Tribal Chairperson. The Council is comprised of 10 members representing 8 districts of the Flathead Reservation. Each member is elected for a four-year staggered term. The Chair serves as the Chief Executive Officer of the Tribes. MDT regularly meets with the Tribal Council to discuss transportation matters and ongoing projects within the Flathead Reservation. Additionally, MDT's historians and archaeologists regularly coordinate with the THPO on Tribal and cultural resource matters. The planning process will build upon these longstanding relationships between MDT, the CSKT Tribal Council, and the CSKT THPO to facilitate productive discussions and build support for the corridor study.

2.4. Resource Agencies

The planning team will coordinate with study team members, the AC, and MDT to develop a list of key resource agency contacts for this study. Involvement is anticipated from State, Federal and Tribal agencies such as the Montana Department of Environmental Quality (MDEQ), Montana Fish, Wildlife & Parks (MFWP), United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), the CSKT THPO, and CSKT Natural Resources Department (NRD). Agencies will be asked to help confirm resources within the study corridor, define mitigation requirements, and identify opportunities to avoid or offset potential project impacts.

2.5. Other Stakeholders

Input from a diverse range of stakeholders is important to the planning process. Areas of concern will be identified through stakeholder outreach and may include safety, traffic operations, property access, wildlife, and cultural concerns. Specific stakeholder representatives will be identified in coordination with study team members, the AC, and MDT. Stakeholders may include Tribal community members and residents, Tribal and County government entities, law enforcement and emergency service providers, schools, local business owners, adjacent landowners, wildlife and conservation organizations, trucking and freight representatives, utilities, recreational groups, and other interested and knowledgeable individuals. Potential stakeholders include:

- Confederated Salish and Kootenai Tribes
- Lake County
- Flathead County
- City of Polson
- Polson Rural Fire District
- Big Arm Fire Department
- Lakeside Quick Response Unit
- Polson Police Department
- Montana Highway Patrol
- Montana Trucking Association
- Polson Airport
- Polson School District 23
- Somers-Lakeside School District 29
- Polson Chamber of Commerce
- Lakeside-Somers Chamber of Commerce
- Upper West Shore Alliance
- Flathead Lakers
- Flathead Lake Biological Station
- Lake County Conservation District
- Western Montana Area VI Agency on Aging
- Summit Independent Living
- Flathead County Economic Development Authority
- Adjacent landowners and businesses
- Recreational organizations and guides
- Others as identified or requested

2.6. Public

Members of the public have a vested interest in safe and efficient travel on Montana's public roadways. To address public concerns, comments and input will be collected and considered throughout the planning process. An official comment period will be provided after the release of the draft report. Additionally, all comments and concerns received at meetings and through individual discussions will be considered by the AC throughout the planning process and will help establish critical areas of concern and consideration.

3.0. STRATEGIES AND TOOLS

Engagement strategies are intended to share information about the planning process, offer opportunities for dialogue, identify known barriers and constraints within the corridor, and obtain meaningful input by reaching a diverse cross section of interests. Individual strategies and outreach tools are discussed below.

3.1. Study Website

A study website will be used to encourage public interaction and to provide study information. The website will be hosted by MDT and updated as needed throughout the study process. Informational material will be posted to the website including contact information, meeting announcements, frequently asked questions (FAQs) about the corridor study process, a description of the study, and study documents.

To supplement MDT's traditional online commenting system, MDT will also offer an interactive map platform allowing the public to provide feedback on the performance of the existing transportation corridor. Visitors to the platform will be able to leave comments tagged to specific locations noting their concerns and feedback.

3.2. Public Informational Meetings

Public informational meetings will take place at two key points during the planning study. The first informational meeting will occur after initial existing and projected conditions have been evaluated for the study area. The purpose of this meeting will be to present the corridor study process, explain how to become and stay involved, and discuss preliminary issues and concerns within the study area. The meeting will allow members of the public to provide information about existing and projected conditions and share input for developing the needs and objectives for the corridor.

The second informational meeting will occur after initial recommendations are identified. The purpose will be to present options considered and discuss preliminary recommendations. Members of the public will be invited to provide feedback on improvement options and preliminary recommendations.

For each set of informational meetings, in-person open houses will be provided in two separate locations to better serve the communities along the corridor and to encourage greater participation from roadway users and residents. The open houses will be held in the southern and northern portions of the corridor (potentially in Polson, Somers, Elmo, Lakeside, and/or Kalispell). In addition to the in-person meetings, MDT will host virtual meetings using an online platform (such as Zoom or Microsoft Teams). The virtual meetings will consist of a brief presentation followed by an open question and answer period. Display materials from the in-person meetings and

recordings of the virtual meetings will be posted to the website for those unable to attend the live events.

Meeting announcements will be developed and advertised 15 business days prior to informational meetings. The ads will announce meeting locations, times, and dates; the format and purpose of the meetings; and the locations where documents may be reviewed (if applicable). The *Lake County Leader*, *Flathead Beacon*, *Valley Journal*, *Daily Inter Lake*, and *Char-Koosta News* may carry display ads announcing the meeting details. Meetings may also be announced on local radio and/or television stations, by email to the study contact list, and by mail to adjacent landowners.

A newsletter/flyer will be developed before each set of informational meetings. The newsletters will describe work in progress, preliminary findings and recommendations, and other relevant topics. The newsletter will be posted to the study website, emailed to the study contact list, and provided to AC members and select stakeholders for distribution to their constituents and posting to their respective websites. Printed copies of newsletters will be available at the informational meetings.

3.3. CSKT Tribal Council Presentations

Keeping the CSKT Tribal Council apprised will be important to secure support for study findings and recommendations. Initially, MDT will introduce the study to the CSKT Tribal Council at a regularly scheduled meeting attended by the MDT Missoula District. Additionally, the study team will provide two (2) presentations to the CSKT Tribal Council coinciding with the timing of public informational meetings. The first presentation will be used to discuss the purpose of the study and initial findings from the existing and projected conditions evaluation. The second presentation will present improvement options and initial study recommendations. These presentations will be important to facilitate government-to-government communication between MDT and the CSKT.

3.4. THPO/Culture Committee Coordination

As the planning team conducts research to confirm cultural resources within the study corridor, coordination with the THPO, Salish-Pend d'Oreille, and Kootenai Culture Committees will be important to understand important Tribal cultural and historic resources and communicate the study process. Government-to-government coordination will occur between MDT and the CSKT THPO and Culture Committees, as appropriate over the course of the study, which may involve a formal letter and/or virtual meeting.

3.5. Resource Agency Meeting

A virtual resource agency meeting will be held to present the findings of the draft *Environmental Scan* as well as the initial findings of the *Existing and Projected Conditions Report*. The resource agencies will be asked to help identify initial avoidance areas, mitigation needs, and opportunities. To ensure maximum participation, a scheduling poll will be emailed to resource agency contacts to identify the meeting date and time. Heightened agency interest is anticipated given the sensitive resources in the US 93 corridor, the level of known wildlife activity, and the ongoing Tribal, State, and Federal collaboration and involvement throughout the broader US 93 corridor.

3.6. Stakeholder Outreach

To improve engagement and gain valuable information, the study team will target key stakeholder groups that are familiar with land uses, resources, and transportation needs in the corridor. During the information-gathering phase of the study, the planning team will reach out to select stakeholders to schedule up to ten (10) virtual meetings with interested parties. The purpose of these conversations will be collaborative and interactive to identify issues and concerns within the corridor. The information gathered from the conversations will help the study team fill potential data gaps and identify areas for special consideration throughout the planning process. Additionally, the study team will send electronic study updates and announcements to the full stakeholder list identified in coordination with MDT and the AC to encourage broad stakeholder participation in the planning process.

3.7. Tribal, Agency, and Public Review Period

The planning team will facilitate a Tribal, agency, and public review period for the draft *US 93 Polson to Somers Corridor Study* to obtain input and feedback. This will be an important opportunity to demonstrate how the study incorporates background research and considers Tribal, resource agency, and public input received to arrive at the study findings and determinations. Targeted emails will announce availability of the draft study, within specific focus on identified stakeholders and resource agencies to request their review and comment on the draft study.

3.8. Access Management Notification

As part of the access management planning process for the corridor, letters will be mailed to all adjacent property owners. Flathead County, Lake County, and CSKT representatives will be informed of the access management process during AC meetings, and a separate letter will be mailed to the Flathead County Commissioners, Lake County Commissioners, and CSKT Tribal Council. These notifications will serve to explain the access management planning process and how individuals and local jurisdictions may be affected.

4.0. ACCESS AND VISIBILITY

The planning team will be available to all interested parties for the purposes of receiving comments and answering questions. All information published regarding the corridor study will provide contact information for the project managers. Comments can be submitted throughout the planning process via the website, in writing, by phone, or by email.

4.1. Information Availability

Technical and planning-level information related to the data used in the development of the study will be available in memoranda, mapping, graphics, and other formats. The materials will be made available on the study website.

4.2. Consideration of Public Input

Input and comments from stakeholders and the public will be considered by the AC throughout the planning process. Public comments received on the draft report will be documented and included as an appendix in the final report.

4.3. Equity Considerations/Traditionally Underserved Populations

Additional efforts are necessary to equitably involve traditionally underserved segments of the population, including disabled, elderly, minority, and low-income individuals, with specific focus on CSKT Tribal members and Flathead Reservation residents. The following steps will help with these efforts.

- **Provide appropriate accommodations:** Appropriate non-discrimination statements and alternative accommodation contacts will be provided on all printed materials. Accessibility accommodations will be offered for all public outreach activities, including virtual meetings. Upon request, alternative participation methods and materials will be made available.
- **Seek help from community leaders and organizations:** To facilitate meaningful involvement with traditionally underserved populations, consultation with Tribal community leaders will be conducted to determine the most effective times, methods, and locations to reach the Tribal community population.
- **Be sensitive to diverse audiences:** At meetings and in printed materials, the study team will attempt to communicate clearly and understandably and be sensitive to Tribal cultural concerns. Printed materials will be developed using easy-to-understand language.

5.0. OUTREACH SUMMARY AND SCHEDULE

This plan establishes guidelines and procedures for encouraging Tribal, agency, and public participation. The following strategies will be used to share information and seek input.

- A study website will be developed to share information about the planning process and to publish study materials.
- A mailing list will be developed to contact interested stakeholders and members of the public.
- Newsletters and media announcements will be developed in advance of public informational meetings.
- Two sets of public informational meetings will be held to learn about issues and concerns and to share study findings.
- Targeted outreach will occur with the Tribal Council, resource agencies, and stakeholders.
- Public comments and input will be collected and considered throughout the study.
- Published materials will be available in alternative formats and be sensitive to diverse audiences.

The anticipated schedule follows a 15-month time frame. A public draft of the *US 93 Polson-Somers Corridor Study* is anticipated by January 2025, with a draft *Access Management Plan* anticipated by April 2025. All work is anticipated to be completed by May 2025. **Figure 2** illustrates the anticipated schedule.

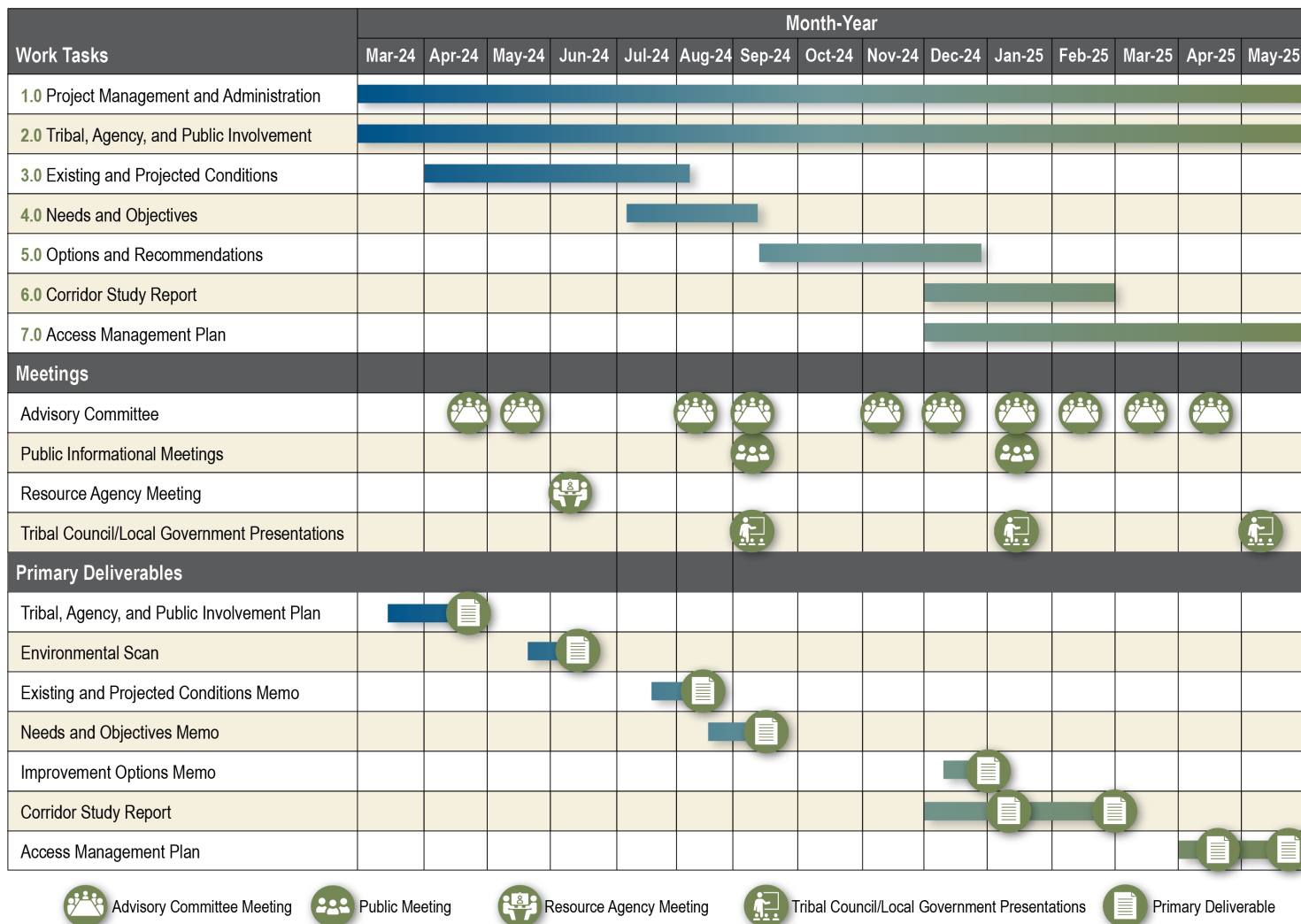


Figure 2: Anticipated Study Schedule

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue., PO Box 201001, Helena, MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.

This document is printed at State expense. Information on the cost of producing this publication may be obtained by contacting the Department of Administration.

MEETING SUMMARY

Public Outreach – September 2024

MEETING OVERVIEW

MDT hosted a set of in-person and virtual informational meetings on September 18, 19, and 26, 2024. The purpose of the meetings was to provide an overview of the study process, summarize initial findings from the study, and offer an opportunity for the public to ask questions and share feedback.

Exhibits were provided at the in-person open house to guide discussions. Members of the planning team were present to answer questions and address comments from attendees. The virtual meeting began with a brief presentation followed by a question-and-answer period. Attendees with internet access could view presentation slides and submit written questions using the Zoom platform. Attendees without internet access could call into the meeting and listen to the presentation and responses.

MEETING DETAILS

In Person

Date: September 18 and 19, 2024

Time: 4:00 PM – 6:00 PM

Location: Polson Library
Somers Fire Hall

Virtual

Date: September 26, 2024

Time: 12:00 PM – 1:00 PM

OUTREACH AND PUBLIC NOTICE

Public notice was provided in multiple formats in advance of the informational meetings. A news release was issued to regional media outlets, and advertisements were placed in the *Daily Interlake* and *Lake County Leader* newspapers. Postcard invitations were mailed to 5,113 adjacent residents and landowners. Electronic invitations were sent to identified stakeholders and study contacts. Electronic notice was also posted to the study website.

ATTENDEES

A total of 27 people signed in at the Polson in-person open house, 63 people signed in at the Somers in-person open house, and additional attendees were present but chose not to sign in. A total of 19 people attended the virtual meeting, and an additional 11 people registered for the virtual meeting but did not attend. The following MDT and advisory committee representatives participated in one or more meetings and are not included in these counts.

- | | | |
|--------------------|--|-----|
| • Jackson Lang | Corridor Study Planner/Project Manager | MDT |
| • Bob Vosen | Missoula District Administrator | MDT |
| • Joel Boucher | Missoula District Preconstruction Engineer | MDT |
| • Rebecca Anderson | Missoula District Traffic Engineer | MDT |
| • Vicki Crnich | Statewide & Urban Planner | MDT |

• Geoff Streeter	Statewide & Urban Planner	MDT
• Samantha Wood	Statewide & Urban Planner	MDT
• Nikki Jurkovic	Statewide & Urban Air Quality Planner	MDT
• Scott Johnston	Roads Program Manager	CSKT
• Sarah Nicolai	Project Manager	RPA
• Scott Randall	Senior Advisor	RPA
• Kerry Lynch	Engineer/Planner	RPA

MEETING MATERIALS

A printed newsletter was provided at the in-person meetings that outlined the study process, study schedule, and how to learn more about the study. A series of exhibits were displayed at the two in-person meeting locations summarizing the planning process and study schedule, corridor characteristics, and key findings about traffic, safety, and environmental conditions in the corridor. A PowerPoint presentation was provided during the virtual meeting. Copies of the newsletter, exhibits, and meeting recording were posted to the study website following the meetings.

SUMMARY OF PUBLIC COMMENTS

A variety of feedback was received from participants at the in-person open house meetings. Verbal comments received at the meeting were not formally recorded, however conversation topics captured by members of the study team are listed alphabetically in **Table 1**.

Table 1: Summary of General Discussion Topics at Open House Meetings

Topic	Comments
Access	- No additional highway access should be provided along US 93. There are already too many driveways. - Access on/off the highway is dangerous, especially where visibility is limited and high-speed vehicles are approaching or following. - Consider consolidating accesses, adding turn lanes & pullouts, and increasing traffic control (i.e. signal or roundabouts) at high-volume intersections.
Development & Tourism	Additional development is unwanted and adds to traffic congestion. Out-of-state drivers often exceed speed limits. Locals want more say in what developments are approved.
Driver Behavior	People make unsafe passing maneuvers and turns.
Incident/ Emergency Management	- The narrow, two-lane road makes incident management very challenging. A crash or other incident can shut down the highway and cause significant delays, and it is difficult for emergency responders to reach the scene. - Alternate routes are desirable to re-route traffic in an emergency. - Improved access is needed from the Somers Fire Hall to US 93.
Noise	- Traffic noise is increasing due to growing traffic volumes, older trucks, and motorcycles. - Install barriers or vegetation, particularly in residential areas. - Enforce noise restrictions (compression brakes).
Non-Motorist Accommodations	- Additional shared use facilities are desired, including a continuous bike/pedestrian path along the highway. - Highway crossings need to be improved in high-use areas (i.e. pedestrian bridges, RRFB, PHB).

Topic	Comments
Passing Lanes & Zones	- Large trucks, RVs, school buses, and other slow-moving vehicles are difficult to pass and cause delays. - Some passing zones are located in segments intersected by one or multiple approaches, making it unsafe for people turning onto and off the highway. Striped passing zones should be eliminated where unsafe for visibility or access reasons. - Other passing zones are too short to safely make a passing maneuver. Passing zones should be extended to ensure they are long enough for safe passing. - Additional passing lanes are needed throughout the corridor to alleviate congestion, particularly during peak travel times.
Pullouts	Additional pullouts for slow-moving vehicles and for law enforcement stops are needed throughout the corridor.
Roadway Width	Widened shoulders should be provided throughout the corridor. Four travel lanes should be provided where possible.
Speeds & Enforcement	- Vehicles travel too fast through the corridor and cause safety concerns for turning vehicles and non-motorists. - Posted speed limits are not obeyed. Additional enforcement of posted speed limits is needed. - Speed limits should be lowered from Somers to Lakeside and in other communities in the corridor. - Conversely, higher speed limits facilitate improved traffic flow.
Traffic	The highway can be congested, especially during summer tourist season. Travel time is lengthened, and it can be hard to find a gap in traffic to make turn movements.
Turn Lanes	It is difficult to make turning movements on and off the highway. High mainline travel speeds make it difficult to slow down when turning off the highway or speed up when turning onto the highway. Left and right turn lanes with acceleration/deceleration opportunities are needed at multiple locations.
Visibility/Sight Distance	Visibility is impacted by vertical/horizontal curves and skewed intersections throughout the corridor.
Wildlife	- Wildlife activity is common, including deer, bear, and elk. Wildlife crossings cause safety conflicts with vehicles. - Consider wildlife management practices (deer fencing, wildlife crossings, and appropriate signage) to enhance safety.

Meeting attendees had an opportunity to submit written comment cards at the open house meetings. A total of 10 comments cards were received, with comments listed below in **Table 2**.

Table 2: Written Comment Cards at Open House Meetings

ID	Comments
Comment Card 1	- The present crosswalk flashing lights at Adams St in Lakeside and at Somers Bay are limited in effectiveness. I have witnessed a number of drivers go through at 35 or higher. - I would like to see a no parking zone on the east side of 93 and Adams. Vehicle parking there create a dangerous vision to all vehicles entering from Adams. - Traffic through Lakeside has increased greatly since 2020. We are experiencing increasing delays in trying to enter or cross 93.
Comment Card 2	- Reduce speed limit between Somers and Lakeside to 45 mph the entire stretch. It's too dangerous to turn R or L because of speed, blind turns. This stretch is residential and has many R & L turns, more than most other areas in the corridor. - Turning lanes added between Somers and Lakeside.

ID	Comments
Comment Card 3	Please have varied times for future meetings and for those who work (but thank you for this meeting and how it is organized to have lots of one on one conversation).
Comment Card 4	- Safety is main concern. It is affected by those in hurry going to work, visiting, or just inconsiderate. - Many and more pullouts when there is string of traffic would be so helpful. People turn off side roads unwisely to get on Hwy 93. - Making limits for wide loaded trucks of times to allow busy times of travel to be safer.
Comment Card 5	Safety – needed right away at school road corner for red/yellow/green light to stop north/south traffic to allow parents picking up kids and especially school buses to turn safely and efficiently. Blinking yellow light for pedestrians (walkers) not even seen when many cars on the road.
Comment Card 6	- Hwy 93 Mile Marker 97 to Mile Marker 99 slow the traffic down. Reduce speed limit to 35 mph. - Add traffic control lights. Add electronic speed checks & issue tickets to vehicle speeding.
Comment Card 7	Jette Lake entrance/exit is flat dangerous! And grows even more so with the ever-increasing traffic and the speed of that traffic. Never mind the terrible sight lines from the south.
Comment Card 8	- Reduce speed limit from 70 mph to 55 to 60 mph. With traffic increase this reduction may help to reduce accidents. - If possible, increase passing lanes to double lanes throughout. - Out of state vehicles tend to exceed speed limit. They will drive 70 perhaps if speed limit is reduced.
Comment Card 9	- Speed limits needs to be reduced. - More passing lanes. - Going north from Big Arm School, the speed limits needs to remain at 45-55 mph. Now it changes to 70 mph right before curving road and Big Arm Campground.
Comment Card 10	- Good luck to the best decision making process while considering safety, environmental, and tribal cultural locations as well as collision and wildlife hits. - Looking forward to hearing about the future plans in regards to river, stream, watershed, and wetland impacts as well as potential impacts of cultural sites. - Wildlife overpasses and underpasses might be a consideration if one markets the savings to auto insurance industry and customers.

During the in-person meetings, attendees also had an opportunity to use markers or sticky notes to provide comments about specific locations on a printed aerial map of the corridor. Approximately 75 comments were made on the printed map. Following the meetings, all location-based comments were entered into the online commenting map and will be summarized separately at the end of the study.

Table 3 lists comments provided by attendees at the virtual informational meeting. Attendees submitted written comments through the Zoom Q&A portal, and responses were provided live during the meeting. Topics are listed alphabetically.

Table 3: Summary of Public Comments – Virtual Meeting

Topic	Comments/Questions
Implementation	Where does this study and possible recommendations fall on the priority scale relative to other MDT projects? Just curious given the competitive funding nature. Appreciate the call and your time on this.
Non-Motorist Facilities	The recent pedestrian studies in Lakeside stated no changes needed, but that the area was missing needed facilities if recommendations were needed. Will this be something you look at in this study? Way to make sure future pedestrian walk ways can be improved.

Topic	Comments/Questions
Non-Motorist Facilities	I am late to the conversation but I wonder if a bike/walk path between Somers and Lakeside is in the future. Thanks.
	Are there bike paths planned
Other Planning Efforts	Were there any changes made or planned as a result of the study you referenced (at Polson) that was completed in 2011?
	Will there be a study of the lower corridor around Polson at some point?
Roadway Expansion	We live on Seven Row in Somers (the eye of the needle) a few years ago MDT employees were scouring the cliffs across from us and along Seven Row looking for their markers- are you thinking of widening the road in this location?
	How much notice will we home owners receive prior to a decision to widen the road, if it did happen?
Speeds	Are you intending on changing any speed limits?
Traffic	Comment not a question. Having living full time just south of Lakeside for 45 years, especially over the last 4 years there has been a dramatic increase in housing in the Lakeside Somers area which corresponds to the increase in all traffic related stats.

MEETING SUMMARY

CSKT Tribal Council and CSKT Tribal Elders

MEETING GOALS

The purpose of these meetings was to provide an overview of the study process, present key findings to date, and request Tribal input on the study.

MEETING DETAILS

CSKT Tribal Council

Location: CSKT Tribal Complex

Date: September 17, 2024

Time: 10:00 AM – 11:30 AM

Kootenai Elders

Location: Elmo Tribal Center

Date: October 9, 2024

Time: 2:00 PM – 3:00 PM

AGENDA ITEMS

1. Welcome
2. Planning Study Overview
3. Study Area
4. Areas of Concern & Key Findings
5. Study Schedule & Next Steps

ATTENDEES

Multiple CSKT Tribal representatives participated in the Tribal Council and Kootenai Elders meetings. Additionally, the following representatives from MDT and RPA participated.

- | | | |
|-----------------|--|-----|
| • Jackson Lang | Corridor Study Planner/Project Manager | MDT |
| • Bob Vosen | Missoula District Administrator | MDT |
| • Joel Boucher | Missoula District Preconstruction Engineer | MDT |
| • Sarah Nicolai | Project Manager | RPA |
| • Kerry Lynch | Engineer/Planner | RPA |

DISCUSSION

At both meetings, Bob Vosen provided introductory remarks and thanked the CSKT for the opportunity to discuss the study. Sarah Nicolai provided a presentation summarizing the planning process, study area, key findings to date, and upcoming steps in the study. CSKT attendees provided the following comments.

CSKT Tribal Council

- Crashes in October may be related to wild animals, and July crashes may involve driver impairment.
- Engaging with the Kootenai Elders is recommended. They meet on the 2nd Wednesday of every month at the Elmo Tribal Center.
- A new fuel/convenience station development similar to Town Pump is in the early planning stages in Elmo on the north side of the US 93/MT 28 intersection. It will be important to ensure safe, appropriate egress/ingress from all directions.
- Improved access to the Big Arm Resort is desired. The CSKT would like to schedule a separate meeting with MDT to discuss potential modifications.
- In general, people drive too fast on US 93, especially in the summer. Additional signs and warning lights could be beneficial to encourage slower speeds.
- It may be beneficial for the study to incorporate carcass salvage data from Montana Fish, Wildlife and Parks.

Kootenai Elders

- Cultural sensitivity is a top concern and should be at the forefront of the study.
- During and after the COVID-19 pandemic, many out-of-state people moved to Montana. They may not be familiar with driving in this area.
- Speeding is an issue throughout the US 93 corridor. To the south of the study area, additional enforcement is desired in the Pablo and Round Butte areas. Additional Montana Highway Patrol (MHP) patrols are needed.
- Animal crossings sometimes occur in locations where it is difficult for drivers to safely react and avoid collisions.
- Signage indicating Tribal place names would be a valuable addition in the study corridor. MDT could coordinate with the CSKT to install interpretive signage in targeted locations addressing both Salish and Kootenai naming.
- Additional pedestrian facilities within MDT right-of-way are desired, including additional pedestrian crossings in Elmo and a shared use path between Big Arm State Park and Elmo. MDT noted that long-term maintenance of paths can be a challenge and would require multi-party agreements between MDT, the county, and CSKT.
- A land swap for the gravel storage area near Rollins is desired to return the land to Tribal ownership. MDT explained this gravel storage location is a critical facility to serve the Rollins, Polson, and Hot Springs area, and a land swap would not be an option.
- The group discussed the Montana Transportation Commission and Montana Legislature roles relating to highway improvements and funding.
- The US 93 corridor carries immense cultural significance to the CSKT. Hundreds of years ago, animals traveled along the Flathead Lake shore, and CSKT ancestors also used the corridor. The ground itself has importance to native people. Interpretive signage would be one way to explain the importance and reference how the land was used before the road was constructed.

ACTION ITEMS

- The study will request and consider MFWP carcass data.
- Interpretive signage will be incorporated as a study recommendation.
- The study will consider speeds, wild animal conflicts, and other safety and operational issues.

MEETING SUMMARY

Public Outreach – February 2025

MEETING OVERVIEW

MDT hosted a set of in-person and virtual informational meetings on February 18, 19, and 20, 2025. The purpose of the meetings was to provide an overview of the study process, present initial improvement options, and offer an opportunity for the public to ask questions and share feedback.

Exhibits were provided at the in-person open house to guide discussions. Members of the planning team were present to answer questions and address comments from attendees. The virtual meeting began with a brief presentation followed by a question-and-answer period. Attendees with internet access could view presentation slides and submit written questions using the Zoom platform. Attendees without internet access could call into the meeting and listen to the presentation and responses.

MEETING DETAILS

In Person

Date: February 18 and 19, 2025

Time: 4:30 PM – 6:30 PM

Location: Polson Library
Somers Fire Hall

Virtual

Date: February 20, 2025

Time: 12:00 PM – 1:00 PM

OUTREACH AND PUBLIC NOTICE

Public notice was provided in multiple formats in advance of the informational meetings. A news release was issued to regional media outlets, and advertisements were placed in the *Daily Interlake* and *Lake County Leader* newspapers. Postcard invitations were mailed to 4,416 adjacent residents and landowners. Electronic invitations were sent to identified stakeholders and study contacts. Electronic notice was also posted to the study website.

ATTENDEES

A total of 8 people signed in at the Polson in-person open house, 59 people signed in at the Somers in-person open house, and additional attendees were present but chose not to sign in. A total of 13 people attended the virtual meeting, and an additional 15 people registered for the virtual meeting but did not attend. The following MDT and advisory committee representatives participated in one or more meetings and are not included in these counts.

- | | | |
|-----------------|--|-----|
| • Jackson Lang | Corridor Study Planner/Project Manager | MDT |
| • Bob Vosen | Missoula District Administrator | MDT |
| • Joel Boucher | Missoula District Preconstruction Engineer | MDT |
| • Vicki Crnich | Statewide & Urban Planner | MDT |
| • Lynn Peterson | Statewide & Urban Planner | MDT |

• Sarah Nicolai	Project Manager	RPA
• Scott Randall	Senior Advisor	RPA
• Kerry Lynch	Engineer/Planner	RPA

MEETING MATERIALS

A printed newsletter was provided at the in-person meetings that outlined initial improvement options, next steps in the process, and how to submit comments about the study. A series of exhibits were displayed at the two in-person meeting locations summarizing the planning process and study schedule, needs and objectives, spot improvements, corridor-wide improvements, and policy improvements. Roll plots illustrated initial improvement options in more detail on aerial imagery. A PowerPoint presentation was provided during the virtual meeting. Copies of the newsletter, exhibits, and meeting recording were posted to the study website following the meetings.

SUMMARY OF PUBLIC COMMENTS

A variety of feedback was received from participants at the in-person open house meetings. Verbal comments received at the meeting were not formally recorded, however conversation topics noted by members of the study team closely resembled previous public outreach. Topics included access, development and tourism, environmental impacts, intersection configuration and traffic control, noise, non-motorist accommodations, passing lanes and zones, signage and advance warnings, turnouts, roadway widening, speeds, traffic volumes, turn lanes, visibility and sight distance, and wildlife concerns.

Meeting attendees had an opportunity to submit written comment cards at the open house meetings. A total of 5 comments cards were received. Additionally, 3 letters and 8 emails were received before and after the meetings. Comments from these sources are listed below in **Table 2**.

Table 1: Comment Cards, Letters, and Emails

ID	Comments
Comment Card 1	Traffic light needed at intersection of Boon Rd & Route 93. Boat launch is getting dangerous.
Comment Card 2	Speed limit too high at mile marker 83 – 86 where new boat launch is going in 70 mph with blind corner.
Comment Card 3	Wildlife mitigation on Highway 93 – so very needed. Overpasses – how to fund?
Comment Card 4	Thank you for the opportunity to learn and comment! Somers “T” intersection US93/MT82. *life & death issue: light patterns* Pedestrian and cyclist crossing 82 north or south have <u>NO</u> safe window, not much better for 93 x-ing east/west. Need crossing request button that <u>locks down</u> through and turn vehicles.
Comment Card 5	- Please provide information as to the proposed Steamboat Landing Subdivision and potential spread of remaining hazardous material from BNSF site. - Additionally, please address precautions for seismic activity within Somers area. - How will the proposed Lakeside County Sewer & Water District expansion project (Wiley Dike Rd & Somers Stage area) Be impacted/impact this area/stormwater/sewer pipes & Drains. A 25 mile “buffer” from Flathead Lake seems narrow. - How will wetlands and other vulnerable areas be affected?

ID	Comments
Letter 1	• Add as many truck lanes as possible on the large hills and continue them beyond the tops of the hills so as to allow the trucks to regain speed helping to avoid backups when merging back to 2 lane. • Extend the 45 mph zone northbound from the Somers Pot Shop hill to the intersection of 93 and 82. This would reduce speed at the intersection and only take about 10 seconds more time than it currently does. Reducing the speed southbound to 45 may also help. • Put an overpass at 93 and 82 to streamline the backups it currently creates. • Designate Hwy 35 as an alternate scenic route 93 and it may make it eligible for more funding that could make it much safer and more efficient therein streamlining traffic along the lake. • Go straight north from Polson across to the east end of wild horse island with 2 golden gate style bridges rejoining 93 south of Rollins. This would make the west shore much more attractive to trucks. And would help really overrun the valley with even more traffic.
Letter 2	• I live about 1 ½ miles north of Polson off of highway 93. I drive this road nearly every day. This is a very dangerous road and needs improvement soon. I will mostly address the highway north of Polson. • This highway sees two seasons with two different traffic patterns. The first is the summer season about June 15 to October 1. I call this the "no left turn period" based on the traffic issues. Traffic is terrible with many tourists, RVS etc. heading for Kalispell or Glacier Park. We try to avoid going uptown after around 10 am. I have seen traffic backed up north from the Polson bridge for about 2 miles, mostly tourists. You see a similar backup within Polson and going south from Polson. Trying to get on and off the highway can be very dangerous. One tries to use one of the three traffic lights in order to make a turn, if one exists. • The two portions of this highway I think need the most repair, they are from Polson bridge to the top of Jetty Hill (turn to JETTY LAKE development) about 3 miles in length. Jetty Hill has a passing lane. When traffic comes down Jetty Hill they usually do not slow down. • Improving the road further north to Big Arm might be a good idea also. Between the bridge at Polson and within this 3-mile section is a two-lane highway, no shoulder and only one turn to a development (why?). In this area there are over 20 driveways, one church, an airport, five businesses, a large restaurant, and a herd of deer. Included in this area are two propane companies (potential safety hazards). To this length we add some very bad drivers, (tailgating and speeding). This is very dangerous when you are trying to slow down to make a turn on-to or off-of the highway. • Does your planning include improving the 2-lane bridge over the Flathead River? Anything blocking this bridge would create a <u>major</u> traffic problem especially during summer with many large motor homes, RVs and semi-trucks on the highway, and many large trucks at night. Us locals know about a shortcut from Polson to Ronan called "back road" or highway 354. This road can take you to the next downstream bridge, Buffalo Bridge as a detour if the hwy. 93 bridge is blocked or to Ronan. The roads to and from Buffalo Bridge would have to be improved. Again, if the bridge on hwy. 93 is blocked., north bound traffic could use highway 35, if they could get turned around in Polson (not easy with back-to-back traffic and large RVs). Highway 35 is narrow and winding with few places to pass and no shoulder. Needs improvement but with the houses and cherry orchards, not much a right-of-way. not too easy • It would be a good idea to eliminate parking along highway 93 within Polson, only 4 blocks. This might go against Montana's idea to not try to regulate Montanan's rights, but safety and traffic flow should come first. • The tribes have advertised their plans to add a casino adjacent to highway 93 just north of the airport. You should make plans for the added traffic if this happens. Another thing to be addressed are three intersections near the end of the airport. Irvine Flats Road and Rocky Point Road intersect highway 93 close to one another along with the restaurant called The Shoe. The turn to Irvine Flats Road also goes to a large RV park. I suggest combining these three intersections to one and perhaps adding a traffic light. • More traffic enforcement is needed. As this area grows there are more drivers and contractors. Improving this highway might help. • The second section needing improvement is the highway from Lakeside to Somers. The highway between these two sections is not too bad, although it has no passing lanes and a narrow shoulder, a busy boat launch (with inadequate parking) and is full of tourists during the summer along with wildlife. All of the adjacent homes, lack of right-of-way, and traffic will give you many challenges during construction. • What is needed is a second road through Polson but if that happens you are faced with a two-lane bridge over the Flathead River, which is a bottle neck and a second bridge over the river is needed. • The second season is the non-tourist season, October 1 to June. Here one sees normal highway traffic and many semi-trucks. The early morning sees the commuters from about 7:30 to 8:30 am. and the afternoon flow also. Add some darkness, snow, ice and deer and you have some interesting (and dangerous) driving issues with the bad drivers in this area. A wildlife fence and wildlife crossings would be

ID	Comments
Letter 2, continued	a smart addition also. With the growth in this area and further north, better traffic management to sorely needed. I hope you get this highway improved and soon. It is crazy to have a great 4-lane highway from Polson to Ronan and we have this inadequate and dangerous highway north of Polson. Not good planning.
Letter 3	- There are at least 200 rural property owners that live along US 93 north and south of Rollins, Montana roughly from Mile Marker 88 to 91, middle of your Polson to Somers study. - In prior communication attached in 2023, I asked for noise reduction signage along I93 through the Rollins corridor. I was told by Bob Vosen MDT Dist. Administrator and Joan Redeem Exec. Assistant Communication to work with my Lake County Commissioners. Lake Commissioner Bill Barron replied that the County was <u>not willing</u> to be the responsible party because Highway I93 is a U.S. State Route with state signs, on a state right of way. I was also told that MDT has made a decision to not replace signs if removed or damaged because they have thousands of signs statewide and cost is not insignificant. "MDT has chosen to not burden the taxpayers". - The MDT sign catalog has 51 pages averaging 11 signs per page totaling about 561 signs plus probably many more not cataloged. In 2006, MDT web site says you installed 50 roadside geological markers with the rest of the web page giving an overview of the geological history. Geo markers are nice to have however; if you are squeezing the budget for maintaining and erecting new signs then I submit this internal MDT decision goes against State law. Montana Code Annotated 2023 61-8-203 requires MDT to place traffic control devices on highways it maintains and approve traffic control devices on highways under its jurisdiction. If there is an exception to this law, please let me know. - As part of your long range study please note that the MCA above does NOT authorize MDT to defray its State responsibility to others like Lake County or myself as a local Rollins, Montana property owner. MDT is required by law to erect signs; if there is another law usurping MCA 2023 61-8-203 tell me what it is so I can get it changed. Obviously, the county is NOT budgeted to purchase, erect, maintain and take liability for U.S. Route 93 signage which is a federal subsidized and state owned highway. I have already paid my share to MDT, as well as all Montana drivers and out of State travelers in state and federal gas taxes at the pump so please do not insult us by deferring MDT responsibilities to those who are your employers and funders. You have hundreds of signs in your catalog and a data base of all the signs erected, so obviously there is a big budget and you have thousands of signs statewide and these need to be maintained as well as new ones budgeted. Signs are all about safety and preventing accidents; if you stop maintaining the signs and stop erecting new signs then Montana and out-of-state travelers get injured and killed. Montana legal liability increases accordingly. - There is at least one section of I93 immediately between Mile Marker 89 and 90 about a half mile south of Rollins Country store with a long down grade going south that is particularly bad with diesel truck Jake braking especially older trucks, older logging rigs, open container trucks, open flatbeds carrying equipment, etc. - Also I see on your US 93 Corridor Study map feedback link you are planning for more signs, i.e. more cultural signage, wildlife vehicle conflict mitigation (signage), turnouts for slow moving vehicles (signage), High Visibility improvements & Advanced Warning Signs, Passing No Passing Zones (signs), Turn lanes at spot locations (signs) however, nothing for traffic noise which is terrible along this corridor. This noise became much worse when US Route was first constructed because the side of the highway embankment was cut much steeper and higher creating an amphitheater effect reflecting the noise up toward all the rural property owners living above the Highway 93 for the beautiful lake, mountain and island views of Flathead Lake and the Mission Mountain Range. - This section of U.S. Route should have at least one or two of your standard signs on Page 7 of 51 of your MDT Sign Catalog, titled "Compression Brake Mufflers Required". From prior communication attached I was told this sign cost \$432.00 installed. The Montana DOT 2 year biennium budget for 2024 - 2025 is \$1.9 billion. I would guess the time spent debating this one or two signs for the Rollins corridor between Mile Marker 89 and 90 have exceeded the cost of installing it. Whoever is giving the direction to pinch the State budget for road and highway signage maintenance & erection needs to be fired for not following the Montana State laws and supporting the rural areas. No one should have to go through all this red tape to get one or two signs erected that cost \$432.00 each.

ID	Comments
Letter 3, continued	• If there is political or financial pressure on MDT to stonewall or under fund or not fund necessary local signage requested by Montana property owners along Hwy 93 this goes against MCA 2023 61-8-203 requiring MDT to place traffic control devices on highways it maintains and approve traffic control devices on highways under its jurisdiction. In short you cannot abandon maintaining or erecting Montana the thousands of signs across Montana just to save us money as this creates an evolving huge safety and liability problem for Montana State and the State Citizens and business owners. This is like saying you will not plow the roads during winter because MDT decided it will save taxpayer money. • Montana Code Annotated 2023 61-9-521 establishes violation of engine compression brakes with penalty of a misdemeanor and fines not to exceed \$500. MCA 61-9-321 establishes engine compression brakes must be equipped with a good working condition muffler to prevent excessive noise. This is not happening on a significant number of commercial vehicles traveling north and south on the Rollins U.S. Route 93 corridor. Basically the compression brake extreme noise problem is happening with older trucks. I found this 2005 Montana House Bill 498 prohibits the use of engine compression brake devices within the jurisdiction of a municipality. The municipalities in your study are Flathead and Lake Counties. I cannot find if this passed. • Bottom line, there is no signage on U.S Route 93 for no compression brakes or muffling of compression brakes, no enforcement and worse, there is documented refusal by MDT to follow Montana State laws. Plus to further add insult to injury; MDT transfers this responsibility to the counties and the property owners themselves who are your boss and funders and who are now on record refusing to do what you are required to do. • The Trump Administration is systematically coming after the federal & states who are taking federal tax dollars to audit them for compliance to the true laws of the land. Check this 20 minute video out regarding what is going on in Washington State Dept. of Licensing which is under WDOT. • Montana needs to step up to a campaign of advertising, signage and enforcement requiring no Jake braking anywhere in the State. Newer trucks do not have this problem it is largely on older trucks. In 2004 Montana required mufflers on commercial vehicles with engines brakes. Sometime after 2000 Montana signed a multistate highway transportation agreement with Arizona, Idaho, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming based on the Colorado law requiring mufflers with engine brake. Since 1988 the US EPA requires all trucks to produce 80 db of noise at 50 feet which includes the exhaust system. This was a multi State wide noise problem and I would guess mostly with older trucks pre 1988 to 2003 when legislation started to regulate the manufacturing. Over some 37 years a combination of Jake breaking technology and the trading out of older such vehicles in the fleet have had an accelerating impact to return rural areas especially along major state and U.S. highways to a more normal peace and quiet. However, we have a long way to go! MDT needs to become more aggressive to accelerate this trend. MDT and the State need to encourage and incentivize owners of the older trucks with significant tax credits and any other positive encouragement to move up to quieter trucks. . • Again, you can see this Jake engine brake noise problem as the top problem in a Montana State DOT funded study in July 2004 by the embedded bar graph next page with the link to the study. • I am asking MDT, the Governor Gianforte and my District Representative Tracy Sharp to accelerate the phase out of older trucks outdated braking Systems State wide. This can be done in a positive way with incentives NOT a punitive plan. We all live in a free Constitutional Republic now. I love our truckers and my wife and I have a trucker in our family.
Email 1	• I live along this corridor, 2 miles south of Lakeside. There are many driveways that branch off 93 in this area. There are few center turn lanes and often no shoulder to get off on before making a turn. During tourist season it is often a solid line of cars. I have almost been rear-ended several times when making a turn or people pass unsafely because they don't want to slow down while I turn. Neighbors report the same problem. If there is an accident traffic has been backed up for miles because both lanes are closed. There needs to be a center lane and shoulders for safety, as well as reduced speed
Email 2	• The area of US 93 south of Lakeside is particularly dangerous. The most dangerous segment is between Lakeside and Angel Point Rd. This is especially true for drivers going south on 93 over the hill from Lakeside and turning into Lakeside Club subdivision. A lower speed limit could help make this area less dangerous.

ID	Comments
Email 3	We live on Highway 82 and travel a lot between the 4 corners and polson. We have a residence in Big Arm as well. One concern I do not believe a speed limit above 65 should be. I know they changed it north of Rollins which was great. Another issue is the quality of road pavement marking. Center lines and fog lines are terrible to see at night and foggy conditions. It would be nice to have more passing lane opportunities but I realize those are a great cost. Speed limit in Big Arm of 45 needs to start before walking horse lane to the west. Should start 45 as you round the corner from the west and extend at 45 until you get past the boat club to the east as you start up the hill. From Big Arm to polson is the best part of the road.
Email 4	Address a very dangerous subject, there needs to have a turn lane on the north end of Marco Bay loop as there have been numerous accidents because of vehicles turning onto the loop southbound off of 93. Probably over 30 homes on this road and there is ample space to add a turn lane. Only a matter of time before there is a fatality and not just rear enders. Thanks for your consideration.
Email 5	Please consider how dangerous the accessibility to Mello Cove Ln just north of Dayton is from both north and south directions, although turning onto Mello Cove from the north is the most dangerous.
Email 6	This is in regards to the Polson-Somers us 93 corridor study slated for March. My family and I have been 20+ yeas full time residents of Lakeside. We drive the Lakeside to Somers us 93 corridor on a daily basis. Over the past 6 or so years, there has been a huge increase of traffic through this area. The intersection of US 93 and Bierney Creek Road has become extremely dangerous. I realize they slowed the speed limit down to 30 MPH recently, however this has not made any difference as people do not follow the posted speed limit. This intersection has a crosswalk that no one recognizes as well. In the summer months with people trying to get to the boat launch, the marina, or Harbor Grille are unable to cross the street without extreme danger. We believe that a stop light would be the only resolution to saves lives. We have witnessed people going around people in the crosswalk actually honking at them. We believe this to be the most dangerous intersection along the whole Polson-Somers corridor. We are in hopes that you will please consider our suggestion as we truly fear for peoples lives trying to cross there.
Email 7	I don't know if it's possible but some sort of sound mitigation would be really incredible. Also I've said before that we NEED animal crossings or tunnels or some way to prevent animal collisions. The passing zone to the north of mm85 is very short and unsafe as is the one just past that. More turnouts for slow vehicles and sightseers would help the flow of traffic immensely. More posted speed limit signs and slow vehicle pull over signs would help too. The road itself is in pretty great shape! Thank you!
Email 8	Has a left turn lane been considered for hwy 93 at mile marker 67 the entrance to Jette Lake

During the in-person meetings, attendees also had an opportunity to use markers or sticky notes to provide comments about specific locations on a printed aerial map of the corridor. Approximately 20 comments were made on the printed map. Following the meetings, all location-based comments were entered into the online commenting map and will be summarized separately at the end of the study.

Table 2 lists comments provided by attendees at the virtual informational meeting. Attendees submitted written comments through the Zoom Q&A portal, and responses were provided live during the meeting. Topics are listed alphabetically.

Table 2: Summary of Public Comments – Virtual Meeting

Topic	Comments/Questions
Access onto US 93	I don't see anything being addressed in the Table Bay section of 93. Pulling out of my driveway into traffic going 70 mph is very dangerous
Areas Outside Study	Does this study involve highway 93 at Rocky Point Road west of Polson

Topic	Comments/Questions
Lakeside Improvements	how is it Adam's street in Lakeside, a relatively straight forward and low problem intersection, is a targeted intersection, but the intersection at the merger of Stoner loop, Blacktail road, and US 93 looks to be ignored. That is the biggest nightmare in town. have you thought about a roundabout there? I hate roundabouts with a passion, but that is one place that could really benefit from one. Also, what about a bug sky bridge over 93 at Volunteer Park for pedestrians?
	Flathead County has refused to approve or participate in allowing developers to provide sidewalks adjacent to Hwy 93 in Lakeside. Improving pedestrian safety would be greatly enhanced by continuous sidewalks on both sides of the highway.
Environmental Resources	In the environmental and social/cultural analysis, are you planning to assess not only primary / direct impacts but also secondary / indirect and cumulative impacts?
	RE noise impacts, there have been quite a number of good recent studies on the effect of noise on wildlife. Also on the relationship between decibel levels and both speed and width of pavement
Speeds	Reducing the speed limit in Table Bay would abate noise from semis jake braking as they reduce speed going down hills
	We live in Dayton and are wondering if you are considering lowering the speed limit? It is treacherous turning into Dayton while driving south on 93, as well as the noise with the higher volume of vehicles.
	I'm just going to state that I think the speed limit is just too high on this entire route with all of the new people living here. Thanks!

MEETING SUMMARY

CSKT Tribal Council and CSKT Tribal Elders

MEETING GOALS

The purpose of these meetings was to provide an overview of the study process, present proposed improvement options, and request Tribal input on the study.

MEETING DETAILS

CSKT Tribal Council

Location: CSKT Tribal Complex

Date: February 18, 2025

Time: 10:15 AM – 11:30 AM

Kootenai Elders

Location: Elmo Tribal Center/Virtual

Date: March 12, 2025

Time: 1:00 PM – 2:00 PM

AGENDA ITEMS

1. Welcome
2. Planning Study Overview
3. Study Area
4. Areas of Concern & Key Findings
5. Study Schedule & Next Steps

ATTENDEES

Multiple CSKT Tribal representatives participated in the Tribal Council and Kootenai Elders meetings. Additionally, the following representatives from MDT and RPA participated.

- | | | |
|-----------------|--|-----|
| • Jackson Lang | Corridor Study Planner/Project Manager | MDT |
| • Bob Vosen | Missoula District Administrator | MDT |
| • Joel Boucher | Missoula District Preconstruction Engineer | MDT |
| • Vicki Crnich | Statewide and Urban Planner | MDT |
| • Lynn Peterson | Transportation Planner | MDT |
| • Sarah Nicolai | Project Manager | RPA |

DISCUSSION

At both meetings, MDT provided introductory remarks and thanked the CSKT for the opportunity to discuss the study. Sarah Nicolai provided a presentation summarizing the planning process, study area, needs and objectives, initial improvement options, and upcoming steps in the study. CSKT attendees provided the following comments.

CSKT Tribal Council

- The MT 82 intersection configuration is confusing. A left-turn lane is provided on the east leg to accommodate southbound left-turns, however the southbound lanes merge from two lanes down to one. Improvements at this intersection are desired.
- Roundabout configurations were discussed. These treatments can be effective in the right locations to maintain traffic flow and improve safety, but they are not appropriate for every intersection. For reference, the Ellensburg, WA, roundabout is confusing, whereas the new roundabout at Van Buren Street in Missoula seems to work very well.
- Residents in the area generally know the roads. However, visitors may not be familiar with turn lane and passing lane configurations, and snow can obscure pavement markings. Visitors have been observed driving in the wrong lane during winter conditions. Additional signage and maintenance would be beneficial.
- High-visibility and/or multi-colored pavement markings could also be helpful to delineate travel lanes and intersection configurations.
- The new green lights on the back of MDT snowplows are very helpful for visibility and safety.

CSKT Elders

- Some dogs use the crosswalks in Elmo to cross the highway. Motion-detection could be beneficial to trigger a future RRFB.
- Additional turn lanes are needed in the corridor. Locations include the Big Arm State Park, the Elmo Tribal Park, Black Lake Road in Dayton, and Walking Horse Lane in Big Arm. Some of these spots are located on a curve, limiting sight distance and making turning movements difficult, especially during summertime when traffic volumes increase.
- Tribal members use Black Lake Road area for cultural events and funerals at the cemetery.
- Improved safety is needed at school bus stops on the highway.
- The scenic turnout at Dayton is in poor condition. Additional maintenance is needed in the short-term, and a public restroom facility would be desirable in the future.
- A formal turnout at the Reservation boundary line is desired. People stop there to take pictures.

MEETING SUMMARY

Elected Official Meetings – September 2025

MEETING GOALS

The purpose of these informational meetings was to provide an overview of the *US 93 Polson-Somers Corridor Study* and accompanying *Access Management Plan* and to request feedback from elected officials.

MEETING DETAILS

Flathead County: September 4, 2025 | 9:50 AM – 10:20 AM

Lake County: September 8, 2025 | 10:00 AM – 11:00 AM

CSKT: September 23, 2025 | 10:00 AM – 12:30 PM

At each meeting, Sarah Nicolai provided an overview of the *US 93 Polson-Somers Corridor Study* and *Access Management Plan*. Elected officials were invited to ask questions and provide comments.

FLATHEAD COUNTY

Date/Time: September 4, 2025 | 9:50 AM – 10:20 AM

Attendees:

• Jackson Lang	Corridor Study Planner/Project Manager	MDT
• Joel Boucher	Missoula District Preconstruction Engineer	MDT
• Jon Burnett	Access Management Specialist	MDT
• Joe Zody	Traffic Operations & Analysis Engineer	MDT
• Pete Melnick	County Administrator	Flathead County
• Brad Abell	County Commissioner	Flathead County
• Randy Brodehl	County Commissioner	Flathead County
• Pamela Holmquist	County Commissioner	Flathead County
• Sarah Nicolai	Project Manager	RPA
• Jacquelyn Smith	Senior Engineer	RPA

Discussion Topics:

- Improvements outside the highway right-of-way may be needed at the Blacktail Road/Stoner Loop Road intersection due to the intersection configuration. The study acknowledges that if a turn lane or a higher level of traffic control is warranted, the broader configuration of the intersection, including the adjoining Blacktail Road/Stoner Loop, should also be evaluated and addressed.
- No design or construction funding has been secured for improvements outlined in the study. MDT will coordinate with Flathead County and all other appropriate stakeholder if a project advances from the study.

LAKE COUNTY

Date/Time: September 8, 2025 | 10:00 AM – 11:00 AM

Attendees:

• Jackson Lang	Corridor Study Planner/Project Manager	MDT
• Jon Burnett	Access Management Specialist	MDT
• Joe Zody	Traffic Operations & Analysis Engineer	MDT
• Bill Barron	County Commissioner	Lake County
• Gale Decker	County Commissioner	Lake County
• Steve Stanley	County Commissioner	Lake County
• Kate Stinger	Executive Administrative Assistant	Lake County
• Sarah Nicolai	Project Manager	RPA

Discussion Topics:

- The most common comment Lake County receives is about the proposed S&K Gaming casino development just north of Polson. The Irvine Flats Road and Rocky Point Road intersections are located outside the *US 93 Polson-Somers Corridor Study* area. Separate from this study, the development is currently under review through MDT's *Systems Impact Action Process* (SIAP). At this time, it is expected that the existing stop control will be maintained during the first development phase. In future phases of the development, MDT will continue working with the developer to determine appropriate intersection traffic control.
- Wildlife conflicts are common within the corridor, especially in the Lakeside to Rollins area. Wildlife fencing was discussed as an effective strategy when paired with designated wildlife crossing locations.

CSKT

Date/Time: September 23, 2025 | 10:00 AM – 12:30 PM

Attendees:

• Jackson Lang	Corridor Study Planner/Project Manager	MDT
• Joel Boucher	Missoula District Preconstruction Engineer	MDT
• Scott Johnston	Roads Program Manager	CSKT
• Michael Dolson	Tribal Council Chair	CSKT
• Tom McDonald	Tribal Council Vice Chair	CSKT
• Martin Charlo	Tribal Council Secretary	CSKT
• Leonard Twoteeth	Tribal Council Member	CSKT
• Danielle Matt	Tribal Council Member	CSKT
• Whisper Means	Fish, Wildlife, Recreation, & Conservation	CSKT
• Jennifer Trahan	Executive Administrator	CSKT
• Abby Dupuis	Administrator	CSKT
• Sarah Nicolai	Project Manager	RPA

Discussion Topics:

- A member of the Tribal Council asked if there would be an opportunity to complete the walking path in Elmo as part of corridor improvements. MDT responded that there is no funding for the design or construction of corridor improvements at this time. MDT will evaluate appropriate pedestrian accommodations as part of any future improvement projects in the corridor.

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
1	Maximum speed limit from just south of Lakeside to Somers Rd should not exceed 45mph		Jim Parks	7/6/2024	1	4
2	This is such a dangerous entry and exit. With two lanes merging into one right at the approach of our entrance. We have no turning lane so making a left hand turn becomes very dangerous. I've had to drive by and go to the gas station and turn around to avoid an accident. This spot needs serious consideration.	The right hand turns off 93 into jette meadows and the left hand turn into jette lake needs dedicated turn lanes at all entrances. Too many times our family has been almost rear ended by vehicles not slowing down and not paying attention.	T. Hanson	7/6/2024	0	0
		no				
3	I think there should be a round about so people can safely turn left out of Somers. And possibly another roundabout at US93 and Stoner Loop.		JC	7/25/2024	0	1
4	People drive way too fast here	My comment is directed to the area between mile marker 83 and 82 near Dayton . The sight line is limited due to the curve in the road and the change in elevation. This is a busy area with several roads converging . With the new business Flathead Lake RV and Venue there is likely to be increased need for RV and Campers slowing down and wanting to enter the business. Those type of vehicles are often large and take additional time to navigate a turn, both going into the camp ground and leaving. The venue is for weddings and events, the business I believe has been awarded an all beverage permit. This will also see intermittent increases in congestion . The Black Lake road is all ready sometimes difficult to get onto or off of . Blacklake road has a large number of homes and a few businesses that need to have safe and easy access coming and going. An addition of some turning lanes and possibly a speed limit or flashing lights may be helpful. Thank You	john	8/22/2024	0	1
		The passing lane between mile marker 81 and 82 near Dayton has one very dangerous intersection, Chief Cliff Lane. If a person traveling north is attempting to turn left onto their drive, the person has to make the turn in the passing lane. I have witnessed a car trying to pass a semi and speeding up as the passing lane ends not far from that intersection. They were forced to come to almost a complete stop as a car was attempting to make a left hand turn on Chief Cliff lane the car and semi nearly collided . It could have ended badly. Thank You	Unknown			
		The area close to the Alpine Roller Coaster business is an area of concern . 6808 US 93 South. The area is seeing increased traffic and usage. The ability to turn onto Highway 93 from Lakeside Crest drive has been impeded due to the changes in the turn lane and the increased number of cars trying to turn into the roller coaster. Also the number of people trying to access the site on foot has created a potential issue as they are trying to cross the highway on foot in an area of congestion and limited sight. Travelers are often distracted by activity near an attraction and may not see people trying to access on foot. With an increase in population and the changes in usage of lands adjacent to 93, We need to make sure we are looking at the changes to the roadway with a long term vision. Including current usage and future growth, public safety as number one to recreation and commerce. Thank You	Unknown			
		Please attend to the objectives stated in your published documents. The speed limits posted along Hwy 93 do not in any way adhere to your narrative. Reduce speed, close "passing lane" at John's Lakeshore Drive/West Shore State Park. Need 1: Improve Corridor Safety Objectives • Reduce fatalities and serious injuries in support of Vision Zero. • Reduce animal-vehicle conflicts. • Reduce roadside hazards. • Reduce vehicle conflicts. Need 2: Improve Corridor Operations Objectives • Accommodate existing and future travel demands. • Maintain reasonable access to adjacent lands. • Improve non-motorized mobility and accessibility.,	Unknown			
5	Deer Crossing Blind Spot - The terrain at the point makes it such that seeing ahead on the road is not possible, from either direction. Deer often cross at this point and it is right where the speed limit goes up to 70mph.		Unknown	9/7/2024	0	1
6	adding a right turn lane would be very easy for rocky point because the essence of one already exists.		DOUGLAS E SHIVELY	9/7/2024	3	0
7	a left turn lane going north on US 93 at Jette Lake Trail would be a safety improvement due to 70 mph speeds at this juncture		DOUGLAS E SHIVELY	9/7/2024	1	0

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
8	The study area should start at the Polson bridge so it incorporates the intersections with shoreline route, fairgrounds road, Irvine Flats road, The Horseshoe and Rocky Point Road all of which create substantial traffic and dangerous intersections. A traffic control device such as a light or roundabout is needed for the Horseshoe, Irvine Flats and the proposed CSKT casino.		Don k Peterson	9/10/2024	0	1
9	Why doesn't the study area include mile marker 62 to 63? This is the most dangerous stretch of Hwy 93 near Polson with 2 very dangerous intersections - Rocky Point Rd and Irvine Flats Rd. These intersections have heavy traffic and the Rocky Point Rd intersection has a limited sight range caused by the hill just south of MM63. These intersections need traffic management of some sort: turn lanes, reduced speed, traffic lights or roundabouts, etc.		Randy Holm	9/9/2024	1	1
10	What is planned for the area just south of Lakeside going into Lakeside?		J. Dale	9/9/2024	0	1
11	Please add more turnoffs for school buses from south of Lakeside to Somers. School buses without a turnout are forced to accept/discharge students from the road, thereby holding up traffic		Stephen Harty	9/11/2024	2	0
12	Need turning lanes on north and south bound side of Hwy 93 @ Deer Creek Road		BJ	9/11/2024	0	0
13	Need turning lanes on north and south bound side of 93 south @Marco bay loop north entry	I agree! A center lane or a turn lane to exit Highway 93 onto Marco Bay Loop would be very helpful. I have been nearly rear ended four times in the last three years.	BJ	9/11/2024	2	0
14	We live off of Boon Road, which intersects US93 directly across from the Somers Boat launch about midway between the 102 and 103 mile markers. During the spring/summer/early fall that intersection is a disaster! Heavy traffic both directions, people trying to turn left into the boat launch typically with a boat and trailer, and the ever growing number of people trying to get onto 93 from Boon Rd; to say nothing of the primarily pickups with boat trailers parked on both shoulders of 93. Hopefully, this intersection is going to be significantly improved in you plans.	US 93/ Boon Road/ Boat Ramp Access is woefully undersized for the volume of traffic during the summer months. Traffic turning into	Mark Tuttle	9/12/2024	2	0
		The intersection of US 93 / Boon Road and the Somers Boat Ramp access is woefully undersized and very dangerous especially on weekends and holidays. Left turns from Boon Road to US 93 north are dangerous and very time consuming. Pedestrians crossing and boat trailers parked helter-skelter all along both sides of the two lane roadway make for an unpredictable and dangerous traverse. Perhaps a seasonal traffic signal might help but expanded boat trailer parking and dedicated left and right turning lanes might assist getting through this area during the summer..	Unknown			
15	With increased US93 traffic, we have a growing danger where 2 private roads join US93, just south of Mile Marker 97 (your map does not show the westside road). Southbound vehicles tend to rapidly speed up and, often, pass (slow trucks, RVs, etc.) once they crest the hill near Mile Marker 97. Fast approaching northbound vehicles are largely obscured by the guardrail. With the current 70 MPH speed zone, this makes for a very dangerous situation in our neighborhood. We have had one serious collision here and countless close calls. Extending the 55 MPH zone for 2 mile south of Lakeside (beyond Mile Marker 97) would be a significant safety act for our neighborhood. The growing Eagle Crest and Discovery developments will only worsen this situation. PLEASE slow this stretch down.	Need a right turn lane for Eagle Crest as was part of the original plan	Gary Spetz	9/13/2024	2	0
		We have experienced dangerous excess speeding southbound and Northbound from Mile marker 96-97 and down into Lakeside. Loud combrebraking is used for trucks and turn offs present dangerous circumstances because of the high speeds and acceleration attempted by traffic climbing the hill Southbound.	Unknown			
		An hour ago, making a left turn off of US93, I was within inches of being rear-ended, at high speed, by a non-slowng, southbound semi-truck. The semi passed me, basically on the edge of the ditch (there is no shoulder). My blinker was on. My brake light was on. Good visibility. Clear road conditions. 70mph at MM97-96 is WAY TOO FAST AND DANGEROUS! There is too much traffic now in this populated area, with vehicles turning on and off the highway, to justify such a dangerous speed. PLEASE SLOW IT DOWN!	Unknown			
16	We live between Elmo and Dayton on the Old 93 but our property is next to US 93. If an expansion occurs will they take our property that borders the highway and/or will they provide noise reduction barriers in that stretch?		J Rafter	9/13/2024	0	0
17	Will this new proposal encroach on our property that borders Hwy 93. Is there a plan to provide noise reduction efforts through berms or barriers along the stretch from the Old 93 turnout to Dayton?		J Rafter	9/13/2024	0	0
18	to get to this driveway going north you have to make a left hand turn while in a passing lane. Very dangerous as the sight lines are limited as well. If you find your self passing a semi and the car in front of you suddenly slows to turn there is great risk of an accident		Trudy Skari	9/13/2024	2	0
19	Mixed use trail ends at the intersection of 82 and 93. I think it would be a great expansion to have the path continue on to at least Lakeside (though a path that travels the length of 93 along the lake to Polson wouldn't be to bad either) for greater recreation opportunities, pedestrian and cyclist safety and as a connector for community members and students in Lakeside and Somers. .	I whole heartily agree. Having a multi use (bike path) would be wonderful. I ride my bike between hwy 82 and Lakeside and having a safe path would be great for the community.	Jaden Woeppel	09/15/2024	2	0
20	It would be beneficial to add a turn lane on to Early Dawn Dr. from the North bound lane. It can be very dangerous coming to a complete stop waiting to turn on to Early Dawn Dr. Traffic is moving at 70 mph and is turning on a blind curve without adequate stopping time for a turning car at a complete stop		Catherine Baran	9/17/2024	0	0

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
21	We live off Melita Island Rd., between MP 70 and 71, and make the drive from home to Kalispell quite often. Please put in more passing lanes, both directions. I have seen more near accidents when people get frustrated behind lines of slow moving traffic, and pass on double yellow lines. I would like to have a turn lane installed at Hwy. 93 and Melita Island Rd. I'm afraid of being rear-ended when I'm attempting to make a left turn off Hwy. 93. I would like to have the speed slowed to 65mph all the way between Somers and Polson. I see that it's been changed for some of that distance, but not the entire way.		Marilyn Roberts	9/18/2024	1	0
22	US 93 and Angel Pt Rd: This intersection is very dangerous. First for the vehicle turning left onto Angel Pt., the speed is 70 mph causing accidents due to inability to slow and stop in time, rear ending the stopped vehicle. I have witnessed the vehicle turning left cutting the turn and taking over the lane for the vehicle attempting to turn right onto 93. There should be a left turn lane at this intersection. turning right onto 93. Also, it is a passing area and those turning right onto 93 and their lane is taken by a vehicle passing and it is a head on collision waiting to happen. It should not be a passing area.		Mary Obermiller	9/19/2024	1	0
23	The turn off to Rainbow Lane from going south on Hwy 93 needs to have double yellow lines as vehicles try to pass me when I am trying to make the turn onto Rainbow Lane!		Jennifer Drew	9/19/2024	0	0
24	Please consider a turn lane for Sunny Slope Road for traffic coming from the North.		Kathryn Mercord	9/20/2024	2	0
25	turn pockets needed, lots of bad accidents north of lakeside due to people making left turns off of highway. slower speed limit would also help.	Need many more right turn lanes between Somers and Lakeside due to increased housing. A few more left turn lanes would be good for the same reason	Ken G	Unknown	2	0
26	SB Turn Lane		Unknown	Public Meeting 9/18-19/2024	1	0
27	Turn Lane		Unknown	Public Meeting 9/18-19/2024	0	0
28	Signal		Unknown	Public Meeting 9/18-19/2024	1	0
29	needs improvements - Difficult to turn from Adams st.		Unknown	Public Meeting 9/18-19/2024	0	0
30	Funnel traffic to this intersection & signalize. Kids walk from school to park @ Adams st		Unknown	Public Meeting 9/18-19/2024	0	0
31	full NB Right turn lane needed & SB Left		Unknown	Public Meeting 9/18-19/2024	0	0
32	NB Turn Lane	I agree	Unknown	Public Meeting 9/18-19/2024	1	0
33	Use Old US 93 to consolidate driveways		Unknown	Public Meeting 9/18-19/2024	0	0
34	Safety issue @ -> traffic light Boon Rd & Hwy 93		Unknown	Public Meeting 9/18-19/2024	1	0
35	What happened to the caution light? Speed feedback signs only work half the time		Unknown	Public Meeting 9/18-19/2024	0	0
36	Development Impacts		Unknown	Public Meeting 9/18-19/2024	0	0
37	needs improvement to signal (protected - only SB LT)		Unknown	Public Meeting 9/18-19/2024	1	0
38	Lutheran Camp Road. Left Turn to Somers. Can't see stopped car		Unknown	Public Meeting 9/18-19/2024	1	0
39	Discovery Land LLC Access? Legacy Bike Park		Unknown	Public Meeting 9/18-19/2024	0	0
40	Lakeside Speed Limit From town to Sommers S/B Lowered unsafe!		Unknown	Public Meeting 9/18-19/2024	0	0
41	No more unnecessary access points, way too many now-		Unknown	Public Meeting 9/18-19/2024	0	0
42	We need a walk-only bridge in Lakeside like Ronan. need speed limit enforced. Flashing light upgrade		Unknown	Public Meeting 9/18-19/2024	1	0
43	Vehicles that park on side of 93 in front of Glacier Renters obstruct vision for those entering from Adams. Adams cross walk needs better warning lights many people drive through endangering pedestrians.	Adding a smart light here might solve the problem, too.	Unknown	Public Meeting 9/18-19/2024	0	0
44	Lower speed limit- 55/ to 45 between Somers/Polson	Previous commenter wants an unrealistically slow speed. But where ever possible passing lanes, or even short pull-offs where slow traffic can let faster traffic go past, should be added. Please add signage to warn that one is approaching such a feature, and to advise slow drivers to pull over and let others go past.	Unknown	Public Meeting 9/18-19/2024	0	2
45	Safety 1st Slow down cross walks		Unknown	Public Meeting 9/18-19/2024	0	0

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
46	Intersection at Blacktail needs a smart light or a roundabout.	Public Meeting Sept 19th & 19th, 2024: I agree Public Meeting Sept 19th & 19th, 2024: I agree Smart lights are needed for intersections where considerable traffic needs to make a left turn. The lights should only be triggered if a car is waiting to turn left, and of course the predominant amount of green time should favor the highway 93 traffic.	Unknown Unknown Unknown	Public Meeting Public Meeting Public Meeting 9/18-19/2024 9/18-19/2024 9/18-19/2024	2	0
47	poor visibility at Lakeview Park Estates onto 93		Unknown	Public Meeting 9/18-19/2024	1	0
48	Need safe walking/biking path from mission view to Lakeside!	Public Meeting Sept 19th & 19th, 2024: and through Lakeside!	Unknown	Public Meeting 9/18-19/2024	2	0
49	Terrifying, turn lane needed, near death daily - spring creek rd.		Unknown	Public Meeting 9/18-19/2024	0	0
50	reduce speed limit btwn Somers Lakeside. too dangerous to turn either R or L at current speed limits		Unknown	Public Meeting 9/18-19/2024	0	0
51	a change of light system in Lakeside - current one is too hard to see. Have one like Kalispell @ Depot Park.		Unknown	Public Meeting 9/18-19/2024	1	0
52	Put 45 MPH speed Limit sign on middle of white oak hill. Southbound		Unknown	Public Meeting 9/18-19/2024	0	0
53	Full right-hand turn into Somers as you drive north		Unknown	Public Meeting 9/18-19/2024	0	0
54	No N. Bound passing lanes from 84 R.P to Somers		Unknown	Public Meeting 9/18-19/2024	0	0
55	No South Bound passing lane from somers until 90 R.P.		Unknown	Public Meeting 9/18-19/2024	0	0
56	Two neighborhoods live down here both have roads that enter hwy - Happy Hollow Seven Row		Unknown	Public Meeting 9/18-19/2024	0	0
57	Southbound from WT Oak, make/change 55 sign to 45 sign. As most traffic speeds up hill, only to have 45 posted after cresting hill/lane narrows to one lane...		Unknown	Public Meeting 9/18-19/2024	0	0
58	getting on 93 from Boon Rd summer time is very bad Not a problem winter time - summer time sometimes need to go to Lakeside to get on		Unknown	Public Meeting 9/18-19/2024	0	0
59	we desperately need a left hand turn lane onto Spring Creek Rd heading North. There have been numerous accidents at this location caused by people who are not paying attention to those who have slowed down to make that turn. There has been a large increase in development up Spring Creek, Cloud Creek and Cramer Creek that has lead to many people needing to turn here. BTW, the speeding above the speed limit is also very common and leads to the increased need to have a separate lane.		Cindi Heffernan	9/25/2024	1	0
60	Put 45 mph speed limit sign on middle of hill		Unknown	Public Meeting 9/18-19/2024	0	0
61	Dangerous on & off too fast speed limit		Unknown	Public Meeting 9/18-19/2024	0	0
62	Please leave speed limit at 55 to move traffic.		Unknown	Public Meeting 9/18-19/2024	0	0
63	Passing on double-yello straightaways all the time!		Unknown	Public Meeting 9/18-19/2024	0	0
64	Visibility issue need left turn lane & right turn lane		Unknown	Public Meeting 9/18-19/2024	1	0
65	Going north from Big Arm the speed limit needs to continue to be lowered. Now its 45-55 mph through the area where the school is located and goes up to 70 mph before curving road & campground.		Unknown	Public Meeting 9/18-19/2024	0	0
66	Turn lanes (to post office & casino)		Unknown	Public Meeting 9/18-19/2024	0	0
67	Ped Xing		Unknown	Public Meeting 9/18-19/2024	0	0
68	Consider left turn lane off 93 to Early Dawn - poor visibility - risk of rear-ending people waiting to turn		Unknown	Public Meeting 9/18-19/2024	0	0
69	Turning on and off of Melita Island Rd - speed Limit is 70 - vehicles are going very fast!		Unknown	Public Meeting 9/18-19/2024	0	0
70	Fire Hall - Arlee example of emerg. vehicle sign		Unknown	Public Meeting 9/18-19/2024	0	0
71	Please fill in pot holes at road to community hall they have been there for years!		Unknown	Public Meeting 9/18-19/2024	0	0
72	Turn Lanes		Unknown	Public Meeting 9/18-19/2024	0	0
73	Please greatly increase passing lanes from Polson to Kalispell!!!!!!		Unknown	Public Meeting 9/18-19/2024	0	0
74	Emergency management - wildfires		Unknown	Public Meeting 9/18-19/2024	0	0
75	Reduce speed as 93 goes through Dayton		Unknown	Public Meeting 9/18-19/2024	0	0
76	So scary pulling in or out of Dayton when speed limit is 70!		Unknown	Public Meeting 9/18-19/2024	0	0
77	reduce speed zone		Unknown	Public Meeting 9/18-19/2024	0	0

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
78	L turn on BLR		Unknown	Public Meeting 9/18-19/2024	0	0
79	Difficult to see cross traffic		Unknown	Public Meeting 9/18-19/2024	0	0
80	With the new FWP access being put in N of Dayton, we think the speed limit should be lowered.		Unknown	Public Meeting 9/18-19/2024	0	0
81	Skewed intx downhill from hwy. uphill on both directions of hwy. bad visibility		Unknown	Public Meeting 9/18-19/2024	0	0
82	Skewed intx downhill from hwy uphill on both directions of hwy bad visibility		Unknown	Public Meeting 9/18-19/2024	0	0
83	Fire Hall		Unknown	Public Meeting 9/18-19/2024	0	0
84	Left hand turn lane NB		Unknown	Public Meeting 9/18-19/2024	0	0
85	Fire Hall		Unknown	Public Meeting 9/18-19/2024	0	0
86	Right turn from SB		Unknown	Public Meeting 9/18-19/2024	0	0
87	Wildlife management and safety		Unknown	Public Meeting 9/18-19/2024	0	0
88	Very scary turning into driveway		Unknown	Public Meeting 9/18-19/2024	0	0
89	Very loud along hwy		Unknown	Public Meeting 9/18-19/2024	0	0
90	Lake Forest DR - NB LT -> passing zone needs to remove passing zone		Unknown	Public Meeting 9/18-19/2024	0	0
91	Widen shoulders mm 93-102 mm		Unknown	Public Meeting 9/18-19/2024	1	0
92	reduce speed		Unknown	Public Meeting 9/18-19/2024	0	0
93	Need noise barrier here since trucks use compression brakes and very, very loud. Also motorcycle gangs accelerate up hill and also loud		Craig McIntyre	9/30/2024	0	0
94	Please consider reducing speed to 45mph from Somers to Lakeside	Safety and congestion require a slower speed.	Unknown	Unknown	1	0
95	MM 97 to 104 Deer fence is needed.No one really knows how many deer are killed by vehicles daily since the state picks them up		Toni	10/20/2024	0	0
96	stop listening to all these complainers and implement none of their recommendations. Stop wasting tax payer money studying things. I live here because there are no stop lights or stop signs for miles. Keep 93 rural. Most of these people should move to missoula.		kirk tesika	12/12/2024	0	0
97	Could MDT add bike lane on the east side of US93 from Lakeshore Blvd to Marco Bay. Often bike riders are risking their lives to ride on US 93!		Duane Day	9/12/2024	1	0
98	Could MDT add bike lane on the east side of US93 from Marco Bay to Spring Creek/Juniper Bay. While this is a short section I see bike riders risking their lives to ride on US 93!		Duane Day	9/12/2024	1	0
99	This section of Highway 93 is one of the most beautiful stretches of road in the state! It is the major conduit for commerce for the Flathead Valley and serves not only commercial traffic, but also residents going to and from their homes for work and play, and not to forget our visitors who come to enjoy where we are fortunate to live. It is also the home to our treasured wildlife. My recommendations to provide for the safety and enjoyment of all who travel on this highway are: 1) a maximum speed limit of 55 - 60 mph; 2) a maximum speed limit of 45 - 50 mph from Lakeside to Somers; 3) no passing except in provided passing lanes; 4) turn lanes for speed and visibility impacted intersections.		Dana Robinson	9/16/2024	1	0
100	Need for a walking path along this section of the highway. There is no safe way to walk from the Cherry Haus (Caroline Point Road intersection) to Lakeside Blvd. At Lakeside Blvd, pedestrians and bikers could leave the highway to traverse most of the remaining distance to the public boat launch in Lakeside		Janae Lee	9/19/2024	0	0
101	While I have (in other comments) noted a couple of specific locations of interest, in general, we need a continuous multi-use walk/bike trail along the highway. With the rapid increase in interest/use of e-bikes, this could offer a tremendous economic boost to the communities on the west side of the lake.		Janae Lee	9/19/2024	0	0
102	Curbing		Unknown	Public Meeting 9/18-19/2024	0	0
103	Merge arrows not painted		Unknown	Public Meeting 9/18-19/2024	0	0
104	Mile marker 97-99 SLOW TRAFFIC DOWN! Reduce speed limit.	Someone is going to be hurt if speed is not reduced in this area.	Unknown	Public Meeting 9/18-19/2024	1	0
105	Access on/off highway	New casino is going to need a turn lane , this should be a 45 mph zone it's a busy corner and a busy bar	Unknown	Public Meeting 9/18-19/2024	0	0
106	Please extend passing lane (North Bound) past old gas station Speeding 80 mph just too fast downhill.		Unknown	Public Meeting 9/18-19/2024	0	0
107	Limited sight distance & noisy		Unknown	Public Meeting 9/18-19/2024	0	0

INTERACTIVE MAP COMMENTS - ISSUES AND CONCERNS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
108	extend double yellow to bottom of hill		Unknown	Public Meeting 9/18-19/2024	0	0
109	remove passing zone		Unknown	Public Meeting 9/18-19/2024	0	0
110	In Lakeside, there need to be sidewalks on the west side for improved pedestrian safety. Most likely from Birney Creek to Stoner Loop.		Duane Day	9/12/2024	0	0
111	Deer fencing is needed from MM 102 to lakeside .Everyday a car is damaged .		BJ Boeing	9/14/2024	0	0
112	Shady Pines Ln is part of the Mission View HOA neighborhood. However, the road in the polygon does not exist; the right of way which was here previously was eliminated. So the only way to get from Shady Pines Ln to our HOA common area is to walk alongside hwy 93. This is not safe.		Janae Lee	9/19/2024	0	0
113	Need for turning lanes (left turn from north and right turn from south) onto Shady Pines Ln. At this point, the speed limit is 55. Shady Pines is a 1 lane road with a 15 mph speed limit. It's dangerous to turn off the highway - coming from the north, people illegally pass to the right of the turning car, and ditto (but to the left) coming from the south.		Janae Lee	9/19/2024	0	0
114	The intersection of Blacktail, Stoner Creek Rd and the Highway is confusing and can be difficult to navigate. Visitors do not realize that Blacktail has the right of way. When traffic on the hwy is high - and particularly when church services get out at the Apostolic Lutheran on Blacktail Road, it is impossible to get out of the grocery store (Blacktail Family Foods) on Stoner Creek. I wonder if this intersection might work well with one of those roundabouts like on the 93 alternate in Kalispell? Or perhaps a smart traffic light? or at the very least, put a stop sign on Blacktail so it creates a two-way stop prior to entering the 93.		Janae Lee	9/19/2024	1	0
115	Hyw 93 North bound - Turn Lanes Needed for Happy Hollow & 7 Row		Unknown	Public Meeting 9/18-19/2024	0	0
116	High volume site (visitors) turn lanes		Unknown	Public Meeting 9/18-19/2024	0	0

INTERACTIVE MAP COMMENTS - IMPROVEMENT OPTIONS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
1	Heavy congestion for turnout onto 93. Incoming cars do not slow down coming into Lakeside per speed limits. Stoplight would be incredible!		Ali Anderson	2/17/2025	1	0
2	No designated sidewalks or space for bikers/walkers		Ali Anderson	2/17/2025	1	0
3	A left turn lane from SB 93 onto Mello Cove Ln is needed as SB traffic are coming around a corner and have little time to slow down and avoid a vehicle waiting for NB traffic to clear before turning left.		Richard Rowley	2/23/2025	0	0
4	please help with the loud engine brakes of dump trucks trying to slow down from 55mph to 45mph going down a hill into a corner, entering swimming area		ryan	2/24/2025	0	0

ROLL PLOT MAP COMMENTS - IMPROVEMENT OPTIONS

ID	COMMENT	REPLY	NAME	COMMENT DATE	LIKES	DISLIKES
1	Look at the grades on the hill – sight distance issue		Unknown	Public Meeting 2/18-19/2025		
2	Need to add passing lane		Unknown			
3	Boat Ramp		Unknown			
4	Left Turn Lane		Unknown			
5	Left Turn In To Park		Unknown			
6	Hazardous turning into Lakeside Club at bottom of hill		Unknown			
7	Stop on Blacktail		Unknown			
8	Left Turn Lane		Unknown			
9	Utilities in line of sight N&S. when turning out of Adams St.		Unknown			
10	Improve Connection		Unknown			
11	Boat Ramp @ Bierney Cr. Intersection? Conflict when boat trailers try pulling out		Unknown			
12	North Bound Left Turn Lane		Unknown			
13	Right Turn Lane		Unknown			
14	Wildlife crossing		Unknown			
15	Traffic Signal @ Boone Rd.		Unknown			
16	Sound Abatement Wall (Downhill)		Unknown			
17	Sidewalk on north side to pedestrian light		Unknown			
18	Turn Lane for entering Highway 93		Unknown			
19	Seasonal Speed Zone 35-25		Unknown			
20	Improve Sight Distance		Unknown			

Public Comments Before Draft Report

Through March 2025

No.	Date/Name	Comment
1	07/05/2023 Jack & Stephanie Venrick	This letter is written for two reasons; response to a recent Rollins anonymous letter sent to all in Rollins, Montana residents regarding reducing speed on Highway 93 and lastly to address our personal concerns for the extreme traffic noise off Highway 93 along the corridor from south of Rollins several miles to north of Rollins to Mary B Lane totaling approximately 4 miles. I discussed our concern for 93 traffic noise in May and June of 2020 with the State DOT. The following are my typed notes. U.S. Route 93 is considered a federal highway in a national highway system. The noise is directly connected to the type and age of vehicle. At the top of the list of most noise is Harley motorcycles, then old diesel trucks especially with open loads and double trailers, unmuffled vehicles, diesel trucks using Jake brakes or unmuffled compression braking. Modern semi trucks are relatively quiet as well as modern cars at high speeds within the current speed limits. The volume of traffic going through Rollins, Montana has greatly increased from some 13 years ago. I was told there was an effort to push all truck traffic off the east Flathead Lake shore State Highway 35 because of spills and accidents. I have been told by old timers in this area the 93 corridor has become noisier when U.S. Route 93 was widen and the cuts through the hills and mountains coming down into the Lake were greatly increased which became a reflective surface amplifying the traffic noise. My notes show that there was an under estimate of traffic when they realized there was less to no natural gas in the area to heat homes and liquid propane had to be shipped in as a replacement increasing more traffic. Over the course of the most recent 10 years population in the Flathead Lake Valley has dramatically increased especially in the summer after the COVID lockdowns and migration from the west coast. This includes many more residential and commercial accesses to U.S. Route 93. The Upper West Shore Alliance did a study and map and found that there were over 70 lanes and roads entering/exiting from U.S. Route 93 between Lakeside and Somers. There is increasing dead deer on the highway and everyone in the area has a near death experience with deer. The Rollins area due to its proximity to the Lake and surrounding mountains is exposed to many extremely high wind storms and power outages All these issues over the years have lead to more traffic problems, more noise, more accidents, more medical emergencies while facing less highway improvement and control. Slowing down commercial truck traffic is a double edge sword in that this would reduce the throughput of commercial supplies coming from Missoula to the Flathead Valley and increase the cost. Contrary to general opinion slowing down commercial vehicles and Harley Hogs would increase the noise via more Jake braking and under muffled compression braking and increasing the time of noise from altered Harley exhaust systems. The Rollins Highway 93 corridor creates an "amphitheater" effect of traffic noise upon the

No.	Date/Name	Comment
		hundreds of residents living above and below the highway. Slowing down Harley Hogs and older diesel open load rigs do not mean they will become less noisy. The DOT told me to write them and at a minimum it goes on record and into a file for public input for the future changes of the highway system. This is not a simple problem where reducing speed alone is going to solve the many problems of a curvy mountain lake highway system. Increasing development demands especially in the rural mountain areas are leading to protracted legal challenges by the locals to stop further development to better save our traditional way of life here around Flathead Lake. When U.S. Route 93 was expanded through Pablo on the CSKT Reservation the DOT and tribe established a speed limit of 45 MPH through the Pablo area for several miles despite little traffic with a couple traffic lights and it is open straight and flat. 45 MPH is way too slow for a U.S. Route highway and it could easily be 55 MPH. The traffic lights should be replaced with entrance and exit ramps. Compare this to U.S. Route 93 north from Polson to Lakeside which becomes increasingly more mountainous and curvy and higher altitude and prone to high winds and animal crossings. I am not a fan of over controlling traffic as said before it is a double edge sword. However, at a minimum the Rollins corridor needs signage restricting Jake and compression braking as well as greatly improved noise suppression on aftermarket motorcycle exhaust systems especially Harleys, older trucks and general vehicles which have no exhaust systems or very poor ones and/or unmaintained ones. These noise abatement problems plus traffic speeds of 70 MPH or more in a mountain lake corridor of many bays create a natural amphitheater amplifying the traffic noise many times. The Rollins corridor as well as the entire Flathead Lake highway system of U.S. Route 93 on the west side of the lake need noise abatement action in all forms possible. Speed is just one hazard in this formula. Other factors are no noise regulation in the rural areas, current long duration of the noise, the shape and angles of the cuts into the mountain side of the highway, inadequate signage for no compression braking, no Jake breaking, and no altered exhaust systems. I think we ought to go back to Flathead Lake ferry system that would encourage tourists to take an alternate more scenic, relaxing and enjoyable trip from Polson to Kalispell thus offloading the north and south traffic on U.S. Route 83 and State Route 35. The Montana DOT is not sensitive to mountain lake communities and appears to have an agenda accommodating the increase of traffic with a callous disregard of lake side communities trying to preserve their traditional local style of life. Urban sprawl is real and if the present trend continues, Flathead Lake will be one continuous lake side development around the lake in a few decades with more than one roller coaster park erected next to rural mountain lake communities who largely do not want development. Absolute growth ceilings need to be established in communities all around the lake. Local property owners need State legislation which gives them the power to decide who they want in their community and when to say no more growth and go somewhere else. Without the

No.	Date/Name	Comment
		power to establish absolute growth ceilings via consent of the govern through State legislation there will quickly be no more Montana as we know it! Click below for an overview of legislation I submitted to Senator Mark Nolan. - https://www.freedomforallseasons.org/DefactoGovernment/OverviewWhyWeMustReviseMCA76-2-205RescindSB294REV9-7-2023.pdf
2	08/21/2024 Maggie Davis	A semi truck accident 8.25 miles south of the Hwy 93/ Montana 82 intersection at Somers blocked traffic from at least 1:20 pm (a neighbor was alerted that her Lakeside PT appointment could be impacted by traffic backup from an accident south of Lakeside) until 3:30 pm when things began moving slowly in an alternate single lane. I took the photos below at 3:30 pm, after it took me 20 minutes to go from Bierney Creek Rd to Adams St on Hwy 93. Volunteer Park was full, too. This was a perfect illustration of how one event could potentially block first responders from meeting health or fire emergencies AND prevent residents in the area from evacuating, if necessary. Our community's busy public school is in the center of this area. Flathead County must work with MDT to address N/S traffic through this area. Also, it should plan for county road connectivity to the west of Hwy 93 in the Lakeside area, including assuming maintenance of all of Adams St. I had just attended the LCWSD meeting where it was announced that new development is planned for land adjacent to the QRU property on Bill's Road. Lack of an adequate road system west of Hwy 93 hampers economic growth and exacerbates Lakeside's traffic problems. I'm still looking forward to seeing some sort of Flathead County Road Plan to replace the last one done in 2010.
3	09/07/2024 Douglas E. Shively	Consider adding a right turn lane southbound US93 at Jette Lake Trail. 70mph at this point makes this turn dangerous because one must slow to nearly 15 mph on the highway to make this turn. The same is true for a left turn going north on US93 at Jette Lake Trail. There are close to 170 residential lots at Jette Lake. A right turn lane on northbound US93 at Rocky Point would be an easy addition since space already exists. People turning slow to at least 25 mph to make this turn and is a hazard and slows considerable traffic going north on US93.
4	09/10/2024 Mitch Heidegger	I live in Elmo a travel to Kalispell and Polson everyday. I do think that 4 lanes with a center turning lane for left hand turning. Also right hand turning lanes to the state parks and side roads with the most traffic.
5	09/10/2024 Wayne Hebert	Dayton Area - Speeding, blind corners, death of friend years ago in car accident, turning lanes suggested, will there be more passing lanes?
6	09/11/2024 Trudy Skari	Dayton Area - Speeding, Passing lane northbound, will there be more passing lanes added? Witnessed multiple near accidents near the turn to the amusement park on North end of Corridor, Road cut to Elmo - people pulling out.

No.	Date/Name	Comment
7	09/12/2024 Randy Rogney	Blacktail road needs a stop sign before they can enter intersection with stoner loop. Seen many near accidents entering highway.
8	09/12/2024 Mark Tuttle	We are hoping to attend the Sept. 19 meeting in Somers. We live off of Boon Road, which intersects US93 directly across from the Somers Boat launch. During the spring/summer/early fall that intersection is a disaster! Heavy traffic both directions, people trying to turn left into the boat launch, and the ever growing number of people trying to get onto 93 from Boon Rd; to say nothing of the primarily pickups with boat trailers parked on both shoulders of 93. Hopefully, this intersection is going to be significantly improved in you plans. I look forward to hearing about it.
9	09/13/2024 Craig McIntyre	1. There should be noise barriers in sections where homes are near the highway since trucks with compression brakes and groups of motorcycles are exceedingly noisy. The barriers along the Kalispell bypass seem very effective. Something similar could easily be justified along the 93 corridor since the traffic volume there is just as high or higher. 2. There should be more passing lanes--particularly on the northbound side. The other day, I was 7th in a line of 16 vehicles and, obviously, had no hope of passing. New passing lanes should be long enough to allow several cars to get around that 50 mph RV in the front.
10	09/16/2024 Bill Yankee	I am commenting on the US 93 Polson-Somers Corridor Study. I live 1 mile south of Lakeside to the west side of Highway 93. We turn right into our neighborhood at the base of the long hill coming south out of Lakeside. As there is no turning lane, any traffic behind us has to slow down for us turning off the highway, or pass us if there is no oncoming northbound traffic. Many vehicles dramatically increase their speed coming south out of Lakeside and we have nearly been rear ended several times because vehicles did not decrease their speed enough. A lower speed limit from Lakeside to mile marker 97 or 96 would make this situation safer, as would a Vehicles Turning sign. Also, the other side of the hill, going north into Lakeside needs to have a reduced speed limit as well. Most vehicles, especially large trucks, do not slow down to the posted 35 mph as they enter Lakeside from the south. This creates a dangerous situation for vehicles trying to turn onto 93 from the side streets as well as for pedestrians. Thank you for the opportunity to comment, I strongly feel we need lower speed limits in the areas I mentioned.

No.	Date/Name	Comment
11	09/16/2024 Carl Covey	Hello MDT. I am so pleased to learn that you are engaging in a Corridor Study of Highway 93 between Polson and Somers. My wife and I live just South of Lakeside at mile marker 96. Turning right out of our driveway to head South to Polson is simple, safe, and the drive to Polson is quite beautiful and relaxing. Turning left to make the trek to Kalispell via Somers is a nightmare. Problems are speed, traffic, dangerous access points for others to enter the highway, and rather rude drivers. I have noticed that there is much of the old highway 93 that parallels the main highway. There are only 3 short sections where there is no parallel road and these are also the points where there are very nervewracking access points to 93. Also, pedestrians and bicyclists trying to navigate from Somers to Lakeside are very like to have near-death experiences. I have a suggestion....connect all of the missing sections of the old highway 93, resurfaces the route, reduce the access points to high-ground locations with good North/South visibility, and add a bicycle lane. I am quite excited that MDT is taking on this dilemma and I am certainly willing to help in any way I can as I am sure many citizens in Lakeside are. Thank you for trying to tackle this important transportation issue.
12	09/16/2024 Scott Murphy	We are residents of the Somers area and would like to express our appreciation for the effort going in to study and planning for road safety. With 93 being the primary North/ South corridor in western Montana, the growing density of development in Somers and Lakeside, and the ever-increasing tourism/ recreational traffic in the area it is plainly evident that the current transportation infrastructure is no longer safe for vehicles or pedestrians. Challenges presented by peak volumes of travelers in summer months are exacerbated by limited access to Flathead lake (especially boat ramps). The Somers boat ramp congestion presents some of the most significant risk, and makes it impossible for vehicles exiting Boon Rd (opposite of the ramp on 93) to safely make a left turn without experiencing a significant delay of 5 minutes or more. This also plagues Lakeside. The long waits prompt impatient drivers to make very risky maneuvers. When travelling south on 93 and slowing to make a right turn onto Boon Rd, following cars driven by impatient drivers will pull into the center lane to pass despite the center lane being a turn lane for traffic in both directions, thus increasing the risk of a head on collision with oncoming traffic. Please consider all available measures to calm traffic during peak periods in both Somers and Lakeside: stop lights during peak times, warning lights otherwise. diminish demand at boat ramps (and trailer parking) by expanding boat ramp access and parking in safer areas such as sportsman's bridge, wayfarers' park or westside park. in expanding number of traffic lanes available. Reduce pedestrian challenges in Lakeside by installing a pedestrian bridge.

No.	Date/Name	Comment
13	09/16/2024 Trudi Skari	I live at Big Arm. There are serious safety issues in several spots between Big Arm and Somers, including the Dayton area. The County lacks the time and money to address problems. I added comments to the online commenting map to indicate my areas of concern. Increasing population and new businesses have resulted in increased traffic. Egress/ingress is an issue in multiple locations. By the new rollercoaster, there are young adults and other people on foot trying to cross the highway.
14	09/18/2024 Tamara Tanberg	In addition to other members of my family who live in Lakeside and travel north for work, we travel this route twice a day (my work is in Somers). It's my observation that all of the "near accidents" that happen on this specific (Somers to Lakeside) stretch of US-93 are because the person at the head of a line of cars abruptly slows down/or stops to make a left turn. This is frequent, due to the many residences that immediately access the highway. The 55 mph speed limit (which morphs into 60 mph) is too fast for anyone to come to this abrupt stop on a highway marked double yellow. In an emergency avoidance effort, a pass on the right is not feasible with the narrow shoulder. A continuous center turn lane may be a solution, as would lowering the speed limit to 45 mph, especially on this stretch. Also, the intersection of Somers Road with US-93 may warrant deceleration and acceleration lanes. Getting on and off the highway at this location is challenging. Merging into southbound traffic from this intersection is especially difficult, with the high bank on the northeast corner preventing a good sight line. As with the rest of this portion between Somers and Lakeside, a reduced speed from the MT-82 intersection is absolutely essential. My family and I look forward to the results of your study, and to a safer highway. Thank you for the opportunity to comment.
15	09/19/2024 Janae Lee	Just wanted to drop you a "thank you" regards how you and team are handling the 93 Corridor study. I went to the open house in Somers this afternoon – offering this info as an open house (rather than a classroom style discussion) was so productive! I got all the info I needed, and there were plenty of people available to answer questions. I was honestly concerned that I would need to sit for an hour to get the 5 minutes of info I needed – so happy that this was not the case! Second, the comment interface (using ArcGIS) is great – not too difficult to use, and offers plenty of opportunity to add details. (Of course, I may be a bit unusual here, as – although I am not very technical, I have worked with Arc products before). In any event, I found the UI to be very useable, and I was able to make all the comments I wanted to make (although I think one of my submissions went in before I was able to add the date and my email address to it – user error!). Anyway, I'm sure you get a lot of cranky complaints – just wanted to take this opportunity to give you a little positive feedback.

No.	Date/Name	Comment
16	09/20/2024 Mary Jones	We live at 7581 US Highway 93 S. in Lakeside , which is right off the main road Mike marker 97. We frequently have accidents at our entrance to our gravel road The main problem is the speed. The speed limit at the crest of the hill is 70 mph. This is very dangerous. Can you please address this problem.
17	09/20/2024 Daniel O'Connor	Make the whole stretch 70 mph. It's really annoying with the varying speed limit zones and tourists with campers don't go 70 anyway. Make more passing lanes.
18	09/20/2024 Melinda Skilondz	Please reduce speed south of lakeside on 93. My Dad's car was totalled there. Our dog Fritz died there as well.
19	09/23/2024 Francis Auld	I would like to see Ksanka placenames used in the signage placements throughout this project. And there is some safety concerns I will address, especially in the Elmo, Montana area.
20	10/01/2024 Jim Lekander	His comment is the visibility of the intersection of 93 with Lake Mary Ronan Rd is limited and there should be enough room to add an acceleration lane headed Northbound out of the post office side of the approach back onto US93.
21	10/13/2024 Mark Tuttle	We attended the Sept 19 open house in Somers. I appreciated the various people in attendance, each of whom answered my questions quite well. However, I was somewhat disappointed by the prepared material. It appeared to me that there was an unspoken agenda that was underlying most of the presented data. For example, the 2.1 percent growth rate (which was laughable) was established using a 20 year average!! Other data used a 10 year average so there appeared to be no common approach. In my opinion, given the recent rapid growth, we should have been looking at 5 year, or perhaps even 3 year data; certainly not 20 year. If the purpose of the open houses was to build credibility, I do not think you were successful. The most candid statement I heard was "Given the geographic limitations for road width, I think the best we can do is add a few more passing lanes, as they only require 3 lanes, not 4." If that is the best answer, let us start looking for appropriate areas, put together a plan and start organizing the effort. It is not going to get better without some changes sooner, rather than later.
22	02/28/2025 Jim Anderson	I'm on the board of the Jette Lake landowners association. Was wondering if anybody ever made the public comment of getting a left turn lane on highway 93 in front of the entrance into the lake. It's about mile post 66.
23	03/02/2025 James Anderson	Has a left turn lane been considered for hwy 93 at mile marker 67 the entrance to Jette Lake.

Public Comments

During and After Review Period

During Review Period: July 21 to September 19, 2025
After Review Period: September 20 to October 2, 2025

No.	Date/Name	Comment	Response
1	7/21/25 Janie Lewer	A. The Discovery Land projects, as well as other developments on the horizon will further exacerbate traffic congestion along Hwy 93. B. The interchange of Blacktail Road, Stoner Loop and Hwy 93 is of critical concern to Lakeside residents. This interchange has become an extremely high traffic volume area, and the lack of a stop sign on Blacktail Road, compounded by the precarious entrance onto Hwy 93, has made use of this area not only challenging but also dangerous. Stoner Loop provides access to Blacktail Grocery, Sliters Hardware and the local medical clinic in addition to other businesses and residences. A commercial development is currently underway on the east side of Hwy 93 opposite Stoner Loop and Discovery Land has received approval for their 36-slip marina with condos and dry dock storage adjacent to the commercial development that is underway. C. On Friday, July 18, 2025, the pedestrian study for Bierney Creek & Hwy 93 was finally released. As expected, the study indicated that an RRFB system is warranted for this crossing, but the location is not ADA compliant, and funding is required. While we appreciate the release of this study, this presents more questions and the need for understanding by the community as to what this process looks like and what happens until an appropriate resolution is reached. The Corridor Study report references a pedestrian hybrid beacon for Adams Street, perhaps this is also appropriate for Bierney Creek rather than the RRFB system.	Thank you for your comment. A. MDT is considering this proposed development through its Systems Impact Action Process (SIAP). The process enables developers to request access to and from the state highway system and involves multiple MDT technical reviewers. MDT's goal is to determine reasonable accommodation of the developer's project needs while preserving the safety, operational efficiency, and integrity of Montana's transportation system. The developer has submitted a proposal to MDT, and MDT is currently in the review process. B. The <i>US 93 Polson-Somers Corridor Study</i> identified a series of spot improvements to reduce the risk of severe crashes, improve vehicle and pedestrian safety, and optimize traffic flow. The Blacktail Road intersection was identified under improvement S5. Political Hill descends into the community of Lakeside, and US 93 crosses over Stoner Creek just south of the intersection. The combination of turning volumes, partially obstructed sight distance, speed transition, and poor intersection configuration create operational and safety challenges. The corridor study recommends consideration of a northbound left-turn lane, intersection reconfiguration, and enhanced traffic control such as a traffic signal or roundabout in the future, as warranted. Installation of a turn lane and/or traffic signal would require a warrant analysis. In the interim before improvements to US 93 are addressed, Flathead County is considering potential near-term improvements within its adjacent right-of-way, such as striping, delineation, and enhanced signage treatments to improve visibility and geometric alignment at the intersection. This is now noted in the <i>Corridor Study</i>. C. As noted, MDT recently completed the <i>US 93 Polson-Somers Corridor Study</i>, the <i>Lakeside Intersection: Bierney Creek Road with US 93</i> evaluation (dated July 10, 2025). This separate evaluation recommended construction of appropriate ADA-accessible pedestrian facilities on both sides of US 93 to accommodate observed pedestrian traffic, along with installation of a rectangular rapid flashing beacon (RRFB). This is consistent with the recommendations outlined under improvement S7-a of the corridor study.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
		D. The Traffic Impact Study that was commissioned by Discovery Land's subdivision did not include any reference to or consideration of the Hwy 93 Polson to Somers Corridor Study. A draft of the Corridor Study was just published online with an opportunity for Public Comment through August 29, 2025. While Discovery Land is advocating for a turn lane to the subdivision, the Corridor Study proposes a passing lane in the area of the accesses to the subdivision. It is of the utmost concern that this significant subdivision is going through the review process without factoring in the Corridor Study. E. Adams St. in Lakeside scored F in 5 of the 8 scoring segments. The remaining 3 segments scored with a D and 2 E's. While this validates what community members experience, a speedy resolution is imperative. This intersection is the pedestrian crossing for a heavily used park at the lake shore and the crossing that leads to Lakeside Elementary School. The study indicates improvement options for Adams St. are designated as mid - long term, equating to 5 to 20 years.	MDT previously conducted a separate study of the Adams Street intersection (dated August 8, 2023). At that time, MDT determined no further intersection improvements (such as enhanced traffic control in the form of a roundabout, all-way stop-control, or signalization) were recommended. The corridor study also addresses the Adams Street intersection under improvement S6. This intersection does not currently warrant additional traffic control (i.e., traffic signal) based on traffic volumes, but it does meet warrants for pedestrian activity. There is an existing RRFB at this intersection to accommodate pedestrian crossings. A pedestrian hybrid beacon (PHB, also referred to as a high-intensity activated crosswalk, or HAWK) could be considered in the future in place of the RRFB to require drivers to come to a complete stop and wait at the stop line while pedestrians cross the intersection (as opposed to the RRFB, which requires drivers to yield to crossing pedestrians). It will be important to closely monitor pedestrian and traffic conditions at this intersection over time, particularly as future development projects may increase traffic volumes and pedestrian activity. If future growth in the surrounding area occurs, the need for additional traffic control measures or infrastructure improvements will be re-evaluated to ensure continued safe and efficient traffic flow. D. Please see response 1A. E. Please see response 1C.
2	7/22/25 Kelly Davis (paraphrased, by phone)	A. Speeds are too high, and residents are fearful of driving on US 93 in the Dayton area. Lake Mary Ronan Road (Highway 352) is a primary access for the communities of Dayton and Proctor and serves a school and post office. Multiple near-miss crashes have occurred in this area that may not be reflected in the crash data. Getting in and out of Dayton is frightening. To avoid turning left into Dayton going south, residents often turn right on Lake Mary Ronan Road toward Proctor, turn around, and then dash across the highway into Dayton. Residents should not have to be afraid to drive on US 93. B. Slower speeds along the west shore of Flathead Lake are desired.	Thank you for your comment. A. Separate from the <i>US 93 Polson-Corridor Study</i>, MDT recently conducted a speed study in the Dayton area. The following recommendations are now referenced in the corridor study: - Extend the existing 55 mph transition zone north of Elmo beginning 400 feet north of the Spinnaker Lane intersection and continuing north approximately 2,700 feet, to 1000 feet south of the Old US 93 intersection. - Reduce the existing 70 mph speed limit to 65 mph beginning 1000 feet south of the Old US 93 intersection and continuing north for approximately 8 miles, to 490 feet north of the Northaire Lane intersection. B. As noted in policy improvement P2 Speed Considerations, the Montana Transportation Commission is responsible for setting the speed limit for highways. Modifications from the statutory speed limit may be considered based on speed studies, which consider roadway context, driver expectation, and crash trends, among other factors. Speed studies are recommended to determine if nighttime, seasonal, or spot speed zones in developed or congested areas may be appropriate in this corridor.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
3	7/22/25 Lee Miller	The entrance/exit to Mello Cove road north of Dayton is extremely dangerous, especially turning left onto Mello Cove when coming from the north. I spoke with people at the public meeting last fall in Polson about it. I don't see any reference to it in the report. Please take a look at the problem. I know it's a small number of houses, but between deliveries, lawn maintenance & visitor traffic we've all seen more near misses on that turn off than I can describe. Please take a look at the problem. It's where the school bus accident happened last year.	Thank you for your comments. Turning and merging movements can be challenging at the multiple approaches intersecting US 93 between Polson and Somers. Under improvement C1, the study recommends approach realignment and installation of turn lanes as warranted based on hourly traffic and turning volumes, evidence of crash trends, and other factors. Additionally, improvements C3 and C6 recommend rumble strips and consideration of a potential passing lane in the vicinity of the intersection. MDT has also completed a separate speed study in the Dayton area that recommends lowering the posted speed from 70 mph to 65 mph extending to approximately 490 feet north of the intersection with Northaire Lane just north of Mellow Cove Lane (please see response 2A above).
4	7/25/25 and 8/20/25 Jim Lekander	My view on 93 at Dayton is drop speed to 55 & improve the acceleration north bound lane. I have ask for 55 at Dayton prior for 2 years. Please consider a speed reduction at the Dayton intersection with a merging lane going north on 93. This has been a blind corner at 70mph for left turns onto H 93.	Thank you for your comments. Please see response 2A above.
5	7/28/25 Alex Ator (by email and phone)	I currently live in a location known as S5. The Blacktail Road/Stoner Loop Intersection (RP 97.9) is the only egress to and from my home onto US 93, as noted in the traffic study. I am curious about the next steps in this process and what the likelihood is of some of these plans being developed over the next 10 years.	Thank you for your comments. Please see response 1B above. Recommendations for the Blacktail Road/Stoner Loop intersection with US 93 are identified as mid-term improvements, with implementation anticipated within a 10-year period, as funding becomes available. No funding has been secured at this time. However, in the interim before improvements to US 93 are addressed, Flathead County is considering potential near-term improvements within its adjacent right-of-way, such as striping, delineation, and enhanced signage treatments to improve visibility and geometric alignment at the intersection.
6	7/28/25 Bernie Olson	I have lived along this highway my entire life (78) years and have been driving since 1962. I believe that area from two miles south of Lakeside to the intersection with highway 82 should have continuous left turn lanes and right turn lanes at every side road access which would greatly improve traffic safety. I have witnessed a number of rear end collisions over the years and with the huge increase of traffic in the past few years the situation becomes ever more dangerous.	Thank you for your comments. Please see response 3A above regarding turn lanes. Additionally, the study recommends extending existing two-way left-turn lanes in Lakeside and Somers as part of future reconstruction projects.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
7	7/29/25 Stephen Yakupcin	I am writing to express my serious concern regarding the current speed limit on Highway 93 between Somers and Lakeside and to respectfully request its reduction to a maximum of 45 miles per hour. This stretch of road has seen a noticeable increase in traffic volume, and with numerous residential and business driveways intersecting the highway, visibility is often dangerously limited. I've personally experienced multiple hazardous situations attempting to merge onto Highway 93—whether heading southbound or northbound—due to the excessive speed of passing vehicles. These challenges are especially pronounced during peak commuting hours and inclement weather, as well as tourist season, and I fear they place drivers, cyclists, and pedestrians at unnecessary risk. Additionally, this route includes designated stops for school buses. The presence of children along the highway elevates the need for caution and slower speeds. A reduced limit would better ensure their safety during pick-ups and drop-offs. Another critical factor is wildlife. This area is home to a diverse range of animal species, and collisions between vehicles and animals are not uncommon. A slower speed could not only help avoid injuries to motorists but also reduce the number of animal fatalities. Lowering the speed limit to 45 MPH would contribute significantly to reducing accidents, mitigating injuries, and potentially saving lives. I urge you to consider this proposal seriously and take the necessary steps to protect all who travel along this stretch of Highway 93. Thank you for your time and consideration.	Thank you for your comments. Please see response 2B above regarding speeds. MDT does not have authorization to change what has been approved by the Transportation Commission, including speed limits or locations of speed zones. For a permanent reduction in speed to be considered, a speed study must be conducted, typically at the request of a local government agency. A study was completed recently, and it is MDT's typical practice that unless there is a significant change in the infrastructure, the minimum time gap between speed studies is 5 years to allow for changes in traffic patterns to be reflected on the data collection process. The most recent study is posted online at https://www.mdt.mt.gov/other/webdata/External/Traffic/speed-studies/2022_C000005_093.0_RPT002.pdf Please see response 15 regarding wildlife accommodations.
8	8/7/25 Jennie Fulton	I received a letter to adjacent landowners about the corridor access study. My family has property at Big Arm. I have explored the site listed in the letter but do not see a direct action for me to take. Please summarize why the letter was sent - mercy to inform of possible work, or is there something I should be doing that directly effects me or my property.	Thank you for your comments. MDT has developed an <i>Access Management Plan</i> addressing recommended access from adjacent properties to US 93 within the Polson-Somers corridor. MDT mailed certified letters to notify landowners that the draft plan is posted online for review. Within the plan, proposed access recommendations are included in Section 7 (table format) and Appendix A (drawings), where information is provided about each property. No action is required, however, landowners are welcome to submit a comment to share feedback about how the plan affects an individual property.

Public Comments During and After Review Period

9	8/7/2025 KayDel Shelton	My home is on Lakeside Blvd just as Hwy 93 goes up the hill out of Lakeside. A. The noise is horrible especially with the semi-trucks going through town. B. I read through the study. I am not seeing any mention of increased personnel for patrolling the current speed limits or the new ones you are proposing. MDT should have an entire section dedicated to adding highway patrolmen, sheriff deputies and MCS patrols for this entire corridor. Setting speed limits may look like a solution but, speaking as the person who hears drivers speeding out of Lakeside going north all hours of the day, they are simply a waste of money and resources without human beings or speed cameras identifying and ticketing speeding motorists. C. I request with my explosive tax dollars that you redirect some of this money to speed cameras and increased Sheriff and highway patrol personnel including MCS to check jake brakes. I can promise you a high percentage of large trucks do not have the proper brakes. D. And, with the Flathead Lake Club building nearly 400 multi-million dollar homes, the large truck traffic will increase beyond what is safe for Lakeside. Think of the dump trucks and semi trucks hauling excavation equipment not to mention stone and other large building materials used to build multi million dollar homes....400 of them! E. Lakeside is a town with no law enforcement. I have called the Sheriff's office many times asking for patrols on Lakeside Blvd where people speed past children playing at the County park and frankly, my home. They tell me there is no budget for increased personnel and yet the state has money to install measures on highway 93 that will be meaningless without law enforcement. I am against all you are doing and will continue to go before our county commissioners and state law makers to stress an increase in the salaries of law enforcement personnel and the number of law enforcement personnel before any of these improvements are approved. I feel strongly that if you simply added cameras and patrol personnel, many of these safety issues would be greatly improved. I am extremely disappointed that you are not even addressing this simple solution.	Thank you for your comments. A. Noise abatement is addressed under policy P5, which recommends MDT's continued attention to highway noise issues, including research and implementation of appropriate mitigation measures. B/E. Enforcement of applicable laws and regulations is important to ensure safe, efficient travel on Montana roadways. MDT continually partners with law enforcement officials and attempts to facilitate enforcement activities by enabling safe stopping opportunities. State law enforcement personnel and operations are supported by funding through the Montana Department of Justice (DOJ), separate from federal and state funds used by MDT. MDT does not have jurisdiction to direct DOJ expenditures or enforcement staffing levels. C. Under MCA 61-8-203 and 61-8-206, state law prohibits the use of automated enforcement systems attached to a traffic control device that are designed to detect traffic violations, including speeding. Further, under MCA 46-5-117, license plate readers may only be used on public highways in limited circumstances, including data collection for planning purposes, enforcement of parking restrictions, screening operations at ports of entry and weigh stations, and identification of vehicles in relation to criminal investigations. Other uses of license plate readers such as enforcement of traffic regulations are prohibited by law. Motor Carrier Services (MCS) enforcement officers are certified to perform inspections of vehicles and equipment stopped at a weigh station or roadside inspections site. Inspections routinely include examination of brakes and exhaust systems. Citations may be issued for failure to meet applicable requirements, including the appropriate use of engine compression brake devices and mufflers in accordance with Montana Code Annotated (MCA) 61-9-321. D. Please see response 1A regarding development in Lakeside.
---	----------------------------	--	--

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
10	8/8/2025 Synoia Olson	I am wondering if this in anyway effects us or anything we need to do. We access off Hwy 93 in Lakeside to our home. At the bottom of the letter it says once adopted to contact MDT. What do we need to contact them for? Thank you for any help and clarification.	Please see response 8 above regarding submitting comments to MDT.
11	8/9/2025 Rich Bell	I live in Jette Lake, about mile marker 63, a bit after you've reached the top of the grade leaving Polson N/B, and accelerating as you go past the commercial area and quickly approaching development entry points. I have been here about 25 years and am a retired police officer so have had some traffic issue backgrounds. A. Many of the issues begin at the top of the hill climbing out of Polson. You just left town, speed is higher, visibility is clear and 3 large tandem trucks are ahead of you. Those familiar know that you need to get around those trucks, or even those pulling trailers as soon as possible before the top of the hill or you will be stuck behind them perhaps all the way to Kalispell. The road is one lane, good visibility so you can pass safely in this area, traffic allowing. Then you get to the bottom of the hill, a vehicle pulling a trailer behind the truck pulls out to go around the trucks, It can't climb the hill fast enough for many behind who now see two obstacles to clear before the top, even if it means very high speeds. Those who do not make the pass, feel trapped and follow too close, anxious to pass when they think they can, safety may not even be a secondary concern. At the top of the hill, there is often a daisy chain of those who did not get the chance to pass and now follow as close as possible hoping for the next opportunity they see....often still leaving safely out as a consideration. BUT - If the two lanes at the top of the hill are extended - the area is pretty much flat and open, business concerns minimal to non-existent in the area - the passing lane could continue and more of those 'caught' behind at the top would have the ability to pass larger, slower vehicles. I would expect this element would reduce the number of aggressive and anxious drivers in a a daisy chain as the group continues northward. Don't know if you can restrict the trucks to the right lane but that would be a big help as often a slow truck passes a slower truck and by time it clears, no more space available for a line of cars to pass safely before it returns to one lane. B. My second thought is - A turning lane in the are of Jette Lake and Meadows. Again,	Thank you for your comments. A. Jette was identified under improvement S1. MDT will consider options including flattening roadway grades and assessing passing zones within this area. Under MCA 61-8-321(3), all vehicles must drive in the right lane when driving slower than the normal speed of traffic, except to pass or turn left. B. Please see response 3 above regarding turn lanes.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
		partly as a result of bunched traffic after the hill climb.... most often I see following too close in this area for the potential of wildlife and turning traffic. Many are still trying to " push" the car ahead having gotten caught behind at the top of the hill climb, or are carrying more speed entering the area of several side roads off forested and less visible spaces. Often they find suddenly there is a car slowing to make at turn into either Jette Meadows (2 entrances) or Jette Lake. Those turning, frequently cannot make a left turn across the highway due to oncoming traffic, hence, have to slow and often wait for that traffic to pass, which brings those accelerating to have to again slow rapidly. Those of us living in the area needing to turn try to be aware of that and avoid a rapid slow or speed up to take advantage of a smaller opening each estimates is big enough for the turn into their development. Many are older and so feel it requires a slower turn as the exit/entrance requires almost a 90° turn. Trucks and cars frequently use the shoulder, which is narrow and sloped, to move with speed past the turning vehicle S00000 - I was thinking a third, middle turn lane section, might allow the resident to get out of the way of either directions faster moving traffic. And, since the two residential developments entrances are not across from each other, they could use that lane to slow out of the following vehicles speeds and make their left turn into their developments when the oncoming traffic allowed, like any normal left turn. Of course that safe left turn depends on them. The lane may also give a driver a chance to swerve a bit to avoid a deer or other critter crossing in the area, assuming the lane was clear, which it would most often be , particularly during other than most daytime travel. As to the S/B traffic in this area - it too comes from a 2 lane climbing road to a 1 lane road. Same speed and passing issues exists but the climb offers more passing opportunities. Signage about crossing traffic ahead may help a bit. The middle turning lane idea would help in this direction as well. Just my thoughts.	

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
12	8/9/2025 Tim Wilson	I am writing this with a background as a retired Fire Captain with 29 years of experience. I live off Hwy 93 in the proximity of MM96. Over the past five years I have noticed a significant increase in the number of cars and tractor/trailer trucks heading north and south on the Hwy which increases my wait time to pull onto the Hwy. I strongly suggest that before any approvals are granted to build out more developments, Flathead Lake Club, the powers to be need to take a hard look at infrastructure. The Hwy is an important part of this infrastructure. I have had the unpleasant experience of being stuck in miles long backups resulting from a serious accident blocking both north and south lanes. This brings up a significant problem with a Fire, EMS, or law enforcement response being unable to get through to another emergency because of the traffic backup. Developers answer of "it will only be seasonal" is the wrong answer. How do they know it will only be seasonal? Whether seasonal or beyond, the existing full time residents along the corridor are negatively impacted by the increase of traffic. The increase in traffic traveling through Lakeside has greatly changed the once cherished traffic free small town.	Thank you for your comments. Please see response 1A regarding the Flathead Lake Club development. The corridor study recommends improvements such as the construction of new passing lanes, shoulder widening, turnout improvements, and turn lane construction that may have an ancillary benefit of facilitating law enforcement and emergency service access within the corridor in support of incident management and response.
13	8/10/2025 No Name Provided	return Lakeside to 35 mph it's already difficult enough to turn when there are 8000 cars barely moving all lined up because they need to slow down...I sit for 15 min or more waiting to get out of the grocery store to go home...slowing the cars down more just makes them bunch up more. stop it.	Thank you for your comments. Please see response 7 regarding MDT's role in conducting speed studies. A recent speed study completed in March 2024 included the Lakeside area. It recommended a 30 mph speed limit beginning near the intersection with Blacktail Road, transitioning to 45 mph near the intersection of Old Orchard Road and 55 mph near the intersection with Walker Lane. The speed study is available at: https://www.mdt.mt.gov/other/webdata/External/Traffic/speed-studies/2022_C000005_093.0_RPT002.pdf

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
14	8/12/2025 Allen Bogart	A. Making a left turn anywhere in Lakeside onto US 93 is extremely difficult. 3 Options come to mind: 1) Rotaries, 2) a bypass, 3) stoplights. Unfortunately, the only practical cost alternative is to put in stoplights. This should be done at Bierney Creek Road, Adams Street, and Stoner Loop. For the benefit of through traffic, the lights should be triggered by approaching side traffic with a long delay, and otherwise remain green for highway through traffic. If instead, a through connection on the west side were added so that traffic from Stoner Loop to Bierney Creek was possible without going onto the highway, a single stoplight could work. But the through connection should be made 2 lanes each direction to accommodate considerable traffic from either North or South to get to or from the stop light. Also, the difficulty of getting boat trailers into and out of the public boat ramp should be considered; this points to a traffic light at least at the Bierney Creek Road intersection. B. It has just come to my attention that there is a 300-unit housing development planned for South Lakeside. This has major impacts on Lakeside itself and the US 93 corridor. While I hope your Study was already aware of this, I want to be sure it is in the forefront of your attention. We cannot stop progress, but we should attempt to ensure that progress for the sake of development dollars is fully paid for by the developers. In that regard, a solution which I had not envisioned as immediately necessary now seems much more timely: An elevated bypass should be constructed ABOVE the current location of US 93 through Lakeside. Most of US 93 in Lakeside would become a local street. There could be entry / exit ramps at each end of the Stoner Creek valley. An alternative would be to bypass the town entirely to the West, but that is likely to be even more costly. In addition to helping local Lakeside traffic, this would enable through traffic to maintain highway speed through Lakeside. The cost for this improvement should be borne mostly or entirely by the housing developers	Thank you for your comments. A. MDT considers enhanced intersection traffic control as warranted based on traffic and pedestrian volumes, safety, and other considerations. The Adams Street intersection is addressed under improvement S6. Currently, the intersection does not warrant additional traffic control based on traffic volumes. MDT will closely monitor pedestrian and traffic conditions at this intersection over time, particularly as future development projects may increase minor street traffic volumes and pedestrian activity. If future growth in the surrounding area occurs, the need for additional traffic control measures or infrastructure improvements will be re-evaluated to ensure continued safe and efficient traffic flow. Over the planning horizon, MDT will continue to evaluate the need for enhanced intersection control throughout the corridor, including the intersections of Blacktail Road/Stoner Loop and Bierney Creek, based on traffic and pedestrian volumes and safety performance. B. Please see response 1A regarding the proposed development in Lakeside.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
15	8/14/2025 Frank S	This e-mail is response to Lake County Leader article on community input on Highway 93 construction improvements between Polson and Somers. Please consider wildlife fencing similar to that on Evaro Hill, Ravalli or Polson Hill with wildlife crossing. I drove over 4,000 miles on many trips between Polson and Kalispell for my wife's medical appointments. Almost every trip we see several dead deer along the highway We hit one deer on north side of Jette Hill that did not kill the deer on or near the highway. Several years ago I drove a friend to Kalispell for a medical appointment and hit a black bear at about 10:30 am approximately six miles south of Lakeside. Fencing the whole highway may be to expensive but who ever picks up dead game must know where most hits occur and fence those areas. Repairing cars is not cheap.	Thank you for your comments. Improvement C11 addresses wildlife-vehicle conflict mitigation. The study notes that grade-separated crossings, fencing, vegetation management, real-time animal detection, and strategic signing may have merit in areas of the corridor with heightened wildlife-vehicle conflict, based on crash and carcass data. The study recommends installing appropriate wildlife accommodations resulting from the MDT project development process and coordinating with organizations to identify partnership opportunities and advance wildlife accommodation priorities.
16	8/18/2025 Gidon S	Comments redacted upon request.	Thank you for submitting comments. Upon request, your comments have been redacted from this response matrix and shared with MDT for further consideration.
17	8/18/25 Carol Cogar	We have access to 93, you put in a lg turn out at Mile Marker 70 with a slope that washes out our access every spring and raining season have pictures. Snow plowing has chipped away at the pavement to this access. Lg trucks pull into this turn out at about 45 to 50 put on there brakes and the dust flies. People use it to dump brush, cans, oil cans, diapers, McDonald garbage and a few other unmentionables. We clean up. We're 83 and 85 getting hard to do. Fix what we have before planning new.	Thank you for your comments. Policy improvement P4 addresses general highway maintenance within the study corridor. The discussion notes that the MDT Kalispell Maintenance Division is responsible for various tasks, including surface repairs, bridge maintenance, facility upkeep, pavement markings, signage, winter maintenance, right-of-way management, vegetation management, permitting, and administrative functions. Additionally, this stretch of US 93 has been adopted under MDT's Adopt A Highway program, which requires roadside litter removal at least twice per year. Additional information is provided at Adopt A Highway Montana Department of Transportation (MDT) MDT devotes resources to operating and maintaining existing transportation facilities to ensure safe conditions on public roadways. Your comment has been shared with appropriate MDT maintenance personnel for further consideration.
18	8/19/2025 Carol Knieper	Create turn lanes onto Melita Island Rd and Labella Lane	Thank you for your comment. Please see response 3 above regarding turn lanes.
19	8/20/2025 Neil Overby	Please install a semi-fore (stoplight) at the intersection of US 93 and Boon Road where there is also a very busy boat launch for Flathead Lake, about 1/2 mile south of Somers. The county maintained road has become extremely busy with many houses already built connecting to Boon Road and many more under construction. Highway US 93 is heavily traveled in this area from Kalispell to Lakeside making entrance onto the highway from Boon Road very difficult much of the time.	Thank you for your comments. Please see response 14A regarding consideration of enhanced intersection traffic control.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
20	8/20/2025 Janis Rafter	Please do not re-route traffic onto old us hwy 93 between elmo and Dayton- this would be terrible, unsafe and a traffic nightmare for residents. Any future project must consider noise reducing barriers for homes along the highway. Especially those from Elmo to Rollins.	Thank you for your comments. Section 5.3 of the study addresses alternate routes. The study determined it would not be practical to construct a new route or to use Old Highway as an alternative to US 93 due to high costs. Improvements to US 93 over the planning horizon are intended to support its continued function as a National Highway System (NHS) route. Please see response 9A regarding noise considerations.
21	8/21/25 Gil Mangels	Previous examples of your construction lead me to be concerned about safety and common sense planning. It appears that none of your designers have ever driven a truck w/ or without trailer or trailer and a pup. I don't know your fancy word for the problem, but let's just say that few access/exits have any acceleration or deceleration lanes or even shoulders. Imagine having to keep up with traffic and still have a line of traffic behind you when you have to almost stop to make a sharp 90 degree turn, or get back on the highway when the nose of the vehicle has to get into the oncoming lane to get his rig moving and then up to speed. The stupid thing is that there is almost always enough federal or state owned frontage to make it safe. I've been to your meetings before and they are a farce and don't take the advise of folks that have driven these roads almost daily. Regarding going north from Polson on U.S. 93, the most dangerous spot is the top of Jette hill where you end the passing lane right in the area of businesses and a very busy intersection to a subdivision. You have plenty of frontage to continue the passing lane beyond the intersection. For that matter what group of card table engineers driving little plastic cars on a highway map have made a law that there has to be that much empty frontage? I'm 83 yrs. old, Have driven in Germany, east coast to west coast and Mexican border into Canada pulling trailers and driven next to concrete retainer wall with no shoulders, so I think I can judge a deficiency in your department. Heaven forbid that a college age tribal design engineer would put aesthetics ahead of safety in designing the lower end of Lake county.	Thank you for your comments. Please see response 3 above regarding turn lanes. Section 4.2.4 of the study discusses the roadside clear zone, which is the area next to the road that allows for safe use by errant vehicles. This area may include shoulders, slopes, and recovery zones. MDT attempts to acquire right-of-way as needed to accommodate recommended clear zone widths and potential future improvements. In some parts of the corridor, limited space and natural obstacles like rock outcroppings, steep slopes, and Flathead Lake make it difficult to achieve the recommended clear zone widths. Guardrails are used in these areas to protect drivers from obstacles. The study recognizes a crash trend in the Jette area and recommends re-evaluating the passing zone location in relation to intersecting approaches (improvement S1).

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
22	8/22/25 Gerald Brunckhorst	Hi, I live in Lakeside, using highway 93S daily. I'm also the HOA President of Tamarack Woods Subdivision. I would like to relay a concern for our entire subdivision population (77 house lots). Now that Flathead County approved the major resort/subdivision (SW of town on a ridge just above our subdivision), we're highly concerned with the intersection of 93S and Blacktail Road. This intersection had been a traffic issue with many serious vehicle collisions over the past 10 years. The study for said intersection just won't happen fast enough for the expected commercial construction traffic and the resident traffic after most construction is completed. That construction may last as long or longer than the Yellowstone Club near Big Sky. I worked many years in the Big Sky and Yellowstone Club area, personally seeing how overloaded roads and intersections can become. I expect to see this same traffic through Lakeside on both 93S and Blacktail Road (a back road will be developed so it's highly possible heavy truck traffic will utilize that access. Unfortunately Lakeside doesn't have any effective North - South streets so all the traffic funnels through the 93S and Blacktail intersection. We, a large part of Lakeside population, encourage MDT to expedite the study and/or reconstruct of this intersection as there is currently property being developed on the East side of said intersection which may add to the complexity of vehicles entering and exiting highway 93S. Thank You for considering our concerns and our wish in avoiding the real possibility of more collisions which could affect, injure or take the life of our neighbors, family and friends.	Thank you for your comments. Please see responses 1A and 1B above regarding the Discovery Land development and impacts to Blacktail Road. MDT will continue to monitor traffic and safety conditions at the Blacktail Road intersection with US 93 as development is proposed and constructed in the area.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
23	8/23/25 Frederick Larson	We have a home on Highway 93 South in Somers, Mt. 59932. The proposed change to access point 370. We are one of the homes that would be adversely affected by this closure. The road currently used to service our property would change access for the worse. The current road is not wide enough to accommodate the delivery trucks and any other traffic that tries to use it at the same time. A truck or vehicle with a boat or other RV will not be able to back down the lane. Especially since there is a very bad blind spot at the entry proposed to remain.	Thank you for taking the time to share your concerns regarding the proposed change to Access #370. MDT understands how important safe and reliable access is to your property and appreciates the detailed information you provided about the current conditions and the potential impacts this change could have. This area presents challenges due to the curve in the roadway that limits sight distance. The corridor plan recommends maintaining the existing center turn lane in this area to support turning movements. The proposed closure of access #370 aligns with MDT's access management guidelines, which aim to improve safety and traffic flow by consolidating access points and aligning them directly opposite one another when possible. This recommendation would most likely be implemented as part of a future highway reconstruction project. Should that occur, MDT would coordinate directly with all affected landowners to ensure continued and reasonable access to properties. This coordination would include evaluating potential improvements to Landing Trail, as well as considering sight distance improvements at access #371. At this time, no funding has been identified for reconstruction of this segment of US 93 or for implementing the associated access management recommendations.
24	8/23/25 Gary Spetz	In view of dramatically increased traffic, more entering traffic, and the upcoming entering traffic of the Discovery Land Project, the speed should be reduced to 55 south of Lakeside to mile marker 96. With no shoulders, the current speed of 70 mph far too unsafe for those of us entering the highway in this section.	Thank you for your comments. Please see response 2A above.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
25	8/24/25 Mark Unruh	I am the owner of P974 #344. I have resided here for the past 25 years. I have witnessed many accidents at the Marco bay loop access point #343 over the years. The proposal to move #343 to the North will only exacerbate the problem. All of the accidents I have witnessed have been caused by vehicles traveling in the South bound lane. They notice someone stopped waiting to turn left onto Marco bay loop way too late and rear end the stopped vehicle or swerve into oncoming traffic of the ditch The only solution I see is a turn lane for the South bound traffic. I recommend the same solution for my driveway all the way to Spring creek road to the North for North bound traffic because many times I have had to hit the gas and speed forward to avoid someone rearending me as I tried to exit the highway while turning left onto my driveway. I also recommend not closing access #'s 346, 347 and 348. # 346 provides an alternative route for traffic when the highway is closed due to accidents or maintenance. There has been a large increase in local traffic in just the last few years due to the influx of new residents. I only see the problem getting worse. If a turn lane can save even one life, it will be well worth it.	Thank you for sharing your concerns regarding the proposed change to access #343. MDT understands the importance of reliable and safe access along US 93 and appreciates receiving details about your experience. The recommendation to relocate access #343 to the north was intended to balance sight distance in the northbound and southbound directions while consolidating access points for Marco Bay Loop. Option C1 in the <i>Corridor Study Report</i> recommends consideration of turn lanes throughout the corridor, where warranted. Marco Bay Loop could be a potential candidate for a turn lane in the future, depending on traffic volumes and crash trends. MDT would determine the exact location of the approach and turn lane during future project development activities. The recommendation to relocate access #343 would most likely be implemented as part of a future highway reconstruction project. Should that occur, MDT would coordinate directly with all affected landowners to ensure continued and reasonable access to properties. At this time, no funding has been identified for reconstruction of this segment of US 93 or for implementing the associated access management recommendations.
26	8/25/2025 Nicki Larson	Our home at 5697 Hwy 93 S is at the end of a dead-end, private road with only four houses on it and no outlet. Despite signage at the top of the hill stating that there is no outlet, many vehicles per week end up in our driveway and have to turn around. We feel that closing access point 370 will negatively impact us as well as our neighbors because these vehicles often have to back up to the top of our hill to enter highway 93 at access point 30. If this access point is closed, these vehicles will now have to back up further to the north access point. This creates a problem there as well because there are always cars parked next to the Terraces condos and the road is frequently reduced to one lane. If access 370 remains open these vehicles are able to access US 93 there rather than going to the next access point to the north. If you have time, it might be worth a trip over here to see what we're talking about. Thank you for your consideration.	Thank you for your comments. Please see response #23 regarding access #370.

Public Comments During and After Review Period

27	8/25/2025 Diane Titch	I am commenting on the US 93 Access Management Plan. My property is next to Hwy 93 ... but just a small sliver. I have several complaints about the current situation and what will happen after the Hwy 93 project is completed. A. I have only one access to Hwy 93 and that is via Blacktail Road and Stoner Creek Road in Lakeside. I'm not sure what you're going to do to that intersection ... but it has always been weird and confusing. Blacktail road has turns onto Stoner Creek Road (for about 1/4 of a block) and Stoner Creek Road has the stop sign. This will probably continue to be my only access point to Hwy 93. B. Blacktail Road & Stoner Creek road are probably the highest traffic side roads in Lakeside. However, the speed limit at this intersection onto Hwy 93 is 45 miles/hour. The speed limit through Lakeside was studied several years ago and we've had two changes to speed limits through Lakeside and to the south and north of Lakeside. But the speed limit coming into Lakeside is too high/fast and the speed limit going through Lakeside is too high/fast. When traveling north on Hwy 93 and descending into Lakeside ... the speed limit changes from 65 to 45 to 30 in really a relatively short distance ... It takes more time to slow your speed coming down that hill. As you travel on Hwy 93 from either the south or north - you descend from a hill down to Lakeside. The speed limit needs to be no more than 35 on the outskirts of Lakeside. And through Lakeside, the speed limit should be no more than 25 mph. Kalispell's speed limit through their town is 25 mph - ours should be no higher. C. Trucks and semi trucks are required to have compression brakes coming down the hill into Lakeside ... ha ha - that law is never enforced. The trucks come down that hill at 60 mph rattling and making noise all the way. D. Because the speed limit and brake laws are never enforced in Lakeside, 90 percent of the trucks and cars travel through Lakeside at 45 mph. It has fortunately slowed down a little during this summer because of the cross-walk light on Adam street and Volunteer Park. But traffic is too fast and loud through Lakeside during most of the time. It is especially loud and fast from 5am through 8am. There is now enforcement of the law. The	Thank you for your comments. A. Please see response 1B regarding the Blacktail Road intersection. B. Please see responses 7 and 13 regarding speed studies and recommendations for Lakeside. C/D. Please see responses 9D regarding inspections and 9B/9C regarding enforcement. E. Please see response 1A regarding new development in Lakeside.
----	--------------------------	---	--

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
		speed limit signs are meaningless to most drivers because it is never enforced. E. I think the MT DOT and the MT law enforcement has to do a much better job at enforcing the speed limits through Lakeside. Speeds are never monitored and I RARELY see a sheriff car monitoring speeds. As you endeavor to improve Hwy 93 from Polson to Somers ... I believe that it is imperative that you significantly lower the speed limit through this area and Lakeside in particular. As you probably know, the whole valley is growing by leaps and bounds and several new LARGE housing developments are planned in Somers and Lakeside - more than tripling our population and use of Hwy 93 and access to Hwy 93. As you plan and proceed with this project ... please take into account the speed limit for this area. I know you aren't responsible for policing the speed limited, but as this project proceeds - I believe you need to have a way to make law enforcement have more of a real presence law enforcement presence. This should also be part of the project ... to make it more successful and safe.	
28	8/26/25 Mary Jones	We really need to lower the speed limit on the crest of the hill at mile marker 96. There's a couple roads that enter right off 93 and at the speed people are going there has been multiple accidents currently it's at 65 miles an hour it needs to be lowered to 55. Thank you.	Thank you for your comment. Please see response 2A above.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
29	8/26/2025 Joe and Kimberly Orr, Dave and Sally Holand, Greg and Laura Eisinger, Janice Hall	The US 93 Polson-Somers Corridor Study- Access Management Plan proposes to close access point 370, which is at the south end of a frontage road nears Somers that impacts ingress and egress for 28 properties. Although we understand the desire to limit access points on and off of Highway 93, we believe closing access point 370 will negatively impact the safety of both the property owners who rely on this frontage road and the vehicles traveling highway 93. Closing the south access to the frontage road (point 370) will essentially create a 700 foot long dead end road with no turn around or exit at the frontage roads south end where the majority of the 28 peroperties are located. The users of the frontage road are not just the homeowners, but also a myriad of delivery trucks, home maintenance contractors, construction equipment and delivery vehicles etc. supporting the properties. Many of these contractors are towing large trailers. If accss point 370 is closed, this traffic will have to enter the north end of the frontage road, leading them to a dead end without turn around opportunities to return to HWY 93. Many vehicles park on this frontage road, and it would be extremely difficult for large truck-trailer units to back up 700 feet and then back out onto HWY 93 South at the north entrance to exit the frontage road. We are equally concerned, given the large number of households relying on this frontage road that should an emergency arise such as a fire or other need to evacuate quickly, funneling the residents to one exit does not appear to be in the best interest of the safety of the residents when there already are two exits in place that can be used for this purpose. Likewise, emergency response vehicles would also have to back out the length of the frontage road to return to HWY 93. While we understand the desire to limit the number of accesses to HWY 93 South, abandoning access point 370 is not the place to do it. We believe there is ample activity on this frontage road to support the need for two point of ingress and egress. We respectfully request you reconsider the proposal to close access point 370.	Thank you for your comments. Please see response #23 regarding access #370.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
30	8/27/25 Jack May (paraphrased, by phone)	A. Access #82 is a paved approach that provides access to the back (south) side of multiple properties, including features such as a well and RV parking on the May property #206 and parking at the neighboring property #205. A Street provides access to the front (north) side of these properties but does not connect to the southern frontage road currently served by Access #82. A Street does not enable access to the well and RV parking at the back of the May property. B. Currently, the frontage road paralleling US 93 between Access #81 and #82 is rocky and minimally passable. If Access #82 were to be closed in the future as identified in the <i>Access Management Plan</i>, would MDT improve the frontage road?	Thank you for your comments. A. The recommendation to close Access #82 is based on a need to minimize the number of accesses on US 93. Adjacent properties in this vicinity are served from the north by A Street and from the south by Access #81 and a frontage road paralleling US 93. B. The recommendation to close Access #82 would most likely be implemented as part of a future highway reconstruction project. At that time, MDT would coordinate with all affected landowners and ensure appropriate access to properties is maintained, including potential consideration of improvements to the adjacent frontage road. Currently, no funding has been identified to reconstruct this segment of the highway or to otherwise implement access management recommendations.
31	8/28/25 Thomas Moss (by email and phone)	A. I am commenting about access #204 of the US 93 Polson-Somers Corridor Study - Access Management Plan and the "relocate and align" recommendation along with the access description and type. If "relocate and align" means moving the access point twenty feet or so east to align with access point #205 on the opposite side of the highway, then I am in full agreement. If it means something else, could you please clarify that for me? B. Regarding the access type, I would like to note that the access actually serves two additional parcels besides P574 and P575, namely P576 via easement, probably as a secondary access, and Parcel B, Lake County Certificate of Survey #5589, the location of my residence also via easement and as the only road access for the parcel. This makes it, I believe, a guideline-preferred private, low volume, agricultural and residential, single shared access for four properties. It is located almost directly opposite access #205 which has a "no change" recommendation. I don't know quite how to interpret the access description, but some additional points and details seem appropriate. Plan guidelines do not appear to consider current ownership of affected or adjacent parcels in decision-making. Rather, "the aim of these guidelines is to ensure reasonable access to all existing properties and parcels." I am	Thank you for your comments. A. Correct, the recommendation is to "relocate and realign" Access #204 approximately 20 feet to directly align with Access #205 on the opposite side of US 93. The finalized plan now shows a dotted line to indicate this minor realignment of the approach. B. Thank you for this additional information. The access description in the final plan now includes the addition of P576 for parcels served. The type has been changed from Private to Shared in both the table and plans. The reference to Crescent Lane has been removed. C. Please see response 3A above regarding turn lanes. MDT recently completed a speed study from the Rollins area to Lakeside. Based on roadway context and elevated crash rates, the study recommended a 5-mph reduction from the statutory 70-mph speed limit to 65-mph from approximately Northaire Lane until RP 93 within the Rollins area. D. Please see response 30A above regarding the recommendation for Access #204.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
		not sure why "through parcels with same owner" is mentioned in the description, as future ownership of these existing parcels might be entirely different. There are details that may not be obvious on a map regarding Rollins Lakeshore Drive and Crescent Lane, both of which are mentioned in the description. Most notably the adjacent terrain is too steep for feasible passenger car access to the parcels served by the current Highway 93 access point. Also, these roads are narrow and winding with very high pedestrian use. If the thought is to shift Highway 93 access using these roads, it would not be workable or in the interest of safety. C. It seems like the Plan's goals of roadway safety and efficient function and reasonable and consistent management of existing and future access might be best accomplished by the installation of a left turn lane for southbound traffic, if deemed necessary, and a reduced speed limit through the Rollins community such as all other communities in the corridor have. D. Regarding access #204, I think that a "no change" recommendation or "relocate" only to the extent necessary to align with access #205 are most consistent with the overall goals and objectives listed in Section 3.0. Hopefully that is the intent of the Table 5 remarks, but it is hard for me to tell. Please clarify this with me if possible.	
32	8/28/2025 Shannon Jones	is the plan to widen the highway? The only other thing I would propose would be to create a wildlife bridge somewhere in the area due to the amount of deer that are hit on the highway.	Thank you for your comments. The study recommends construction of additional passing lanes under improvement C3 to enable drivers to safely pass slow-moving vehicles, help prevent, and reduce the risk of aggressive passing maneuvers. Additionally, the study recommends shoulder widening under improvement C5 to help improve safety. Please see response 15 regarding wildlife accommodations.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
33	8/29/25 Kyle Lemmer (paraphrased, by phone)	A. What does the recommendation to add a passing lane at RP 84.75 to 85.25 entail? Would this be constructed immediately? B. Is this study being conducted in response to the Discovery Land development project or COVID-related development activity in the region?	A. Recommendation C3 is identified as a long-term improvement for a passing lane, potentially feasible within a 10- to 20-year timeframe. RP 84.75 to 85.25 was identified as a potential favorable location for a southbound passing lane to facilitate safe passing based on available space and favorable geometric conditions to accommodate roadway widening. The corridor study provides a long-term management plan for MDT to improve safety and operations in the Polson-Somers corridor as funding is identified in the future. No funding has been secured at this time, and no construction is imminent. B. MDT conducted the <i>US 93 Polson-Somers Corridor Study</i> and <i>Access Management Plan</i> to proactively evaluate transportation conditions and identify potential solutions for future implementation as funding is identified. The process considered area growth and development trends but was conducted independently from specific private developments.
34	8/29/25 Linda Hanson	Large caution signs would be the most cost-effective short-term improvement to address safety issues between Somers and West Shore State Park. There is already a sign near junction with Hwy 82 directing additional truck traffic to Hwy 93! Lets make it safer for all of us by adding a couple more that size! CAUTION TRAFFIC CONGESTION AND HIDDEN DRIVEWAYS AHEAD	Thank you for your comment. Improvement C8 recommends a variety of high-visibility improvements and advance warning signs, including warnings for approaching intersections, crosswalks, or other potentially hazardous features. In response to your comment, the improvement description has been modified to reference driveways. Improvement C9 recommends intelligent transportation systems (ITS) integrating advanced communications technologies into transportation infrastructure. Specifically, C9 identifies potential treatments such as variable speed limit signage (VSLs) to communicate weather, congestion, and wildlife hazards.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
35	8/29/25 Mary Ann Beaman	A. I live in off the Wilderness Valley exit. I live just below the Hwy 93 between markers 68-70 I believe. If you are going to work on that area of the highway would you check into how excess water is being funneled off the highway. I see on the opposite side of the highway that there are deep gorges that drain water somewhere near my property. All of us along " Bear Tracks Lane" {an immediate left off the Wilderness Valley Road exit off hwy 93}, get quite a bit of excess water from the road. It's either old drains or we need new shoulders directing water and I think some of it is just being dumped from maybe old drains before any development was there. The little Bear Tracks lane gets a ton of water dumped on it. Even some of my trees are dying in a row straight down from the highway.!! My house address is [redacted]. Access to the property is also at the end of Bear Tracks Lane. i HOPE YOU AT LEAST LOOK AT THE EFFECTS OF THIS PART OF THE ROAD ON MY AREA. B. We also need a wider exit now because we have a lot more traffic using Wilderness Valley Rd. Coming down 93 from the north I have to completely stop the only lane of traffic to make a left turn into Wilderness Valley Road there. The highway opens just a few yards south of that spot but if there's oncoming traffic from the south, people behind me have to totally stop so I can turn. We have had some accidents with people not seeing cars turning in from the north at the same time leaving to go southclose calls often. please get back to me to discuss this spot as it does need attention.	A. Thank you for your comments regarding drainage issues. This information has been shared with appropriate MDT maintenance personnel for further consideration. B. Please see response 3A regarding turn lanes and approach alignment.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
36	8/30/25 Frank Morgan	Thank you from our hearts for conducting this Corridor Study. We live on Walker Lane, Lakeside Mile Marker 98 to 99, on top of hill just north of town at beginning of long curve. In the last 2 years, the rate of vehicular speed and increased year round volume of traffic/ combined with lack of visibility on this curve, / combined with our own hill/corner, makes entering and Exiting HWY 93 Difficult and dangerous. So many deer have been hit on this curve, we water them now, to encourage them not to cross 93 to the lake. Thankyou in advance and bring the whole CREW up for a coffee break!!! We welcome your imminent study. GO TEAM MDT !!!!!	Thank you for your comments. Please see responses 7, 13, and 15 regarding speeds and wildlife conflicts.
37	9/6/2025 Jeff Morrow	More wildlife crossings! Thanks	Thank you for your comment. Please see response 15 above regarding wildlife accommodations.
38	9/9/2025 Joanne Morrow	I am a year-round resident of northwest Montana since 1993 who frequently drives the section of US Highway 93 from Polson to Kalispell. I would like to comment on the US Polson-Somers Corridor Study. I have unfortunately hit two deer on this stretch of US 93, dodged many others, and seen a huge number of dead deer along the highway over the years. I would recommend that wildlife crossings be placed as often as possible on this stretch of highway perhaps with tall fencing on both sides of the highway leading to the crossings. I imagine underground culverts might be the most affordable way to go. Thank you for your consideration.	Thank you for your comments. Please see response 15 above regarding wildlife accommodations.
39	9/11/2025 Kelly Apgar	My residence and private drive way are located at the south end of the scenic overlook, at mile marker 104. This the only possible vehicle access to my property, due to a massive increase in traffic, the access is only safe to use if traveling north bound on 93 from south of mile marker 103 and using the scenic overlook turn lane. It is not possible to turn into the scenic overlook from the northbound lane. It should be noted that although I have owned and accessed this residence for over twenty years, the painting crew has always painted lines across drive way entrance. In addition, the guardrail at this location is damaged. Please take these issues in to consideration when planning and construction.	Thank you for your comments. Please see response 3A regarding turn lanes. Your comments regarding pavement markings and guardrail have been shared with appropriate MDT maintenance personnel for further consideration.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
40	9/15/2025 Lisa Brown	One suggestion I have arises from a long term and significant safety concern. There currently is not a left turn lane for southbound drivers turning onto John's Lakeshore Drive which is located just north of Milepost 91. For travelers going south, it is a very difficult and unsafe area to turn left because 1) cars traveling North are coming very fast around a curve and down a hill, giving the person making the left turn little time to see them coming before making the left turn, and 2) the cars traveling south behind the car that is turning are coming very fast, they don't want to slow down or stop, and so they proceed at their same rate of speed using the right shoulder to go around the car that is slowing down or stopping to turn. If there is a lot of northbound traffic, the turning car has a long wait in the middle of the road. While they are waiting to turn, the southbound cars don't want to stop and instead use the right shoulder to go very fast around the turning car. This is also an area with high deer traffic which adds to the existing safety issues. For safety purposes, it would be very beneficial to have a turn lane like the existing left turn lane on the south side of milepost 91 that allows southbound cars to turn left onto Table Bay Road and Wildwood Trail. If a southbound left turn lane could be added for Johns Lakeshore Drive, that would be greatly appreciated by the residents along Johns Lakeshore Drive who are concerned for their safety. Thank you for your consideration.	Thank you for your comments. Please see response 3A regarding turn lanes.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
41	9/19/2026 Carol Ferrel	As a 35 year resident of Polson and being located at the base of Sunny Slope Hill (below Jette) I have seen so much residential growth and a substantial increase in the volume, diversity and noise level of traffic on Hwy 93 passing my home. I have been wanting to make comments on the traffic and hwy issues for a long time and I am grateful for this opportunity. A. Suggestion 1: Reduce the speed limit to 55 mph starting North of the first Jette turnout on top of Jette Hill and continuing in to Polson. Similar to south entrance to Polson starting at the top of Polson Hill and continuing to Walmart area. B. Suggestion 2: In addition to speed reduction at the top of Jette Hill some large signage or flashing light to notify drivers (mostly large trucks) of the steep grade approaching. C. Suggestion 3: Also on the same steep grade, in case the drivers do not comply with speed limit , a No Compression Brakes sign. There are many residences on this hill that would appreciate this. D. Suggestions 4: So many turnoffs along the Highway and new ones going in every day. I live approximately 3 1/2 miles North of Polson and I think I counted over 40+ exists. Very dangerous conditions.	Thank you for your comments. A. Please see response 2B and 7 regarding speeds. B. Please see response 34 regarding warning signs. C. Montana law (MCA 61-9-321) allows the use of engine compression brakes by commercial vehicles, provided that they are equipped with a muffler in good working condition to prevent excessive noise. Please see response 9D regarding inspections. D. Access points intersecting the highway introduce conflict points between turning vehicles. As a supplement to the corridor study, MDT has developed an <i>Access Management Plan</i> (contained in Appendix 1 of the study) to facilitate safety and mobility on the highway. MDT, partner agencies, and developers will use the plan as development, redevelopment or new highway construction projects occur to minimize safety conflicts while preserving mobility and providing reasonable property access.
42	9/22/2025 Gary Nyquist	After review of the access plans I noticed some errors on the approaches and the parcels they serve. I own parcel 182 and it is accessed from approach 75. Approach 76 access parcel 183 and approach 73 accesses both parcel 180 and 181.	Thank you for your comments. In response to your feedback, the <i>Access Management Plan</i> has been revised to indicate correct approach and parcel information. Access 75 now indicates service to parcel 181 and parcel 182. Access 76 now indicates service only to parcel 183.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
43	9/22/2025 Shelly Phillips	I drive 93 from Dayton to Ronan M-F and it is extremely dangerous. A. In the three years of driving this, I have hit two deer (never having hit a deer from in 30 years of driving) and have had countless scares with dangerous drivers, all male and mostly in pickup trucks! They will actually ride your tail so close that they blind you with their headlights trying to force you to drive faster. B. I never drive slower than the posted limits (unless weather prohibits) and they always are driving over 70 mph, day or night. And never according to the weather conditions. The speed to the corner at RP 90 needs to be lowered to 55 mph or less. From Dayton Creek past the flashing lights needs to be lowered to 45 mph! C. There needs to be lanes for turning traffic on both sides in Dayton and also Lindisfrane (up to the corner of RP 70). D. Traffic almost always slows down to the limit for Big Arm, Elmo, Lakeside, and Somers but never Dayton, Lindisfarne, or Rollins. E. Signage for corners is more important than reflectors (when lined on both sides of the road is overwhelming and confusing). Pulling out from the side streets in Dayton to 93 is scary. Everyday, I pray I don't get hit pulling out of A street or rear-ended turning in because they drive so fast and visibility is affected by corners!	Thank you for your comments. A. Please see response 15 regarding wildlife accommodations. Driver behavior is an important component of transportation safety. MDT partners with safety advocates to communicate the risks associated with aggressive driver behavior. B/D. Please see response 2B and 7 regarding speeds. C. Please see response 3A regarding turn lanes. E. Please see response 34 regarding warning signs.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
44	9/23/2025 Nancy Baker	Thank you for all the work put into this study, and for extending the time to comment. I am a resident of Lakeside and I attended one of the public meetings and expressed my concern over bicycle safety along this corridor. 10 years ago I rode my bike almost daily to Somers and back, or Rollins and back. I have stopped this in part due to the increase of traffic, especially number of large trucks, and wide loads. I was asked if I would like to see a bike path. Yes I would, but was told the best way was through grassroots effort, not MDT. I think for a grassroots effort to succeed, it would be very helpful to have a safe bicycle route from Lakeside to Somers at least mentioned in this study. Creating a safe bicycle route from Lakeside and connecting with the bike path that ends in Somers at 102 might not be as difficult as it may seem, by utilizing the smaller roads beginning at 98 in Lakeside: Lakeside Blvd, gravel and dirt tracks that parallel the highway nr 99.5 (Caroline Pt Rd), Marco Bay Rd, N Juniper Bay Rd and Old US 93 to mm 102 at the bike path at Somers Bay. There are only three segments where bicycle travel on 93 is necessary: 1. mm 99 to Caroline Pt. Rd 2. Shady Pines Lane to Mission View Terrace 3. Marco Bay Rd (N intersection with 93 ~100.90) to N Juniper Bay Rd Would widening the shoulder enough for bicycle lane and keeping free of proposed rumble strip be possible for segments 1 & 3? These are very short segments, just ~.2 & .1 mi. Segment 2 is more troublesome because of a guardrail along this straightaway protecting 93 from steep drop off. Is there anything that could be done to make this ~.4 mi safer for bicycles and pedestrians. There is an existing dirt path that pedestrians and mountain bikes use on the E side of the guardrail. Again as I mentioned at the public input, I would like to stress that rumble strips in the shoulders can at best, make much narrower the shoulder width that a bicycle depends on to remain safe, and at worst, be death traps for cyclists when the rumble strip funnels the rider into a guardrail or a steep edge of the pavement. Wide shoulders are essential for a cyclist to stay alive, especially when a wide load comes along. Thank you for the brief mention in the table in my opinion it should be stressed much more.	Thank you for your comments. Throughout much of the corridor, shoulders are narrower than the recommended width for rural principal arterial routes. Option C5 recommends providing minimum 6-foot-wide shoulders throughout the corridor to improve safety for all users. Specifically, at the northern end of the corridor, widened shoulders are recommended from RP 92.9 through RP 104.2, where existing shoulders are currently 2 to 3 feet wide. Widened shoulders would allow enhanced accommodations for bicyclists to use the highway corridor. Option C6 recommends adding shoulder rumble strips in areas where they are inconsistent but also acknowledges that rumble strips can pose challenging riding conditions for bicyclists, especially in areas with narrow shoulders. MDT attempts to install rumble strips as close to the white fog line as possible to enhance safety and comfort for bicyclists. Implemented together, options C5 and C6 would balance the safety benefits of rumble strips while providing a widened riding surface to better accommodate bicyclists.

Public Comments During and After Review Period

No.	Date/Name	Comment	Response
45	9/24/2025 David Rosenbrock	RE: access points 127, 128, 129. As a resident of Elmo, I don't understand why the study recommends closing 128 and keeping 129. 128 is the most frequently used of the three and goes directly into the Tribal Health complex parking lot. (In fact, the sign for the building is right next to 127.) 127 and 129 also require "jiggy-jogs" and have much less traffic. The "jiggy-jog" around Koostatah Hall has led to several close calls between pedestrians/bicyclists and cars that I have witnessed. People using Koostatah Hall would have to park in the Health Clinic parking lot, so why make it more difficult to access the parking by using 127 instead of 128? And the houses on 129 could easily and more safely be served from 128, than making everyone going to the Health Clinic "jiggy-jog" to get into the parking lot.	Thank you for sharing your concerns regarding the proposed closure of access #128. MDT appreciates your thoughtful feedback, especially as a resident who is directly impacted by these changes. The recommendation to close access #128 while maintaining 129 was made with safety and traffic flow in mind. One of the main reasons for this decision is the close proximity of 128 and 129, which can lead to confusion and safety issues for drivers. Additionally, there are turning conflicts at 128, particularly with the turn lane for MT 28. Furthermore, the location of 128 on a curve makes it challenging for drivers to see oncoming traffic. While 128 is more frequently used, especially given its direct access to the Tribal Health complex, these safety concerns were important factors in the closure recommendation. The considerations for 129 differ, as it serves a lower volume of traffic and is not directly linked to the Tribal Health complex in the same way. This allows it to be a safer and more viable option for maintaining access, even though 128 is used more frequently. The goal of these changes is to improve overall safety and traffic flow, and MDT believes that maintaining 129 while closing 128 is the best way to balance those needs.
46	9/26/2025 Beth Peterson (paraphrased, by phone)	I am calling in regards to a property up a Big Arm. We have access number 82 coming down to our property, and it's the name of that in cubby. And we just want continual ability to use that. We park our RV at the top there and there's no way to get to it from the bottom.	Thank you for your comments. Please see response 30 above regarding access number 82.
47	10/2/2025 Lacie Angel	I have read through much of this information but have not discovered what is intended to happen for the stretch of Hwy93 in Somers from the 84 intersection to the Somers boat launch. I live on Seven Row Road (frontage road) and this already has a precarious 180 degree turn to access our homes. Please direct me to where in all of this information I can find out what MDT intends to do to this portion of the highway that I refer to as the "eye of the needle" for the west entrance into the Flathead Valley.	Thank you for your comments. As part of the <i>US 93 Corridor Study</i>, Option S8 addresses improvements within the Somers area. - In the mid-term timeframe, this improvement would include pedestrian accommodations such as extension of the Great Northern Historical Trail through Somers, providing physical separation between the path and vehicles using flexible delineators or constructing a boulevard, and providing ADA-compliant connections at crosswalks. - In the long-term, this option recommends full urban reconstruction, with extension of the existing two-way left-turn lane, continuous ADA-compliant sidewalks and/or shared use paths on both sides of the highway, a boulevard, enhanced street lighting, and a curb and gutter system to separate pedestrians from traffic and improve traffic flow and safety. Separate from the <i>US 93 Corridor Study</i>, Walleyes Unlimited and Montana Fish, Wildlife & Parks are planning improvements to the Somers Boat Launch parking area. MDT conducted a traffic study to evaluate impacts to the US 93 corridor. The traffic study recommended turn lane, approach, pedestrian and signing/stripping improvements in this area.