Confederated Salish and Kootenai Tribes

2014 TRIBAL TRANSPORTATION SAFETY PLAN

Developed through the Confederated Salish and Kootenai Tribal Transportation Department

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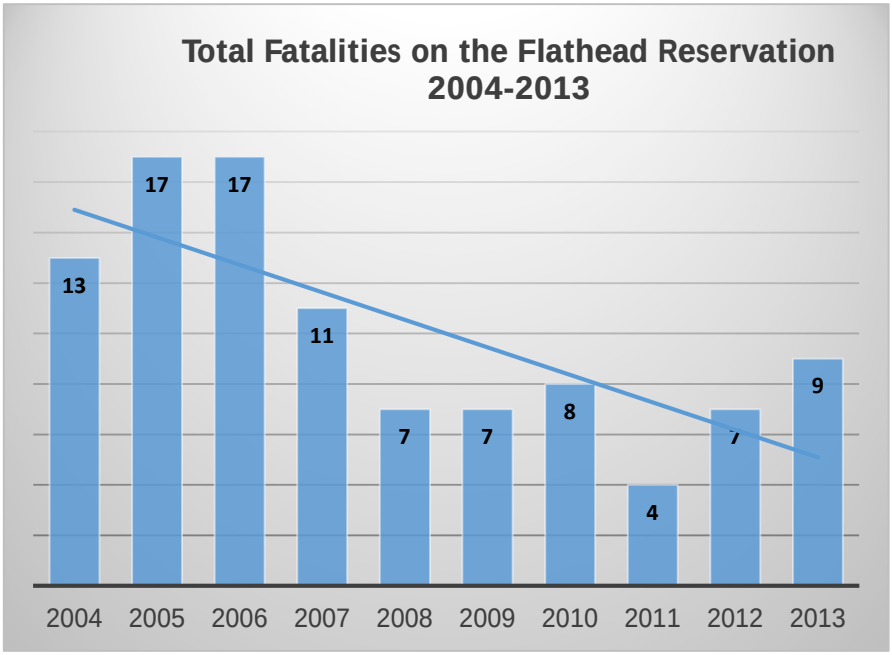
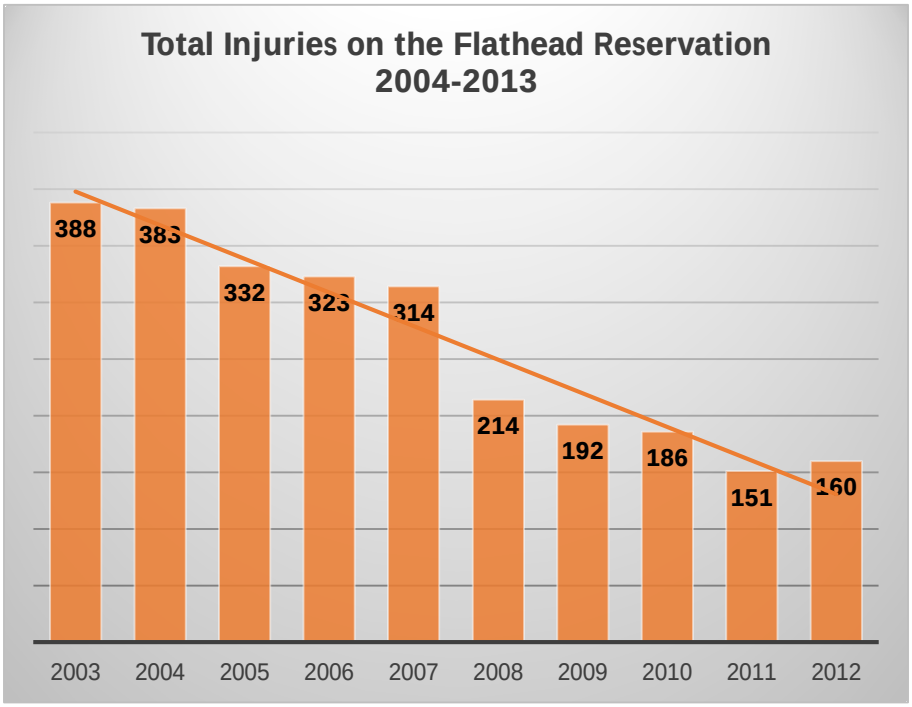
EXECUTIVE SUMMARY

From 2004 to 2013, more than 4,000 traffic crashes were recorded on the Flathead Reservation that resulted in nearly 100 fatalities and more than 2,600 injuries. A large number of the crashes occurred on US 93 due to high traffic volumes on the roadway. With recent highway reconstruction of US 93, there has been a significant drop in fatalities, incapacitating injuries and injuries overall.





In an effort to reduce fatalities and injuries and improve the overall safety of the transportation system on the Flathead Reservation, the Confederated Salish and Kootenai Tribes (CSKT) developed a Transportation Safety Management Plan (TSMP) in 2009. The 2009 plan identified a number of strategies to reduce these terrible events, including establishing a safety committee, installing lighting and guardrails, upgrading the crash data reporting system, filling the Safe On All Roads (SOAR) Coordinator position, developing a driving under the influence (DUI) task force and expanding driver education opportunities. Progress has been shown, but there is still much work to be done.

In 2014 the CSKT undertook efforts to update the 2009 plan. The update culminated with two meetings where Tribal, city, county, state, federal and interested parties came together to review existing data, ongoing safety efforts and to identify new or continuing strategies to improve transportation safety in Flathead communities. The strategies were prioritized around the 4Es (Education, Enforcement, Emergency response and Engineering) of safety. The 4Es are outlined below. Note that enforcement and emergency response have been combined and safety planning/other strategy has been included.

Education

- Participate in Efforts to Pass a Primary Seat Belt Law
- Install Variable Message Boards Warning Motorists of Events and Road Conditions
- Establish a Youth Drivers Education Program
- Continue and Expand the Reservation-Wide Transportation Education Program

Enforcement/EMS

- Provide a Tribal Highway Safety Officer
- Centralize and Combine Dispatch into One Facility
- Install EMS Repeater
- Expand use of MDT Crash Reporting System to all Enforcement Agencies

Engineering

- Perform Road Safety Audits on BIA, Tribal and County Roadways
- Assess School Bus Procedures and Bus Stop Locations
- Assess the Speed Zone on US 93 North of Pablo
- Continue Bridge Approach and Guardrail Upgrade Program
- Provide Accessibility Upgrades
- Develop Multi-Use Paths
- Install Advance Warning Signs/Flashers in Key Areas
- Research Gravel Gradations for Better Performance of Gravel Roadways
- Investigate and Coordinate Improvements to Railroad Crossings

Safety Planning/Other

- Develop a Transportation Safety Committee
- Maintain Existing Community Lighting and Pedestrian Facilities
- Collect Accurate Animal Crash Data

BACKGROUND

The Flathead Reservation encompasses one and a quarter million acres (1,938 square miles) west of the continental divide in northwest Montana and sits on Flathead, Sanders, Lake and Missoula counties. The eastern boundary is along the Mission Mountain range and a portion of the southern boundary is the Rattlesnake Wilderness Area. The western and northern boundary are not defined by existing land features. The majority of Flathead Lake, with exception of the northern tip, lies in the northeast corner of the reservation, with most of the reservation to the south and west of the lake. The reservation is home to about 4,000 of the 8,000 enrolled Tribal members. There are three tribes that comprise the Flathead Nation people are the Bitterroot Salish, Kootenai and Pend d' Oreilles (also known as Kalispell) Tribes.

The land's main uses are for agriculture and ranching, with Flathead Lake being a major recreational and tourist attraction in the summer months. Revenue from timber sales, hydroelectric energy production from Kerr Dam, the KwaTaqNuk Resort and Casino and S&K Holding generate funds for the Tribes. With more than 375 Bureau of Indian Affairs (BIA) and Tribal road miles, 2,580 Tribal Forest Roads and 1,000 miles of County and Township Roads, the Flathead Reservation also contains 89 miles of the National Highway System including the heavily traveled US 93. The US 93 corridor is a main connection from I-90 to Glacier National Park and has Annual Average Daily Travel (AADT) values that exceed 9,000 vehicles per day (vpd) in 2013.

Available data has indicated that injury and fatality crash rates on reservations are higher than the rest of the United States. Federal programs are available to help resolve traffic related crashes and provide safer reservation transportation routes for Tribal members and the traveling public. The Federal Highway Administration (FHWA) created the Tribal Transportation Program Safety Funds (TTPSF) aimed at addressing safety issues and needs of Tribal governments for transportation and access on reservations. Each year, two percent of the total available Tribal Transportation Program (TTP) funds of $450,000,000 are awarded for safety improvements through a competitive application program. Funds are awarded in four categories to complete improvements that prevent and reduce injuries and fatalities resulting from traffic related crashes. The four categories and their respective funding goals are as follows:

Strategy	Funding %
Safety Planning	40%
Engineering	30%
Enforcement/EMS	20%
Education	10%

FHWA has emphasized the development of a Tribal TSMP as a first step in implementing a comprehensive safety program. This is clearly seen in the funding

emphasis on safety planning and the ranking criteria that requires any safety project application be linked to a transportation safety plan.

A Tribal TSMP is a community based, multi-disciplinary approach to identify transportation safety issues and potential implementation strategies with the goal of improving transportation safety on Tribal Lands. The FHWA describes them as:

> *"Tribal Transportation Safety Plans are a tool used to identify and address transportation risk factors that have a potential of leading to serious injury or death. Safety Plans also organize the efforts of a variety of entities to more effectively reduce risk and can cover multiple transportation modes (roads, maritime, trails, air travel, and others). Safety plans may lead to implementation of a project or program, renewed efforts in an existing program, or further study of a roadway section (using an engineering study or Road Safety Audit).*
>
> *A Tribal Safety Plan should not be developed with a focus on any one funding source. Instead, a Tribal Safety Plan should demonstrate the safety concerns in a community and the strategies that will be explored to implement the plan. To the greatest extent possible, the concerns demonstrated by a safety plan should be selected based on incident history (data). Data allows funding entities to understand the needs and may even compel the funding of the community's needs. Safety Plans can provide a forum for utilizing data sets that are not otherwise considered by funding agencies such as public testimony when formal crash data does not exist".*

Benefits of developing safety plans have been well documented and include the opportunity to leverage resources, work toward a common goal and consider all road users resulting in reduced deaths and injuries in Tribal and other communities.

In 2009 the Flathead Reservation developed a TSMP committed to "reducing the number of deaths and serious injuries and improving the overall safety of the transportation on the Flathead Indian Reservation (2009 TSMP)." The effort focused on outlining existing transportation safety programs and policies on the Reservation and to identify strategies, issues, procedures and projects that if implemented, could reduce fatal and injury crashes. The TSMP was developed by a group of Tribal, state and federal safety professionals and other interested parties from the Flathead Reservation community. The 2009 TSMP identified a number of existing programs, but highlighted the following:

- The CSKT, in association with the Montana Department of Transportation (MDT) has developed a SOAR program on the Flathead Reservation with a local coordinator.
- MDT and CSKT meet annually to review high crash locations

- Tribal police are using the Montana accident reporting system and are reporting all of their data to the Montana Highway Patrol (MHP)
- The CSKT have adopted the Montana Traffic Code with some exceptions.
- The CSKT has entered into cross-jurisdictional agreements with other government agencies.
- MDT will complete two upcoming safety projects (flattening slopes and guardrail installation on MT 35 near milepost 5-6 and add a left turn bay to 4th Street in Polson).

In addition to these ongoing activities the group also identified strategies that it was believed, if implemented, could assist in further reducing crashes. The strategies included:

- Establishing a transportation safety committee
- Installing overhead lighting on Powwow Road
- Upgrading the Tribal police record keeping system to the Smart Cop system
- Filling the SOAR coordinator position
- Developing a Tribal DUI task force
- Pursuit of grants to install guardrails
- Expanding driver education opportunities

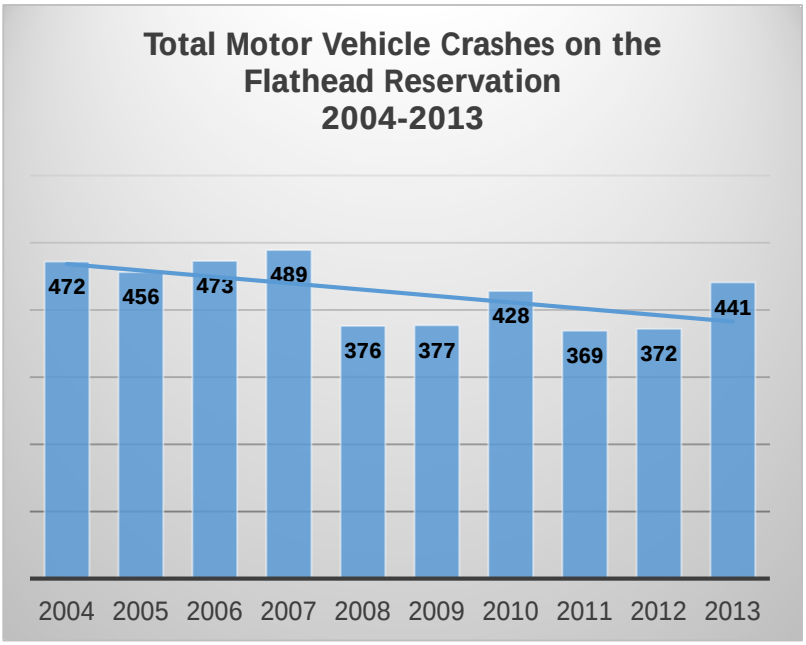
While the 2009 TSMP plan was a good start for the CSKT and current data shows that injuries and fatalities have been dropping since implementation, the plan was not heavily data driven and is in need of an update to reflect present-day conditions. To assist with this update, the Flathead Reservation TTP applied to and received funding from the FHWA TTP Safety Funding.

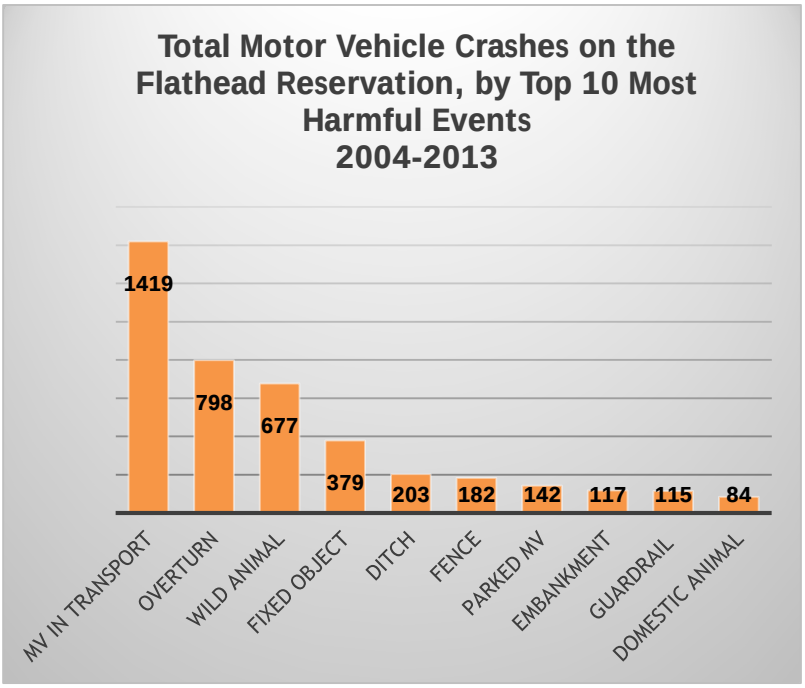
DATA ANALYSIS

One of the important factors in the development of a Tribal Safety Management Plan is the available crash data analyzed and utilized in the identification of issues and development of strategies. Data is also an important resource as Tribes apply for federal and state safety funding, as many request data to support the grant application. Available crash data shown in this plan was provided by MDT and was analyzed to reflect contributing factors to traffic-related deaths and injuries on the Reservation. One of the short comings of the analysis is that the data contained no location and limited condition information as well as crash information for investigations by Tribal police; however, the MHP is called in for all major injury of fatal crashes on the reservation, so fatality data is more complete.

Total Crashes

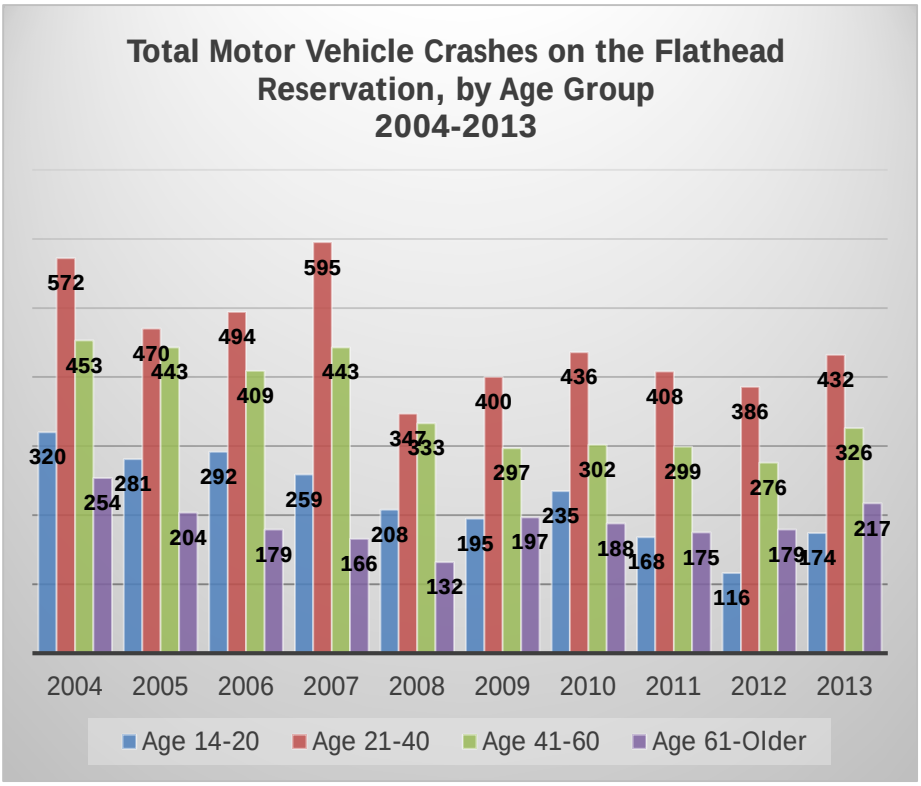
From 2004 until 2013 there were more than 4,250 crashes involving over 9,050 vehicle occupants on the Flathead Reservation according to MDT data. The chart shows the overall trend is in a downward direction, with a fairly significant drop in total crashes starting in 2008 and relatively stable after that. However, there has been an increase in crashes for the last year of available data. With the high traffic volumes on US 93, many of the crashes are occurring there and the decrease in crashes in 2008 coincides with when the improvements to the highway were initiated.

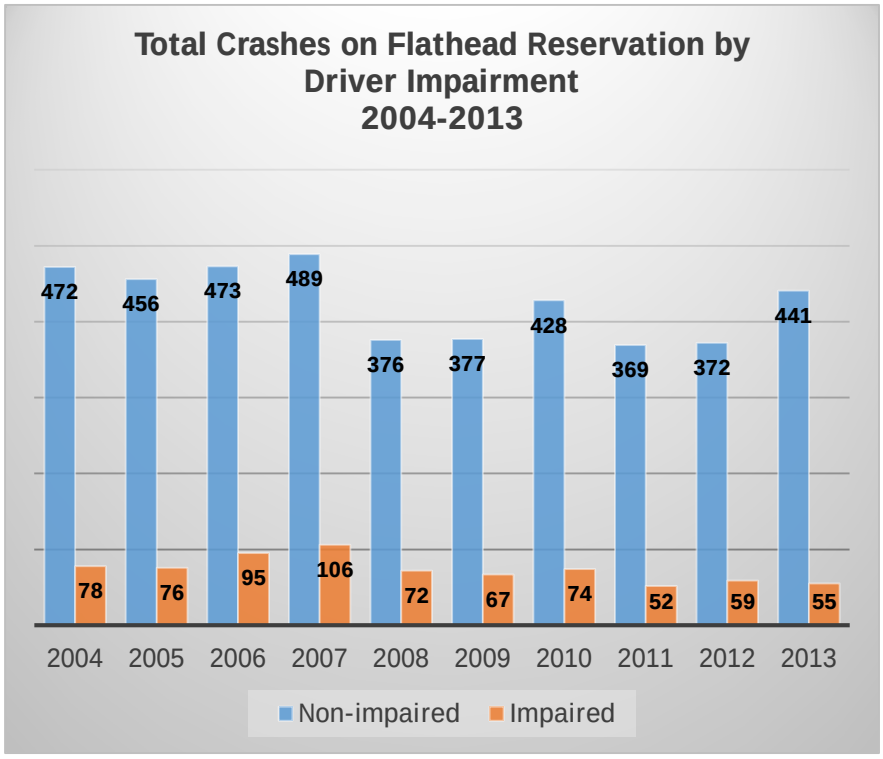




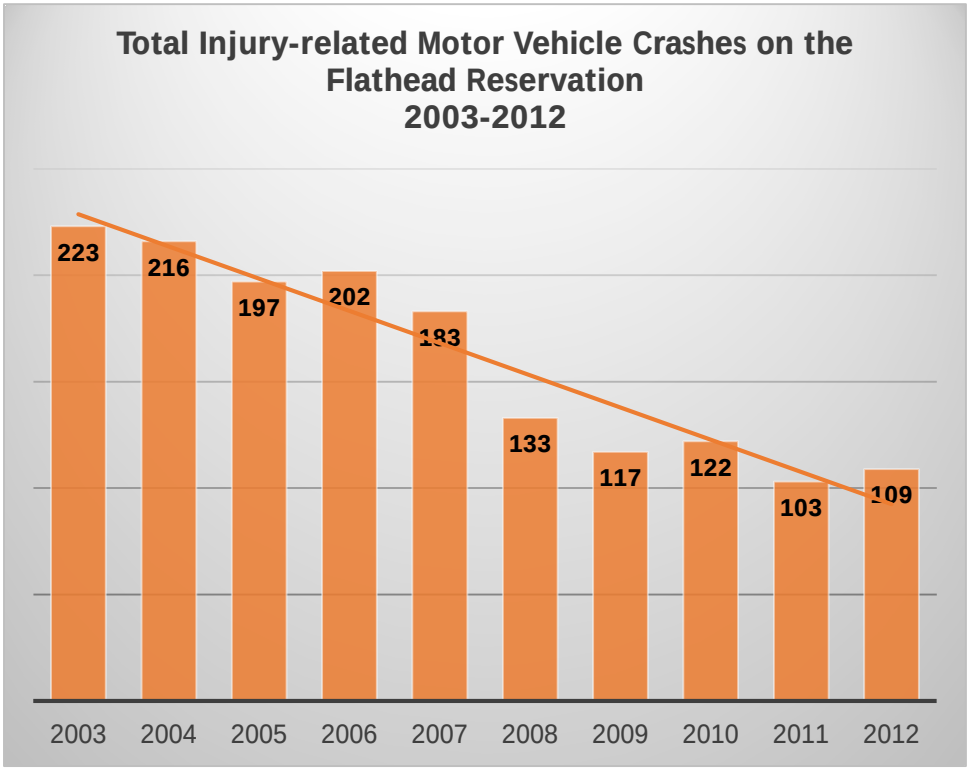
The total crashes for the time period from 2004 to 2013 were also analyzed and separated into the ten most common causes. Of these reoccurring events shown in the table, more than 70 percent occur in three categories; collisions with other moving vehicles, single vehicle overturning crashes and collisions with wild animals. If the domestic and wild animal crashes are combined, the total crashes approaches 770. All remaining crashes occur with roadside features including fixed objects, ditches, fences, parked vehicles, embankments and guardrails. This data shows the multi-vehicle crashes that are being influenced by the high traffic volumes on US 93, and the single vehicle run off the road and wildlife crashes that are consistent with rural Montana roadways.

As has been seen in many Tribal and non-Tribal communities, drivers between the ages of 15 and 44 are involved in the majority of crashes. Of the crashes occurring on the Flathead Reservation, the largest proportion crashes are consistently occurring in the 21 to 40 year old age group, followed closely behind by the 41 to 60 year old age group. While the 14 to 20 year old age group comes in slightly lower, the number of licensed drivers in that category would be significantly lower, resulting in a higher crash rate for this age group. Based on this data, education or training programs targeting younger drivers may help in reducing overall crashes.





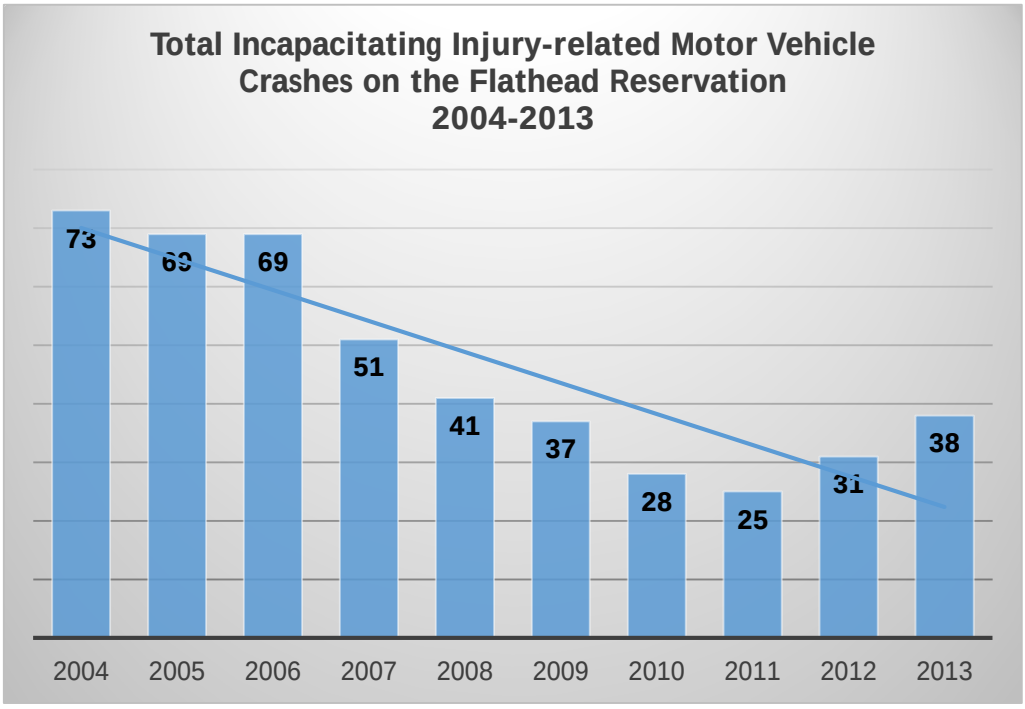
Available data indicates, 17 percent of crashes on the Flathead Reservation involved an impaired driver. A comparison of crashes involving impaired vs. non-impaired drivers by year is shown. Available data does not indicate levels of impairment or substance(s) causing the impairment, but the data does show that driver impaired crashes have been decreasing since 2007.

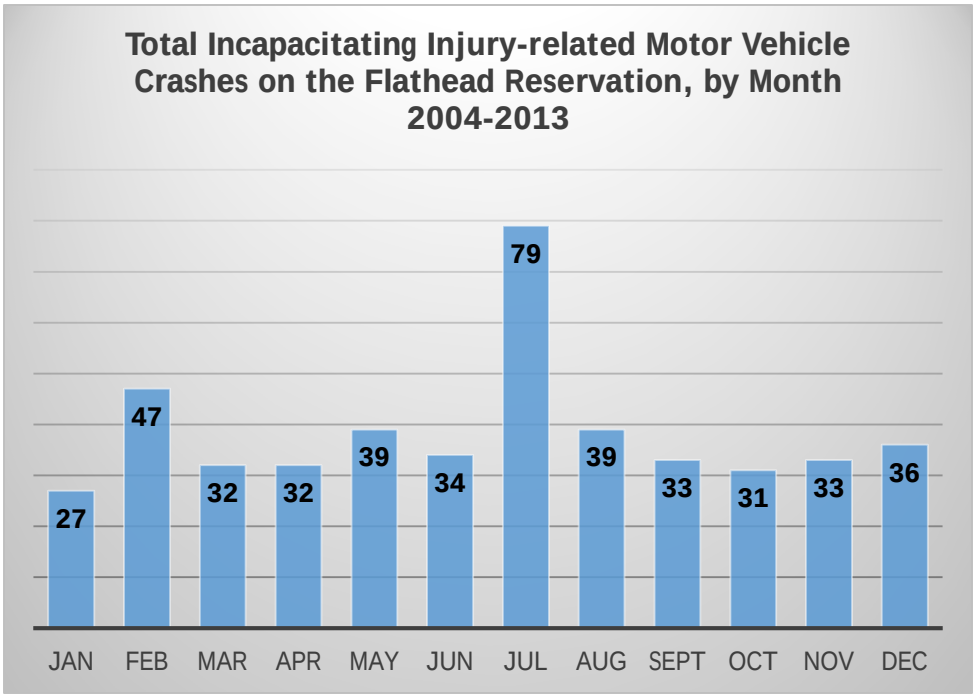


Injury Crashes

Mirroring the downward trend of total crashes, injury crashes on the Flathead Reservation have decreased by almost half since 2006. As seen in the chart, injury crashes have been steadily decreasing from 2003 to 2012, with a total of 1,605 injury crashes having been reported.

Incapacitating injury crashes have also decrease significantly between 2004 and 2011. These are the more serious injury crashes that require EMS response and medical treatment. While there has been a slight increase in crashes in 2012 and 2013, overall they are still down significantly from what was seen in 2004 to 2006.

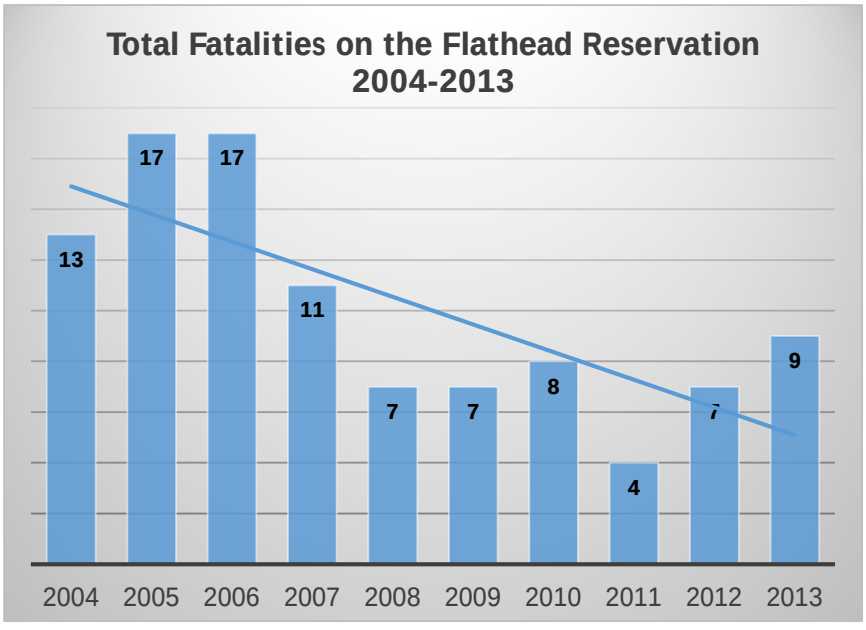




The data does show a spike in incapacitating related injuries occurring in the July which can be attributed to increased tourist traffic. Further breakdown of crash data indicates crashes occur most often during clear, lighted weather with dry road conditions. Outside of the summer months that greatly increase the number of travelers on the reservation, the month of February indicates a high number of incapacitating injuries that primarily occur during clear, lighted weather with dry road conditions. While the summer month spikes are not unexpected due to local area attractions (Flathead Lake, Glacier Park, etc.), the number of injury related crashes during winter and fall months infer that more local area travelers are involved in the crashes.

Fatal Crashes

From 2004 to 2013 there were 100 traffic fatalities resulting from automobile crashes on the Flathead Reservation. While the graph clearly shows that the annual number of fatalities exhibits a downward trend, there was a significant and sustained drop starting in 2007. As discussed earlier, this can generally be attributed



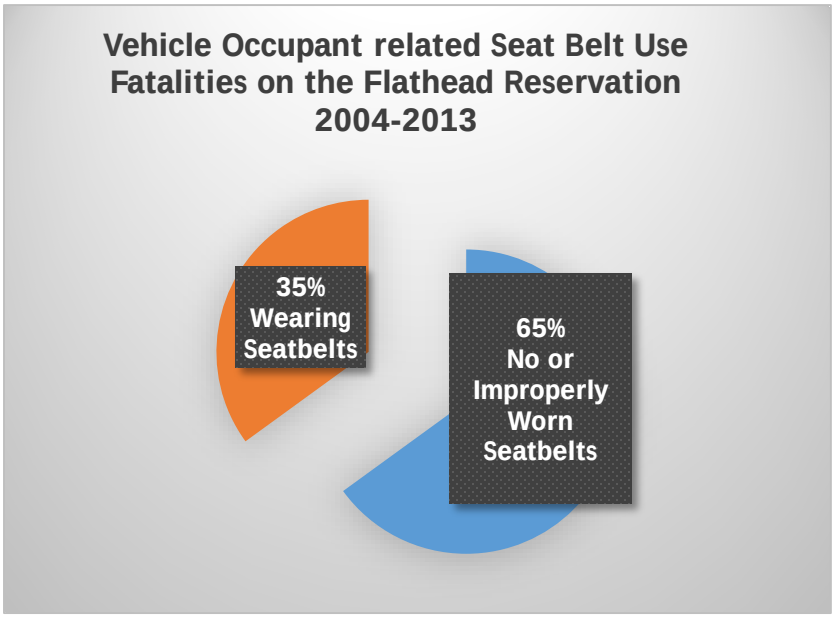
to reconstruction projects on US 93. While there has been an overall decline in fatalities since 2006, there consistently is seven to eight fatalities per year.

Further data analysis indicates a high number of fatal crashes are occurring during the summer months with the highest number of fatal crashes occurred in the month of July. The months of May and September also show a high number of fatal crashes, which may be indicative of the increase in "snow bird" type tourist travel on the Reservation.

Crash data has shown that collisions with another vehicle and single-vehicle overturning crashes are the overwhelming cause of fatal crashes. These two harmful events combine for more than 50 percent of all crash events.

Seat Belt Data

Available MDT data for seat belt use from 2004 to 2013 on the Flathead Reservation is shown in the pie chart figure. The data reflects that while only 35 percent of fatalities occur on the Flathead Reservation with occupants who are wearing seat belts this is still much higher than statewide data for Montana Reservations, which is approximately 10 percent. Data is not available to identify exact reasons for the increase, but overwhelming available data nation-wide shows occupants who wear seat belts are more likely to survive in a crash than an occupant without a seat belt.



2014 TRIBAL TRANSPORTATION SAFETY MANAGEMENT PLAN

This 2014 plan was developed using available data and the personal knowledge and expertise of the planning meeting participants. The group included city, county, state, federal and Tribal safety representatives from engineering, enforcement, education, emergency disaster services and the school systems. A list of participants for both meetings is included in Attachment B.

The planning group reviewed the 2009 TSMP and available crash data to develop a list of issues that are currently are affecting transportation safety on the reservation. The group then identified the existing programs on the reservation and identified

additional strategies that need to be implemented to address safety issues. The next three sections document these discussions and the outcomes.

ISSUES CAUSING CRASHES ON THE FLATHEAD RESERVATION

The crash data analysis, combined with the committee observations, identify a number of transportation safety issues that are causing crashes, increasing crash severity or restricting complete data analysis. Many of the issues were identified in 2009 and include:

- Need for improved and new bridge rails, approach rails and guardrails
- Crashes with fixed objects
- Summer and tourist crashes
- Single-vehicle crashes
- Overturning crashes
- Impaired driving
- Younger drivers
- Lack of seat belt use
- Need for intersection improvements (sight distance, lighting, adv warnings)
- Animal crashes
- Collection of animal accident data – lack of consistent recording and reporting method between FWP, MHP, MDT, etc.
- Travel speeds on US 93
- Lack of/inconsistent crash data collection systems

The group identified a number of other transportation safety issues based upon personal experience that are causing crashes, increasing crash severity or are otherwise creating transportation safety concerns in the local communities. These include:

- Snow and ice removal issues such as:
  - Large events and lack of manpower or capable equipment
  - Budget constraints where funds are used up before the end of the season
  - Plowing of pathways
- Need for better pedestrian and bike access to towns through use of pathways and sidewalks, locations discussed included:
  - Timber Lane Road
  - St. Ignatius to US 93
  - North of Polson
  - Big Arm to Elmo
  - West Pablo
  - Round Butte Road in Ronan
- Need for better mobility and access for the disabled

- Lighting maintenance, including bullet proof covers
- Gravel road Surface conditions (rough surface causing accidents)
- Distracted driving
- Traffic Signal on US 93, north of Pablo in 70 MPH speed zone
- Existing cross-walks need advance flashers that only flash when occupied
- Multiple enforcement and EMS dispatch centers. Each agency has its own – could better coordinate response and reduce costs by centralizing dispatches
- Insufficient enforcement staffing – particularly during summer months
- Lack of Tribal Police Department traffic safety officer
- Lack of public outreach for transportation projects, such as radio advertisements
- Insufficient cell phone turnouts on US 93

EXISTING SAFETY PROGRAMS ON THE FLATHEAD RESERVATION

The Tribe has implemented or is working on a number of safety projects and programs to address transportation safety issues on the Reservation. The list is not all inclusive, but documents programs that the group participating in the development of the safety plan were aware of.

- The SOAR program is established and a program coordinator is in place.
- The Tribal Police continue to set up safety spot check points in an effort to remove impaired drivers from the road and to identify vehicle safety issues. These safety check points are being used as a key safety strategy around community events such as Pow Wow's, rodeos and proms.
- The Tribe has applied for grants to design and construct ADA improvements.
- Vehicle speed feedback signs are being installed in Pablo and Elmo.
- The MDT plans to complete a road safety audit (RSA) of the US 93 corridor.
- The CSKT Roads Program plans to complete a RSA of many routes including Tribal, BIA and county roadways.
- The Tribe would like to improve and increase emergency communications and capabilities.
- MDT has a number of construction and safety projects that are in various stages of design and construction:
    - US 93 Ronan Urban - 2018 construction
    - US 93 Post Creek Hill – construction after Ronan Urban completed
    - Secondary 212 – slope flattening, widening, signing and guardrail – 2015 construction

- MT 28 to Hot Springs – safety project
- MT 35, east shore of Flathead Lake – guardrail installation planned
- US 93 north of Polson – Guardrail – 2014 construction
- Speed zone study on US 93 on Evaro Hill
- New speed zone to be installed on US 93, at Ravalli Curves (reduce from posted 70 to 60 mph)

IMPLEMENTATION STRATEGIES

The plan's main goal is to use a multi-disciplinary approach to identify safety strategies for implementation that can address the transportation safety issues on the Flathead Reservation. The strategies are intended to be implemented over the next several years and each have a Strategy Champion and Funding Opportunities identified. The strategies were developed as a comprehensive approach to safety, including engineering, enforcement, education and emergency management opportunities.

Education Strategies

- **Participate in Efforts to Pass a Primary Seat Belt Law**

Seat belt use rates in Montana continue to lag behind national rates, with this being especially true for fatal crashes in Montana. Many states have a primary seat belt law where drivers can be stopped for not being buckled. In Montana, non-seat belt use is a secondary offence which does not allow an enforcement office to stop solely for the lack of seat belt. Current seat belt data on the Flathead Reservation have found that only 35 percent of the fatalities are using seat belts. In an effort to improve transportation safety, the CSKT should work with State Representatives and the Montana Legislature to implement a Primary Seat Belt Law. The CSKT have adopted much of the Montana Traffic Code for use on the Flathead Reservation. If a primary seat belt law is not passed through the State Legislature, the Tribal Council should adopt a reservation wide primary seat belt ordinance. If implemented, the SOAR program should provide education and outreach within Tribal communities on the change in law.

Strategy Champion: CSKT Tribal Council and Tribal Enforcement.

Funding Opportunity: None required.

- **Install Variable Message Boards Warning Motorists of Events and Road Conditions**

Variable message boards have been used across the country and in Montana to alert and educate motorists of real-time conditions, including weather, road conditions, travel delays, emergencies and special events. The messages can help drivers improve route selection, reduce travel time and mitigate the severity or duration of incidents. The crash data for the Flathead Reservation identified a spike in crashes during the summer months when the Flathead Reservation experiences a surge of tourist traffic coming to the Flathead Valley and passing through on the way to Glacier National Park. With tourist's lack of familiarity of the local roadways and conditions, the use of message boards could provide needed information to the traveling public. Rather than permanently installed message boards, portable boards would increase flexibility to respond to events and traffic needs.

Strategy Champion: CSKT SOAR Coordinator and CSKT Roads Department.

Funding Opportunity: TTP Safety Funding.

- **Establish a Youth Drivers Education Program**

Driver education programs for younger drivers have changed over the years from education provided though public school systems to private, tuition-based programs. This has resulted in many youth in the Tribal community not taking classes due to the inability to pay for this service. The crash data for the Flathead Reservation shows that younger drivers ages 14 to 20 are involved in a high rate of crashes. This has been an issue with other Tribes in Montana as well where they have discussed requiring completion of a driver's education

program as a graduation requirement. Coordination needs to occur with the Montana Office of Public Instruction (MT OPI) and Tribal Schools to see if a program can be established to meet the needs of the Tribal community.

Strategy Champion: Tribal SOAR Coordinator, MDT SOAR Coordinator.

Funding Opportunity: MT OPI Funds, TTP Safety Funding and BIA Indian Highway Safety Program (IHSP) Funding.

- **Continue and Expand the Reservation-Wide Transportation Safety Education Program**

The CSKT have a SOAR Coordinator, who works with law enforcement, schools and other interested parties on the reservation to provide education on transportation safety, particularly to younger drivers on behavioral issues such as seat belt use, texting and driving, impaired driving and child restraint. With the high rate of crashes involving young drivers on the reservation, this has been an important program in helping to reduce crashes.

This effort would use and build on national safety campaign themes on impaired driving, seat belt use, texting and driving and other transportation safety issues, by using local leaders or other notable Tribal Community members/leaders to promote safety themes. Many safety campaigns across the country have shown a greater rate of success when they are made culturally relevant to the Tribal audience and utilize local talent to deliver the safety message. The SOAR Program has received past funding but it was not sufficient for larger cost-items such as PSAs, Arrive Alive Programs, billboards using local artistry, banners, videos, Tribal safety posters and other safety education materials that would be used in education programs, during Pow Wows and at other community events.

Strategy Champion: CSKT Roads Program and Tribal SOAR Coordinator.

Funding Opportunity: TTP Safety Funding, BIA IHSP Funding.

Enforcement/EMS Strategies

- **Provide a Tribal Highway Safety Officer**

Currently the Tribe does not have any dedicated to highway safety officers providing traffic enforcement. While they do traffic enforcement for normal, everyday traffic flows, during events they feel additional help is needed. With inadequate staffing during events, and the demands on time that criminal activities require, highway safety enforcement by necessity becomes a lower priority. To elevate the level of highway safety enforcement during events and to elevate normal traffic enforcement, the Tribe should pursue obtaining at least one and possibly two highway safety enforcement officers. If it is determined by law enforcement that the highest need is only during the summer months and if part time assistance is available, these could be seasonal positions.

Strategy Champion: CSKT Police Department.

Funding Opportunity: BIA IHSP Funding.

- **Centralize and Combine Dispatch into One Facility**

Meeting attendees indicated that, periodically, there is a breakdown in effective communication due to multiple agency dispatch call centers within the Flathead Reservation. Combining agency dispatches into a single facility and allowing a single dispatcher to identify units for response would reduce overall costs, provide for more efficient use of limited personnel and alleviate communication breakdowns.

Strategy Champion: CSKT Police Department and Emergency Service Agencies.

Funding Opportunity: TTP Safety Funding and BIA IHSP Funding.

- **Install EMS Repeater**

  The Reservation encompasses more than 1,900 square miles of land with various types of terrain, including mountainous areas. With the large land area, variety of enforcement and EMS agencies and terrain challenges, effective communication is critical during emergencies and daily activities. There currently is limited communication coverage on the west side of the reservation. An additional/new repeater could reduce communication gaps, 2014 Funds have been requested from the TTPSF for implementation, but if unsuccessful other funding will be pursued.

  Strategy Champion: CSKT Police Department, CSKT Roads Program and EMS Agencies.

  Funding Opportunity: TTPSF or BIA IHSP Funding.

- **Expand use of MDT Crash Reporting System to all Enforcement Agencies**

  The CSKT Police Department has been utilizing the MHP crash reporting system for more than 10 years and submitting all crash reports to the state. Currently, they have upgraded to the new MHP Crash Reporting System that was recently implemented; however, local county and city law enforcement agencies have not moved to the new system. In an effort to obtain a complete set of crash data for the reservation, the CSKT Police and MHP should work with local agencies and encourage its use.

  Strategy Champion: CSKT Police Department and MHP.

  Funding Opportunity: TTPSF or BIA IHSP Funding.

Engineering Strategies

- **Perform Road Safety Audits on BIA, Tribal and County Roadways**

  RSAs have been an important tool for many Tribes and one that the Flathead Transportation Department has utilized for several years. RSAs provide an opportunity to bring traffic and safety expertise to assess safety concerns of routes where there are high numbers of crashes or where they have specific concerns. The goal of

these RSAs is to identify safety issues and then develop specific transportation safety improvements that may include signing, lighting, striping, pathways, intersection improvement and other activities to rectify shortcomings.

MDT is currently completing an RSA on US 93 to assess the full safety performance of the reconstructed highway and the Tribe has applied for 2014 TTP Safety Funding to perform additional RSAs on the BIA and County Road System.

To continue to build on the safety improvement and the use of RSAs, the Tribe will pursue funding to accomplish similar RSAs on the BIA, Tribal and county roadways within the Flathead Reservation.

Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding or utilize Crow Tribe RSA Coordinator.

- **Assess School Bus Procedures and Bus Stop Locations**

There are currently numerous locations where school buses are stopping to pick up and drop off children on US 93 across the Reservation. With the high traffic volumes and high speeds this was identified as a safety concern. Of particular concern was the area of Elmo Hill due to the grade and curves in the area. An assessment of school bus procedures and stop locations should be completed to define and resolve dangerous situations. Alternate locations or separated bus stops could be developed.

Strategy Champion: CSKT Roads Program and County School Districts.

Funding Opportunity: TTP Safety Funding.

- **Assess the Speed Zone on US 93 North of Pablo**

Traveling north from Pablo on US 93, the speed limit increases from 45 mph to 70 mph, then after a short distance drops back down to 55 mph until the urban limits of Polson are reached. The 70 mph zone allows for speed differentials

which are exacerbated due to the traffic signal at North Reservoir Road within the 70 mph zone. The speed zone should be evaluated to see if a 55 mph zone is appropriate from Pablo to Polson.

Strategy Champion: CSKT Roads Program and MDT.

Funding Opportunity: None Required.

- **Continue Bridge Approach and Guardrail Upgrade Program**

  One of the 10 most harmful events identified in the crash data was vehicle crashes involving bridge approaches and guardrails. The data also identified crashes with fixed objects as a major crash cause. Efforts to install and implement new bridge rails, approach safety features and guardrails to current hardware and to protect fixed objects have been ongoing on the Flathead Reservation, but there continue to be areas with no or outdated rail systems. The locations will be identified and prioritized for improvement.

  Strategy Champion: CSKT Roads Program.

  Funding Opportunity: TTP Safety Funding.

- **Provide Accessibility Upgrades**

  With improvements along US 93, the construction of one pedestrian over crossing structure and ongoing ADA ramp installation, accessibility on the Reservation has improved drastically. However, there still remain sidewalks and intersections that have inaccessible openings or outdated openings (lacking curb ramps with tactile surfaces). To complete this connectivity, the CSKT Roads Department will identify and prioritize locations and seek funding to assist in completing upgrades.

  Strategy Champion: CSKT Roads Program.

  Funding Opportunity: TTP Safety Funding, TTP Funds or MDT Transportation Alternatives Program.

- **Develop Multi-Use Paths**

There are locations within the Flathead Reservation where there is pedestrian/bike traffic and the Tribe has identified specific need for pathways. The locations included Big Arm to Elmo, North Polson Pathway, Round Butte Road, St. Ignatius to US 93, Timber Lane Road and West Pablo. Currently, the MDT crash data does not identify pedestrian or bike as a major crash cause, but multi-use pathways need to be considered to separate pedestrians from vehicle traffic. The need for these pathways has been present for some time and has increased as new Tribal housing has been developed and there is a need for access to Tribal communities and schools.

Lighting should be considered along urban or other pathways as appropriate to increase pedestrian visibility, provide for traffic calming and potentially increase security. Solar powered and/or LED lighting could be used to reduce the cost for providing power and the need for continual power usage. An example of a solar powered lighting system is shown and several companies produce such systems.

Several locations have been identified where separated pathways would be beneficial to creating safer pedestrian and bicycling opportunities. The locations include:

- **Big Arm to Elmo**

  This pathway north of Polson, MT would start where the existing separated pathway ends at the entrance to Big Arm State Park and run along the east side of US 93 into the community of Elmo as shown in the image below. The path would provide improved pedestrian and bike travel from the housing along Flathead Lake in the Big Arm Bay Area to facilities and businesses in Elmo. The pathway would be 2.8 miles long and cost an estimated $970,000, including design and construction. Due to the length and rural nature of the path, lighting was not included.

Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **North Polson Pathway**

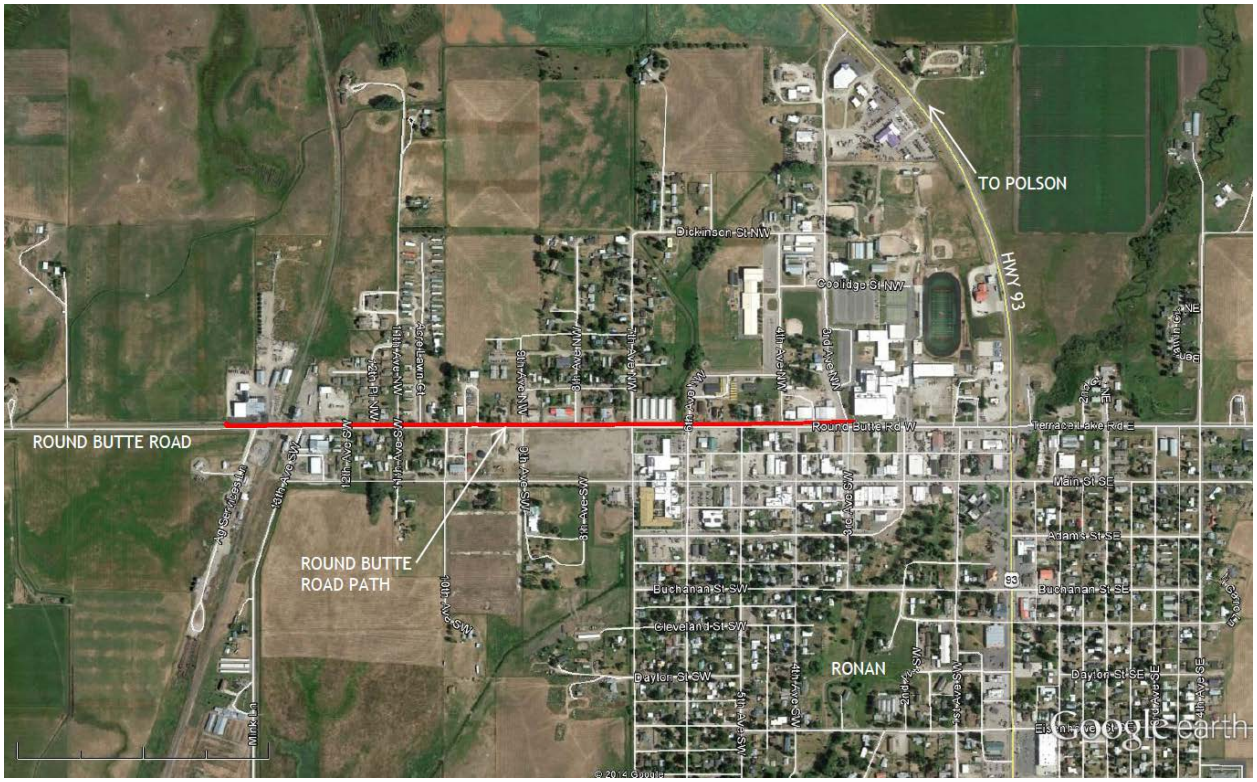
  The North Polson Pathway would start just off the end of the Flathead River Bridge in Polson and run along the east side of US 93 near Shore Line Drive and terminate at Rocky Point Road. This pathway is needed to connect residents and businesses in the area to the existing pedestrian facilities within the city of Polson. Pedestrian crossings will need to be developed at Irvine Flats Road and Regatta Road to allow bike and pedestrian traffic on the west side of US 93 to gain access to the pathway. The pathway would be one mile long and would cost an estimated $550,000 including lighting, design and construction.

Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **Round Butte Road Pathway**

  This pathway in Ronan, MT would start at the end of the existing sidewalk on the north side of Round Butte Road and travel west to the end of the built up area as shown in the image below. The facility would connect outlying housing and an existing pathway o the businesses and Tribal facilities in the downtown district in Ronan. The path would be 0.85 miles long and would cost an estimated $375,000 including lighting, design and construction.



Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **St. Ignatius to Highway 93**

  This pathway in St. Ignatius, MT would run along Old US 93 and South Main Avenue from US 93 into the downtown area as shown in the image below. This would connect the residential build up southwest of town and the commercial buildup at the intersection of US 93 to the community. The pathway would be 1.6 miles long and would cost an estimated $700,000 including lighting, design and construction.

Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **Timber Lane Road Pathway**

  This Pathway in Ronan, MT would run along Timber Lane Road and Terrace Lake Road on the east side of town as they traverse residential housing. The pathway would terminate at North Foothills Drive, connecting in with the existing pedestrian facilities in the area along Terrace Lake Road. This pathway, shown in the image below, would connect residential housing throughout the area with businesses and facilities in Ronan as well as a connection to the future pathway that is planned as part of the US 93 Ronan Urban reconstruction. The total length would be 6.7 miles and would cost an estimated $2,300,000 for design and construction. Due to the length and rural residential nature of the area, lighting was not included.

Strategy Champion: CSKT Roads Program.

Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **West Pablo Pathway**

  The West Pablo Pathway in Pablo, MT would start at Light Road and run south along Old US 93 to Pablo West Road where it would turn to the east to connect with the signal on US 93 at Clairmont Road, as shown in the image below. The pathway would allow for pedestrian and bike access from multiple Tribal home sites north of Pablo and the west side of Pablo to access the existing pathway along US 93 that connects to the Salish Kootenai College and the overcrossing structure into the CSKT Tribal Government buildings. This pathway would be 1.4 miles long and cost an estimated $605,000 including lighting, design and construction.

  Strategy Champion: CSKT Roads Program.

  Funding Opportunity: TTP Safety Funding, TTP Funding or MDT Transportation Alternatives Funding.

- **Install Advance Warning Signs/Flashers in Key Areas**

  With installation of new traffic signals and signal upgrades on US 93, advance warning flashers should be considered on a case-by case basis. However, there

is some question as to the effectiveness and consistency of when the advance warning flashers activate. The Tribe's preference is to see them consistently activate on green to inform the driver that the signal is going to change and they need to begin to slow down. The CSKT Roads Program will coordinate a review with MDT to examine.

Strategy Champion: CSKT Roads Program and MDT.

Funding Opportunity: MDT.

- **Research Gravel Gradations for Better Performance of Gravel Roadways**

  There is a large mileage of gravel roads on the Flathead Reservation. While routine maintenance may not occur on a regular basis, many routes experience considerable wash boarding that makes travel uncomfortable and can lead to safety issues. The CSKT would like to initiate a research project to identify better material gradations and use of stabilizers such as magnesium chloride (MgCl) and calcium chloride (CaCl) that may better serve the traveling public.

  Strategy Champion: CSKT Roads Program.

  Funding Opportunity: NCHRP, TRB and MDT Research Funds.

- **Investigate and Coordinate Improvements to Railroad Crossings**

  With the presence of the rail line on the south end of the Flathead Reservation and the continued growth in population and traffic volumes, there is a need to review the existing and new railroad/roadway crossings. As MDT maintains a list of public railroad crossings within the state, the Tribe will coordinate to make sure all crossings within the reservation are included and properly located. Once inventory is completed, crossings improvements or upgrades should be identified and prioritized.

  Strategy Champion: CSKT Roads Program and MDT.

  Funding Opportunity: TTP Safety Funding, MDT HSIP Funds

Safety Planning and Other Strategies

- **Development of a Transportation Safety Committee**

  The 2009 CSKT Tribal Transportation Safety Plan identified establishment of a transportation safety committee as an implementation strategy. The development of this committee has not yet taken place and still is an important activity to coordinate transportation safety activities on the Flathead Reservation. A cross cutting committee that includes transportation, enforcement, health, EMS and other interested parties should be formed and meet regularly to monitor and implement safety solutions.

  Strategy Champion: CSKT Roads Program and Tribal SOAR Coordinator.

  Funding Opportunity: None Required.

- **Collection of Accurate Animal Crash Data**

  With animal vehicle collisions being one of the top three crash causes on the Flathead Reservation, collection of more accurate data is essential. The MDT currently completes surveillance forms on dead animals as they are removed from the roads, but this data only includes unregulated species, while Fish, Wildlife and Parks, Fish and Wildlife Service or Tribal Wildlife Agencies are called to remove other animals. Preliminary information suggests that animal crashes have increased on US 93 since completion of the recent construction projects that include wildlife fencing. To get a better and more complete picture of wildlife collisions, a consistent and more complete tracking form that includes all agencies should be developed and used.

  Strategy Champion: CSKT Wildlife, CSKT Roads Program and MDT.

  Funding Opportunity: None Required.

- **Maintenance of Existing Community Lighting and Pedestrian Facilities**

  While numerous areas have been identified that pedestrian pathways and lighting are still needed, there are many areas where these features have already been installed. The concern that is arising now is the need to maintain these features. Pathways and sidewalks need routine maintenance and plowing in the winter. With many paths on Tribal lands or within roadway rights of way, maintenance is the responsibility of the Tribe. Similarly, existing lighting needs replacements from normal wear, damaged lenses or posts and vandalism. There has been particular issues with light heads being shot out in certain locations. The Tribe will develop a program to fund these needs and examine more durable lighting fixtures that may utilize LED or bullet proof lenses.

  Strategy Champion: CSKT Roads Program and Tribal Housing.

  Funding Opportunity: TTP.

Confederated Salish and Kootenai Tribes

2014 TRIBAL TRANSPORTATION SAFETY PLAN

ATTACHMENT A

Meeting Agendas

ATTACHMENT A

CONFEDERATED SALISH AND KOOTENAI TRIBE TRANSPORTATION SAFETY MANAGEMENT PLAN 2014

Meeting 1 Agenda August 20, 2014

10:00 a.m. Welcome and Introductions

10:15 a.m. Background and Overview
- Discussion of Tribal Safety Plans, including need for
- Review of 2009 Flathead Safety Plan
- Presentation of Crash and Safety Data
- Questions and Discussion of Data

11:00 a.m. CSKT existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)

11:30 a.m. Development of Activities for updated Flathead Tribal Transportation Safety Plan:
- Identification/Discussion of Safety issues and concerns
- Safety approaches to include
- Safety approaches to develop
- Integration with other safety plans

12:00 Lunch (provided)

1:00 p.m. Finalize Development of Safety Activities to include in Plan
- Sort by 4E's
- Identification of Implementation Steps
- Identification of Champions for Specific Elements
- Identification of Potential Funding Sources

2:15 p.m. Break

2:30 p.m. Questions/Discussion of Process or other Items

3:00 p.m. Wrap up and/or Site Visit to any Locations

CONFEDERATED SALISH AND KOOTENAI TRIBE TRANSPORTATION SAFETY MANAGEMENT PLAN 2014

Meeting 2 Agenda, September 8, 2014

10:00 a.m. Welcome and Introductions

10:15 a.m. Background and Overview
- Discussion of Tribal Safety Plans, including need for
- Review of 2009 Flathead Safety Plan
- Presentation of Crash and Safety Data
- Questions and Discussion of Data

11:00 a.m. CSKT existing safety approaches (this is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects)

11:30 a.m. Development of Activities for updated Flathead Tribal Transportation Safety Plan:
- Identification/Discussion of Safety issues and concerns
- Safety approaches to include
- Safety approaches to develop
- Integration with other safety plans

12:00 Lunch (provided)

1:00 p.m. Finalize Development of Safety Activities to include in Plan
- Sort by 4E's
- Identification of Implementation Steps
- Identification of Champions for Specific Elements
- Identification of Potential Funding Sources

2:15 p.m. Break

2:30 p.m. Questions/Discussion of Process or other Items

3:00 p.m. Wrap up and/or Site Visit to any Locations

Confederated Salish and Kootenai Tribes

2014 TRIBAL TRANSPORTATION SAFETY PLAN

ATTACHMENT B

Participants

KLJ

ATTACHMENT B

CONFEDERATED SALISH AND KOOTENAI TRIBE TRANSPORTATION SAFETY MANAGEMENT PLAN

August 20, 2014 Meeting Participants

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Trusted Advisor.

KLJ delivers quality and accuracy you expect from a trusted advisor and dedicated partner.

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