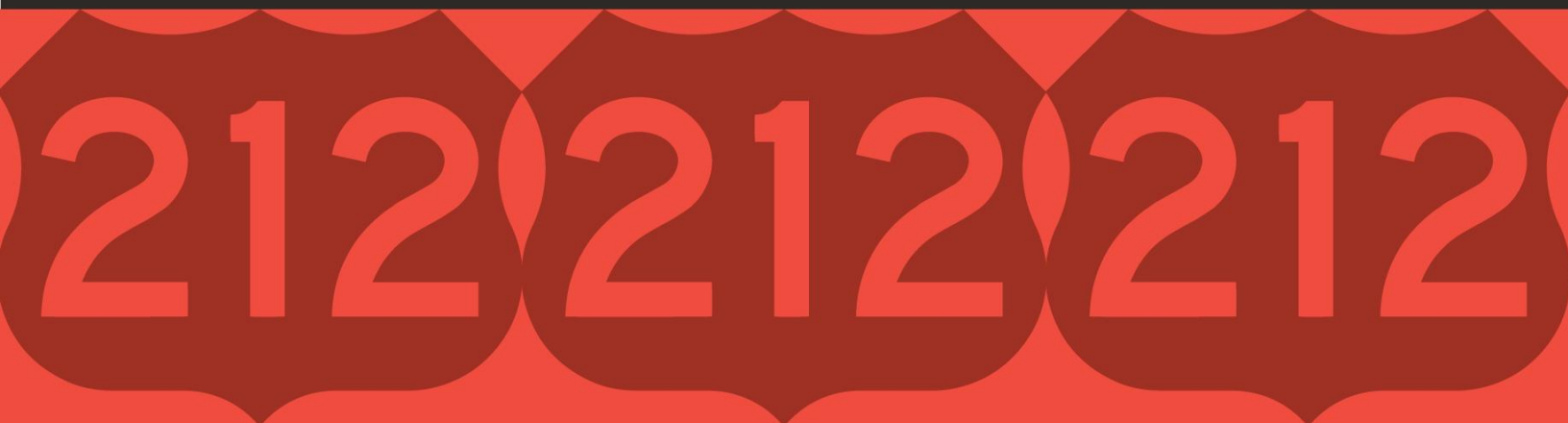


US Highway 212

# SAFETY ACTION PLAN

CROW AGENCY — ALZADA

Final Report: September 2024





US 212 Comprehensive Transportation  
Safety Action Plan Crow Agency to Alzada (Project Limits)

Table of Contents

Introduction.....1

Background & SS4A Process Overview .....2

Public Engagement (Process & Summary Results).....3

Existing Conditions.....10

Safety Summary.....25

Previous Studies .....26

Issues and Needs Identification .....30

Action Plan Recommendations & Prioritized Activities .....32

Next Steps & Measurement of Outcomes .....37

Appendix A: Newspaper Articles.....40

Appendix B: Survey Results and Public Comments .....45

Appendix C: Segment Delineation Points .....74

Appendix D: Recent Crash History.....75

## Introduction

This plan was funded by a Safe Streets for All (SS4A) grant with local matching funds provided by Rosebud County. Rosebud County, and the members of the US 212 Corridor Safety Task Force (STF) are committed to Vision Zero, which is an ongoing statewide collaboration, which strives for the goal of zero deaths and zero serious injuries on Montana's roadways. We believe that even one death on the transportation system is unacceptable. We are further committed to the goals set forth in this plan to achieve significant declines in roadway fatalities and serious injuries on US 212 by 2029.

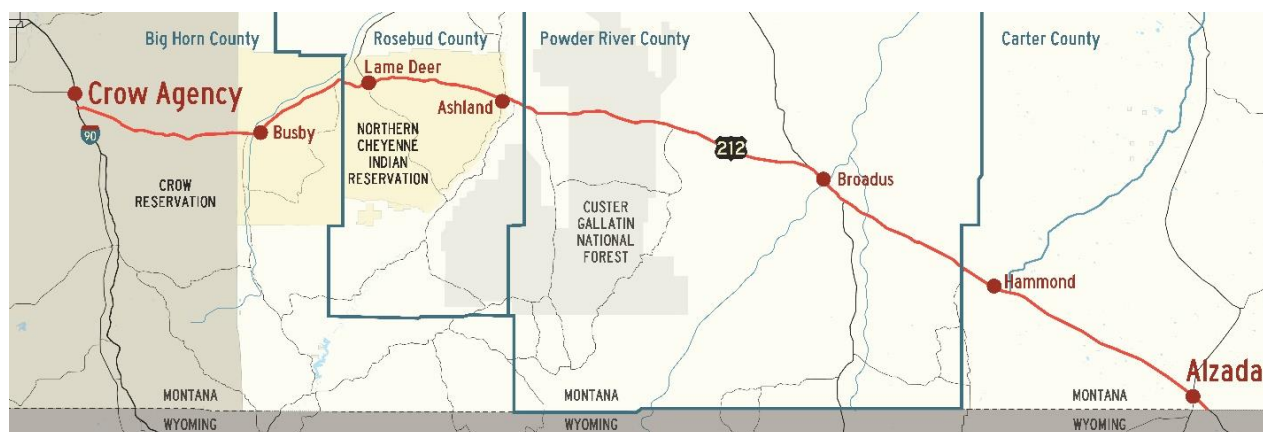
The Safety Task Force agrees that reaching zero deaths requires planning and implementation of a Safe System approach, founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of mistakes low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury.

Through completion of the US 212 Comprehensive Transportation Safety Action Plan, Rosebud County and members of the US 212 Corridor Safety Task Force are committed to the eventual goal of zero roadway fatalities and serious injuries. We are further committed to the goals set forth in this plan to achieve a 70% decline in roadway fatalities and serious injuries on US 212 by 2030. A Rosebud County Resolution outlining this commitment and a Safety Task Force Resolution of Adoption are attached.

## Study Area and Context

The study area for this plan includes the US 212 corridor, starting at the I-90 Interchange south of Crow Agency and ending at the Wyoming border, south of Alzada (See **Figure 1**). The US 212 corridor is approximately 140 miles long and runs east-west in the southeast corner of Montana. It crosses the Crow and Northern Cheyenne Indian Reservations, as well as Big Horn, Rosebud, Powder River, and Carter counties.

**Figure 1: Study Area Map**



The US 212 Comprehensive Transportation Safety Action Plan was undertaken in response to frequent fatal and serious crashes along the corridor, as well as concerns raised that pertain to speeding and ongoing concerns related to corridor safety. Given the large number of stakeholders and governmental entities that had expressed concern, a study process was outlined that leaned heavily on a review of available data, as well as extensive engagement with interested parties.

## Background & SS4A Process Overview

To provide input and direction for the Safety Action Plan, a Safety Task Force was established. Given that there were so many different stakeholders and interest groups for the corridor, it was not possible to include them all with representation on the task force. It was determined that the Safety Task Force would include members from each of the four counties and the two Tribes that were adjacent to US 212, as well as representatives from the Montana Department of Transportation (MDT), Montana Highway Patrol, and County Health and Emergency Response entities. Other stakeholders and interest groups were engaged through separate meeting opportunities discussed in the next section.

**The SS4A planning process included the following major tasks in completing the Plan:**

- Stakeholder Outreach/Public Engagement
- Data Analysis and Mapping
- Solutions Development and Review
- Draft and Final Safety Action Plan Development



## Public Engagement (Process & Summary Results)

### Safety Task Force

A Safety Task Force (STF) was formed to guide the development of the Safety Action Plan. The STF met five times to discuss project progress and to provide input on development of the Safety Action Plan.

- **STF Meeting #1:** December 2023 – Plan kick-off, schedule, public/stakeholder engagement plan
- **STF Meeting #2:** January 2024 – Plan for stakeholder outreach and corridor analysis
- **STF Meeting #3:** March 2024 – Feedback collected during public and stakeholder engagement
- **STF Meeting #4:** June 2024 – Review of preliminary report content and recommendations
- **STF Meeting #5:** September 2024 – Discussion and acceptance of Final Report

#### Safety Task Force members included:

SEMDC	Julie Emmons Stoddard
Rosebud County	Sarah Kisman
Rosebud County Commissioner	Ed Joiner
Big Horn County Commissioner	Peri Schenderline
Powder River County Commissioner	Lee Randall
Carter County Commissioner	Mike Watkins
MDT Billings District	Zach Kirkemo
MDT Glendive District	Shane Mintz
MDT Planning	Pam Langve-Davis
MDT Traffic & Safety Bureau	Patricia Burke
Northern Cheyenne Tribe	Janis Spear
Northern Cheyenne Tribe – Council Rep	Debra Charrette
Northern Cheyenne Tribe/US 212 Facebook	Lori Fourhorn
Crow Tribe	Thomas White Clay Sr.
Cass Zimmer	Town of Broadus
Montana Highway Patrol	Captain Jeff Kent
Montana Highway Patrol	Sergeant Cody Smith
Powder River County Sheriff	Devin Boman
Powder River County Health Department	Darlyn Williams
Rosebud County Independent Press	Pamela Ash
Montana Tow Truck Association	Spenser Hanser
Emergency Response Representative	Adam Johnson

## Stakeholder Outreach

Stakeholder outreach meetings and conversations resonated with intensely and deeply personal and painful experiences from many who travel along US 212. Many who frequently travel US 212 have lost a family member or had a near miss. This is particularly true of Tribal members of the Northern Cheyenne and Crow Tribes. Cars knocking the stop signs off school buses as they illegally pass the school buses is one example of several safety concerns that were cited, and this has happened on many occasions.

Many individuals participating in the meetings had firsthand experiences of tragedies that have occurred on the corridor. Each group brought passionate discussion advocating for safety improvements along the corridor. Groups noted appreciation for potential changes and the opportunity for their voices to be heard. Many felt that numerous lives could be saved with the implementation of proactive safety counter measures and roadway improvements.

The first round of stakeholder outreach was conducted in February 2024 to gather input on a variety of issues and concerns along the corridor. The second round of stakeholder outreach was conducted in July 2024 to present draft report recommendations and receive final feedback. Four virtual meetings were conducted for each round of stakeholder meetings with the intent of having focused discussions. The meetings consisted of a brief overview of the project but was primarily an open forum of discussion amongst stakeholders allowing the project team to ask questions and learn from stakeholder's experiences.

### Stakeholder groups consisted of:

**Group 1:** Law Enforcement/EMS

**Group 2:** Leadership

**Group 3:** Roads/Maintenance/Public Works

**Group 4:** Miscellaneous/Others

In total, 33 individuals attended the meetings from the identified stakeholder groups.

### Key issues identified during the stakeholder meetings included:

- US 212 is a major multistate freight corridor
- Truck traffic – Specifically wide loads and super loads are a concern
- Need for more truck parking / and pull offs
- Need for bypass/passing lanes
- MDT Evaluating dynamic message boards; more strategic road closures during winter
- Additional speed signing is pending
- Infrastructure improvements, such as wider shoulders or added turn lanes would help
- Improve Enforcement
- School Bus and Pedestrian Safety
- Driver Behavior

- Agency Coordination
- Communication
- Signage for drivers
- Language barriers of truck drivers
- Wildlife crashes

## Public Outreach

The public had the opportunity to provide input and feedback during issues identification through a project website: <https://inputcentral.com/safeus212>. The project website was the primary way for people to engage with project and provide feedback. An information video along with key project information was provided on the website. Feedback was collected through surveys and location specific interactive comment mapping.

The website was publicized on social media and through fliers and postcards at community events (See **Figure 2**).

*Figure 2: Information card directing people to the project website.*



The news media was very helpful in keeping the public informed during the study process. Pamela Ash, Rosebud County Independent Press, attended all STF meetings and published articles in the newspaper throughout the course of the study (See **Appendix A**).

A US 212 Facebook page was actively communicating corridor issues well before the Safety Action Plan was initiated. During the study, coordination with US 212 Facebook page members and provision of study information was provided on a regular basis.

## Public Meetings

STF members conducted outreach at meetings and community events in Lame Deer and Broadus to gather additional feedback from the public. Comments received during the meetings largely included issues of speeding and passing with the need for frequent passing lanes along the corridor to enhance safety and the movement of trucks. Comment cards and other pertinent public meeting information collected during the meetings can be found in **Appendix B**.

## Online Feedback

The project website was launched in February 2024 and has received 1,538 views through August 2024. A survey and an interactive mapping tool were available through July 15, 2024, to collect input from the public. In total 384 people took the survey, and 56 comments were placed on the interactive map.

**The following is a summary of the feedback collected on the website.**

- Users of US 212 drive the corridor multiple times per week.
- Automobile is the most common mode of transportation.
- Users of the US 212 corridor most often use it to commute to school or work and for local trips such as shopping/appointments.
- Segments most often used include Busby to Lame Deer, Lame Deer to Ashland, Crow Agency to Busby.
- The top three priority areas include Driver Behavior, Speeding, and Passing Lanes.
- The primary areas of concern include Lame Deer to Ashland, Busby to Lame Deer, and Crow Agency to Busby.

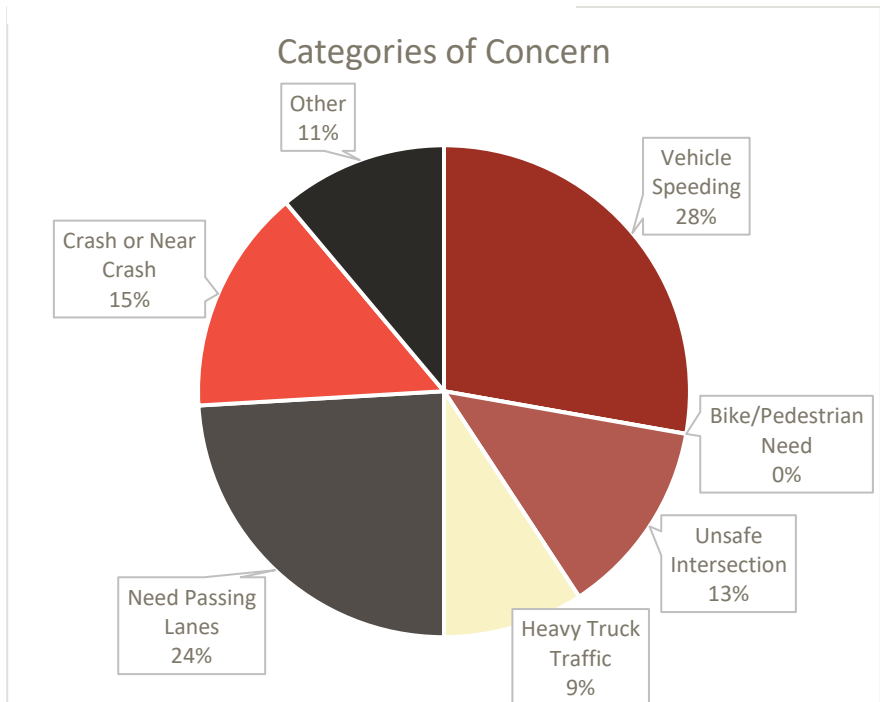
All survey responses and comments can be found in **Appendix B**.

## Comment Map

Comments were collected on a corridor map (See **Figures 3, 4, and 5**) identifying location specific issues and concerns. 54 pins were placed on the map with the following areas of concern:

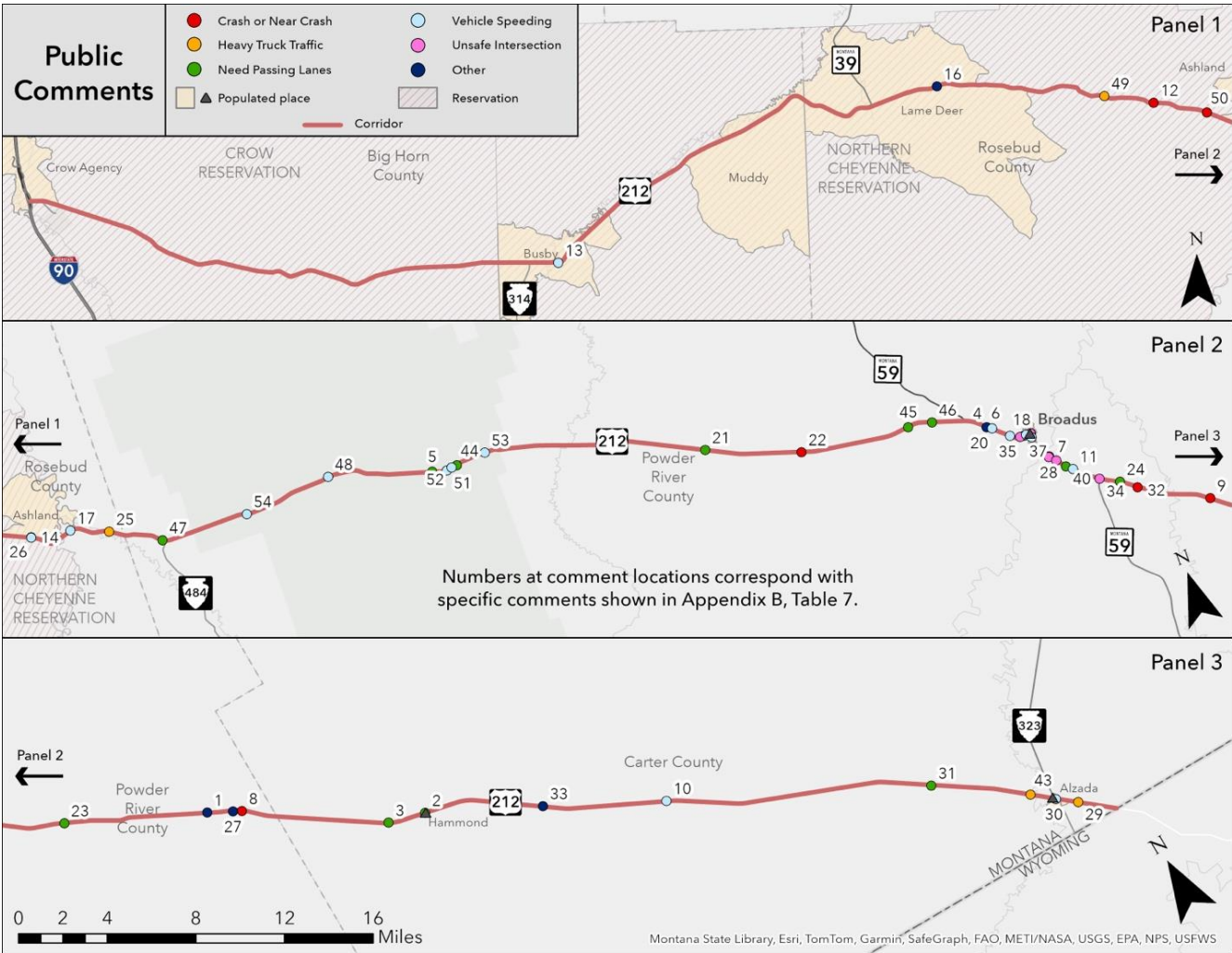
- Vehicle Speeding
- Need Passing Lanes
- Crash or Near Crash
- Unsafe Intersection
- Other
- Heavy Truck Traffic
- Bike/Pedestrian Need

**Figure 3: Categories of Concern**

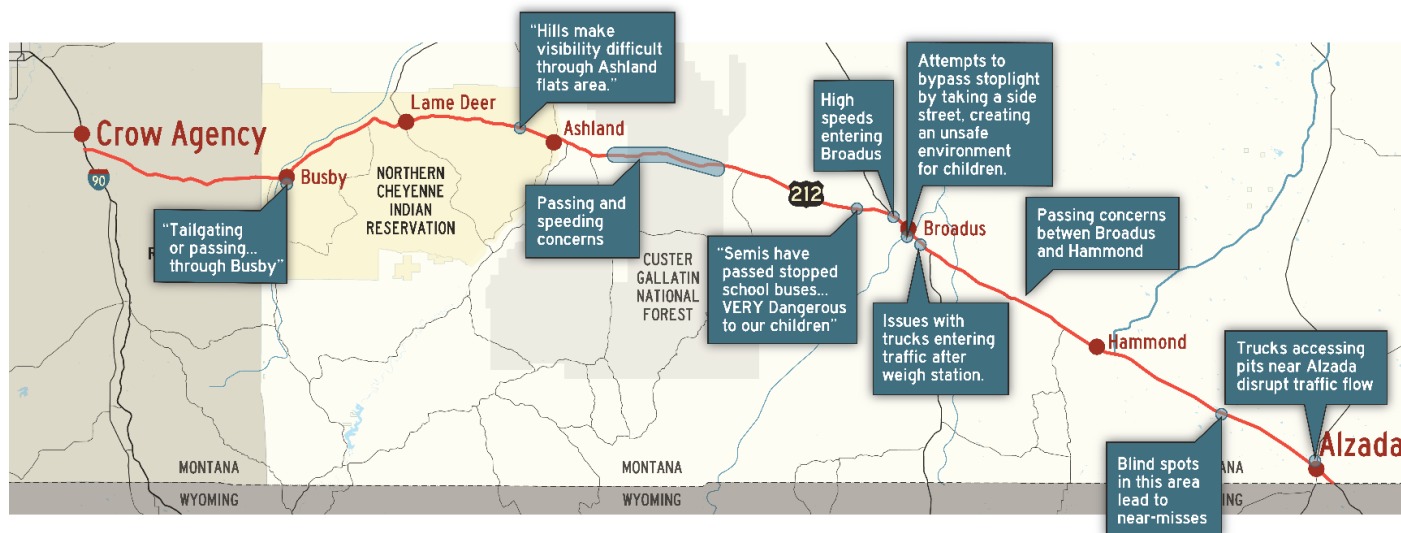


Numerous concerns and issues were documented as part of the location-based mapping survey conducted online. Key insights discovered during this activity align with information gathered from stakeholder meetings and include safety concerns with passing vehicles, speeding, and school bus safety. Highlights are captured below, and all comments collected are included in **Appendix B**.

Figure 4: Public Comments by Type and Location



*Figure 5: Comments collected on the comment map include safety concerns with passing, speeding, and school bus safety.*



## Addressing Equity/Equity Considerations

An inclusive process included expanded opportunities for Tribal members to attend STF meetings and to get involved with scheduled stakeholder meetings. In addition, materials and coordination were provided to the Northern Cheyenne Tribe and rural communities that enabled them to schedule and lead their own public meetings to facilitate enhanced communication and public input opportunities. Two tools were used to screen the US 212 Corridor for underserved communities and to conduct our equity analysis:

### Climate and Economic Justice Screening Tool

The Climate and Economic Justice Screening Tool was used to identify disadvantaged, overburdened, and underserved populations along the US 212 Corridor. Sections of US 212 that fall within either of the Indian Reservations or are located between Boyes and the Wyoming border fall within these designations.

### Screening Tool for Equity Analysis of Projects (STEAP)

The STEAP Tool was used on June 20, 2024 to generate a Project Buffer Analysis Profile Report. Based on the Report, there was an estimated disadvantaged population of 554, or roughly 13.5% of the 1 mile corridor buffer area listed as disadvantaged. This area consists of the portion of US 212 that falls within the Northern Cheyenne Indian Reservation.

## Existing Conditions

Data for passing zones, turn lanes, rumble strips, guardrails, and speed signs were collected using the Montana Department of Transportation (MDT) Pathweb Image Viewer. Pathweb provides extensive photo clips along MDT routes throughout the state. MDT reference posts (RP) are associated with start and end values of each zone type.

As-Builts provided by MDT for past projects along US 212 were used to determine the geometric layouts along the corridor. Each project along the corridor has an associated station range and typically start and end reference posts (RP). Interpolation was used to determine intermediate RPs along the provided project stationing and begin and end RPs. Geometrics from the typical sections provided information on number and width of driving lanes, climbing/passing lanes, shoulders, and turn lanes.

## Corridor Characteristics

### Functional Class

US 212 is classified as a Principal Arterial throughout the study area. The corridor is comprised of two non-interstate NHS routes between I-90 and the Montana-Wyoming border. From I-90 to the intersection with MT 59, US 212 is designated as NHS-route 37. From this point to the Montana-Wyoming border, the corridor is designated as NHS-route 23.

### Land Use

The land use along this corridor is primarily rural and agricultural. Through the towns of Busby, Lame Deer, Broadus, and Ashland, there are areas of residential and commercial land uses. US 212 is also partially located within the Crow Reservation (between reference posts 0 and 22), and the Northern Cheyenne Reservation (between reference posts 22 and 61).

### Cross-Sections

US 212 is a two-lane rural corridor throughout the study area, except for where climbing lanes are provided between Lame Deer and Ashland. Turn lanes are provided primarily within the towns along the corridor, though there are some exceptions at major intersections in rural areas. Shoulder widths along US 212 vary, ranging from no shoulder to 10-foot shoulders.

### Speed Analysis

A speed differential investigation was prepared for the MDT along US 212 in 2019. The investigation recommended adjusting the posted speed limits along the corridor from 70 mph (65 mph nighttime) for passenger vehicles, and 60 mph (55 mph nighttime) for trucks, to a uniform 65 mph for all vehicles during all times of day. This change was implemented in 2019. An after-study completed by MDT in 2023 concluded that the uniform speed limit was effective in reducing car speeds and reducing speed differentials between cars and trucks. More details regarding these studies are discussed in the “Previous Studies” section of this report.

Speed data for the corridor was also collected using StreetLight data. StreetLight is a data analysis tool that can be used to estimate vehicle trips, multimodal trips, speed data, freight data, and origin-destination



analysis. It uses a combination of data sources to do this, from connected vehicles, GPS sources, third-party applications, and census data.

The 85<sup>th</sup> percentile speed was analyzed for the US 212 corridor, which refers to the speed at or below which 85% of drivers travel along a road segment. This data showed that the 85<sup>th</sup> percentile speed along the rural segments between town ranges from 75 to 80 miles per hour (mph). Through-town 85<sup>th</sup> percentile speed is shown in **Figure 6**.

Powder River County Justice of the Peace provided additional data on speeding violations that were processed during the years of 2018 through 2023. Speeding violations increased from 46 violations processed in 2018 to 870 violations processed in 2023. This reflects an increase of almost 2000%. Justice officials indicated that enforcement has increased since 2008, yet much of the corridor is still in need of increased enforcement.

## Lighting

Most of the US 212 corridor is rural and does not have streetlights. Only sections of the corridor near and in towns are lighted.

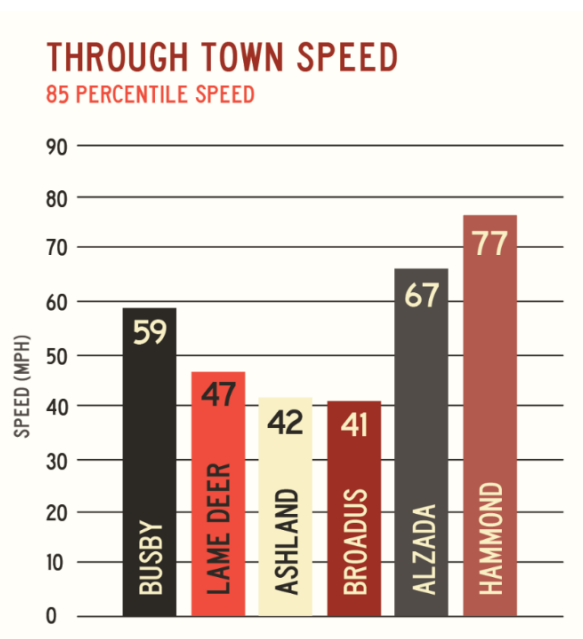
## Multimodal Facility

There are no multimodal facilities along the rural sections of the US 212 corridor. Some sidewalks and shared-use paths are present within the city boundaries along the corridor, as discussed below.

A four-foot sidewalk is present between Iron Shirt and the Charging Horse Casino on the south side of US 212 in Lame Deer, and between Black Horse Street and Eagle Feather Street on the north side. This sidewalk is directly adjacent to the roadway, with no buffer between the sidewalk and roadway.

An eight-foot asphalt shared-use path is also present in Broadus, beginning west of Moorehead Road and running 1.72 miles to the Powder River, on the south and west side of US 212. This path is listed as “Good condition” on MDT’s *Montana Shared-Use Paths* interactive web map. The shared-use path is also separated from the roadway by widths varying between 0 and 50 feet throughout the town of Broadus.

A proposed walking path is also included in MDT’s *Montana Shared-Use Paths* interactive web map through the town of Busby.



**Figure 6:** Through-Town 85<sup>th</sup> Percentile Speed

# SAFETY ACTION PLAN

## Traffic Volumes

Traffic volumes along the US 212 corridor range from 2,000 to 4,000 vehicles per day (vpd). The Average annual daily traffic (AADT) is higher in Lame Deer and Broadus but is generally around 2,000 vpd in the rural segments throughout the corridor.

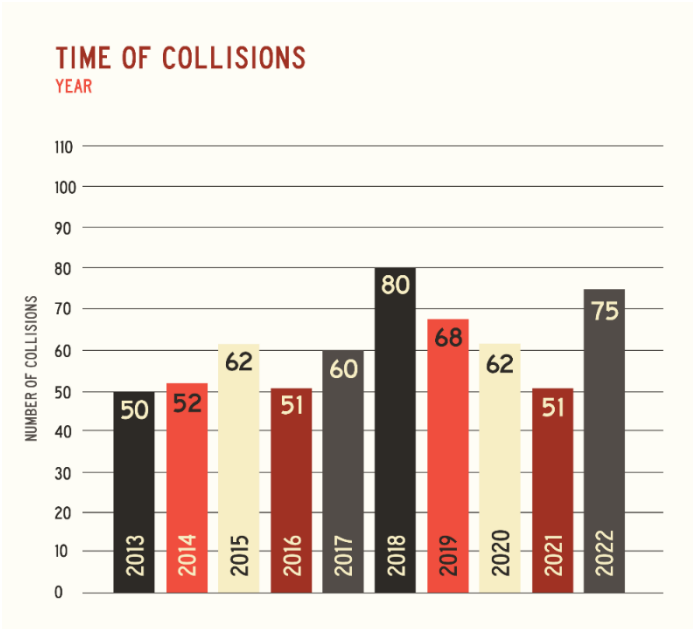
## Safety Conditions/Analysis

An examination of transportation safety constitutes an essential component of the transportation planning process. Improving transportation safety necessitates more than just repairing roads or increasing law enforcement. To achieve optimal effectiveness, safety enhancements must encompass the “Four E’s” of transportation safety: Education, Enforcement, Engineering, and Emergency Services. The ultimate objective of safety analysis is to enhance the safety of all users of the transportation system and work toward accomplishing the mission of the Montana Department of Transportation’s *Vision Zero* plan.

## Crash History

Ten years of crash records were obtained for analysis from January 1, 2013, through December 31, 2022, across the study corridor. The crashes were provided for analysis by MDT. Crash data is submitted to MDT Crash Database by law enforcement using the Traffic and Criminal Software (TraCS). Historical crash data was unobtainable from the BIA Law Enforcement. Crashes this agency respond to typically do not get reported to MDT. Obtaining information from BIA Law Enforcement can be a lengthy process due to the Freedom of Information Act (FOIA), as Tribal members must submit a request to release the information. Once a request is submitted the information released to the applicant can take years with redacted information. Thus, resulting in a long process to obtain the information. Therefore, only crash data obtainable from MDT was used.

Over the 10-year analysis period, the study segment of US 212 experienced 611 reported crashes, with 43 crashes resulting in a fatality. The ten-year crash summary by year is presented in **Figure 7**.



**Figure 7:** Ten-Year Crash Summary (2013-2022)

The data suggests a mix of fluctuations and stability in the frequency of crashes over the years. For example, there is an increase in crashes from 2015 to 2018, where the number of crashes goes from 62 to 80. The year 2018 stands out with the highest number of crashes, reaching 80. The second-highest number of crashes peaked at 75 in 2022, after a noticeable decrease in crashes in the years prior, from 2018 to 2021.

The high-level crash trends from the 10-year analysis period are shown below, with more detailed information provided in the sections that follow.

- There were 611 reported crashes, which corresponds to 61.1 crashes per year, and 3.7 crashes per mile of US 212.
- There were 43 (7.0%) fatal crashes reported during the study period.
- There were 35 (5.7%) serious injury crashes reported during the study period.
- There were nine (1.5%) crashes reported that involved a pedestrian, and no crashes that involved bicyclists.
- There were 70 (11.4%) crashes that occurred at intersections or driveway accesses, and 541 (88.5%) crashes that were non-junction related.
- There were 118 (19.3%) crashes involving collisions with animals.
- There were 58 (9.5%) crashes involving an impaired motorist.
- October (11.5%), November (10.8%), and December (9.5%) represent the months with the highest frequency of crashes. The October – December time frame also tracks to the period of time when large game animals are on the move, toward their winter ranges, which likely results in road crossings.

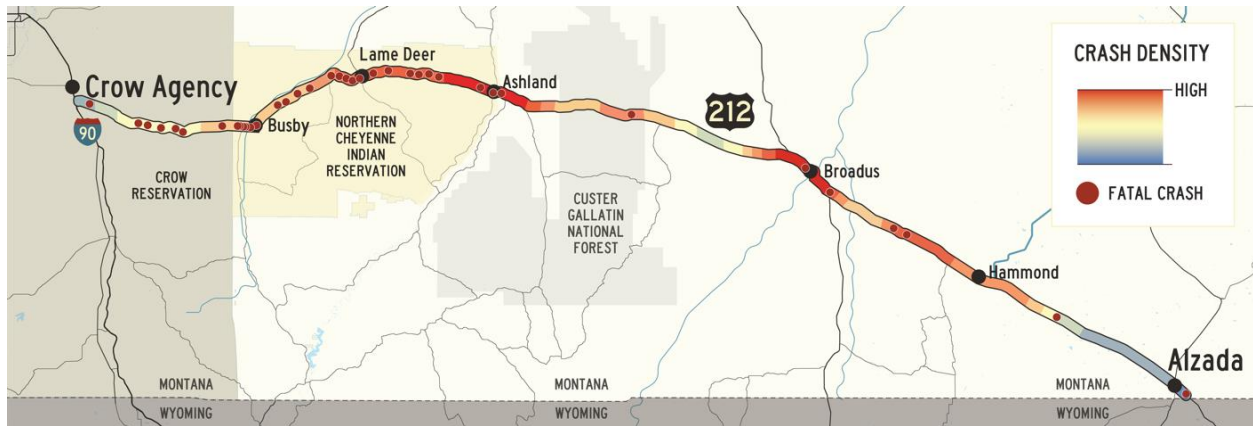
## Recent Crash History

Just a review of crash history doesn't do justice to the ongoing safety concerns and experience of lost lives along the US 212 corridor. During the study process, there were multiple fatal crashes along US 212 that resulted in the lost lives of many people from the study area, including Sheriff Darrell King. Some of these crashes are documented in **Appendix D**.

## Crash Density (Frequency)

Within the crash data, spatial records were integrated and analyzed to unveil the patterns of vehicular crashes and pinpoint areas at high risk. This analytical process was facilitated through a hot-spot analysis, a technique adept at identifying clusters characterized by a dense concentration of crash occurrences, as shown in **Figure 8**. Crashes by county occurring over the 10-year period are shown in **Table 1**.

**Figure 8: Crash Density (2013-2022)**



**Table 1: Crash Rate by County**

County	Number of Crashes	Miles of US 212	Crash Rate by County (crashes per mile)
Big Horn	113	38.5	2.94
Rosebud	145	25.5	5.69
Powder River	259	64.2	4.03
Carter	94	38.2	2.46

Crashes are more frequent along US 212 in the following areas:

- In and around Ashland, MT (Rosebud County)
- In and around Broadus, MT (Powder River County)
- In and around Lama Deer, MT (Rosebud County)
- Segment areas between Lama Deer and Ashland (Rosebud County)
- Segment areas west of Highway 544 (Powder River County)

## Crash Severity

Considering crash severity holds significant importance in comprehending the present safety conditions within the system and devising recommendations to address specific problematic areas. In the MDT crash data, reported crashes were categorized into the following distinct severity levels:

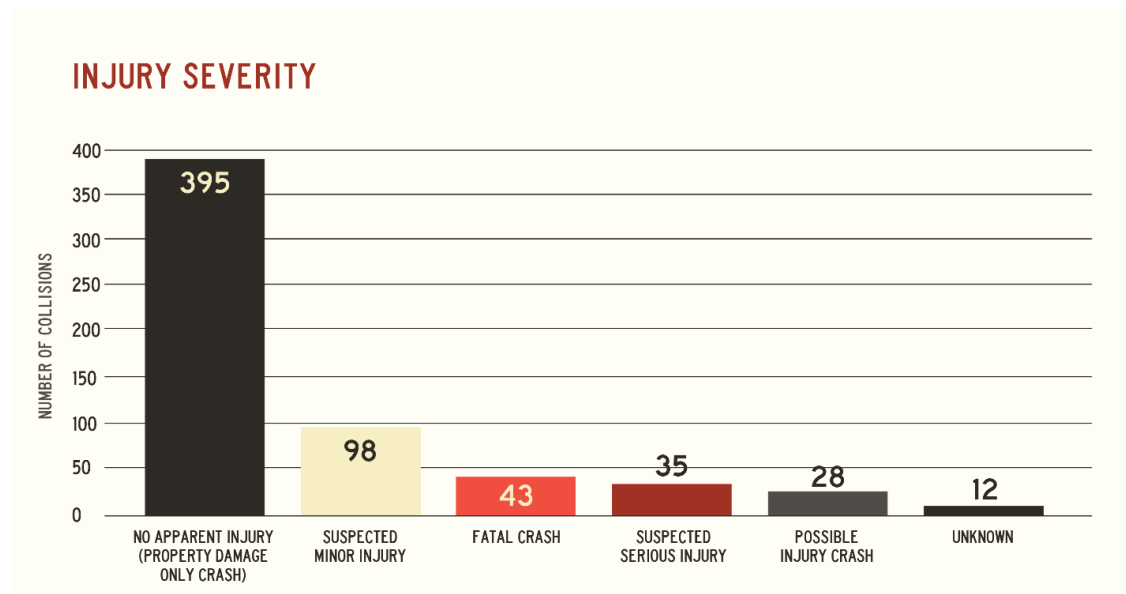
- Fatal crash (K)
- Suspected Serious Injury (A)
- Suspected Minor Injury (B)
- Possible Injury (C)
- No apparent injury – property damage only (PDO)

The classification of crash severity is based on the most severe injury sustained in the crash. For instance, if a collision involves two vehicles, resulting in one serious injury and two possible injuries, the crash is documented as a Suspected Serious Injury (A) crash. Among the reported data, there were:

- 43 fatal crashes,
- 35 suspected serious injury crashes,
- 98 suspected minor injury crashes,
- 28 possible injury crashes,
- 395 property damage only crashes, and
- 12 crashes with unknown severity levels.

Injury severity is shown in **Figure 9**.

*Figure 9: Injury Severity (2013-2022)*



## Fatal & Serious Injury Crashes

The majority of fatal and serious injury crashes occurred in Big Horn County and Rosebud County. The fatal and serious injury crash frequency and density along US 212 is significantly higher in these counties than in Powder River County and Carter County. The number of fatal and serious injury crashes per mile by county is shown in



Table 2.

**Table 2: Fatal Crash Rate by County**

County	Number of Fatal Crashes / Number of Serious Injury Crashes	Miles of US 212	Fatal Crash Rate / Serious Injury Crash Rate (crashes per mile)
Big Horn	20 / 8	38.5	0.52 / 0.21
Rosebud	16 / 11	25.5	0.63 / 0.43
Powder River	5 / 8	64.2	0.08 / 0.12
Carter	2 / 8	38.2	0.05 / 0.21

### Crashes by Collision Type

Examining crash types is instrumental in comprehending the factors contributing to accidents and facilitates the creation of countermeasures to alleviate or reduce these contributing factors. Over the analysis period, the most common crash types were single-vehicle (269, 44%), animal (118, 19%), and head-on (65, 11%) crashes. These statistics highlight the need for providing a visible and engineered clear zone, better passing opportunities, and better wildlife accommodations along the corridor.

### Crashes Involving Impaired Drivers

From 2013 to 2022, there were 58 crashes involving impaired drivers. This corresponds to 9% of all crashes along the study segment. 28 of the 43 crashes that resulted in a fatality involved an impaired driver, which corresponds to 65% of all fatal crashes. In 2020, impaired driver involvement contributed to 66% of all roadway deaths statewide. Between 2010 and 2019, impaired driving contributed to 10% of all crashes and 60% of all traffic fatalities statewide.

### Crashes Involving Pedestrians and Bicyclists

From 2013 to 2022, there were nine reported crashes reported that involved a pedestrian, and there were no reported crashes that involved bicyclists. These numbers are considered high; however, they may not fully reflect the true number of crashes since crash reporting on the Reservations is limited. Four of the nine pedestrian crashes resulted in a fatality. The lack of adequate pedestrian facilities along the corridor leads to an increase in pedestrian-vehicle interaction, thereby increasing the likelihood of a collision.

Further, anecdotal information from input received from school bus drivers indicates that there have been many near misses, especially associated with school bus pick up and drop off activities. It was reported that about 80% of school bus pick-up and drop-off activities for area schools occurs directly along the US 212 corridor. This increases the complexity of finding solutions. For instance, crash records may point to pedestrian/bicycle facility improvements at high-use locations in and near towns, whereas crashes tied to school bus stops may point to solutions more tied to driver behavior, more video monitoring and enforcement, or improved locations for buses to pull over and stop.

### Crashes Involving Wild Animals

Crashes involving animals were reviewed using two different sources. The first source was MDT carcass data, which collects and reports frequency of animal carcasses found on or near the roadways, presumed

to have been killed by vehicle activity. The second data source was MDT crash data discussed previously. Carcass data often indicates a higher frequency of animal crashes than reports by law enforcement, as such crashes are often not reported to local law enforcement.

General wildlife species are known to or potentially occur with the project corridor. The Montana crash data and MDT carcass data were reviewed to identify wildlife conflicts along the corridor. 390 wildlife incidents were identified along the corridor. Most of these incidents involved whitetail or mule deer; however, antelope, elk, and raccoon were also encountered along the corridor.

MDT crash data showed 118 reported collisions with wild or domestic animals, accounting for 19% of the total crashes along the corridor in the ten-year analysis period.

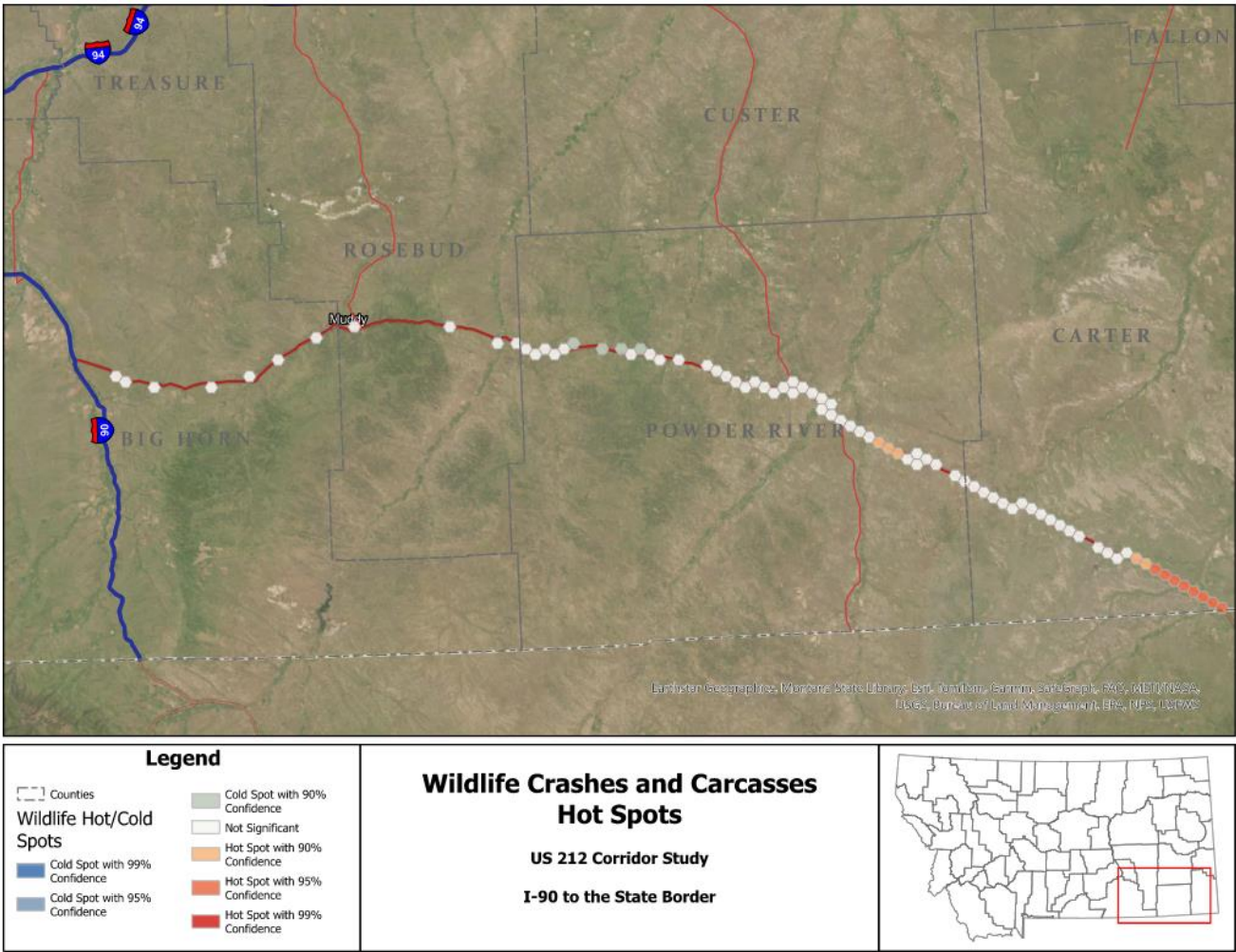
The Optimized Hot Spot Analysis tool in ESRI ArcPro was utilized to identify areas with higher densities of crashes and carcasses. This tool creates a map of statistically significant hot and cold spots based on an input dataset. The optimized hot spot analysis tool identified two wildlife hot spots along the project corridor. The first hotspot is located between mile post 88 and 92 (approximately 3 to 6 miles west of Boyes). The second hotspot is located between mile posts 126 and 139 (approximately 11.5 miles west of Alzada to 1.5 miles west of the Montana-Wyoming border). These hotspots are located near river/stream corridors with scattered agricultural areas. River/stream corridors are typically utilized as travel corridors and wintering areas for the areas' large ungulate wildlife.

Although there two hot spots were identified as part of the analysis, there are some limitations of the datasets that were used. All wildlife incidents may not be reported or recorded which may lead to data gaps for some portions of the corridor. As projects are developed in the future further analyses including field surveys should be considered while designing the process. This will further refine areas where wildlife/vehicle conflicts are the highest and where wildlife accommodations will be the most effective.

Wildlife crash locations and hot spots are shown in **Figure 10**.

*Figure 10: Wildlife Crashes and Carcasses Hot Spots*





## Crashes by Junction Type

Examining crashes by junction type is crucial for informed decision-making and targeted mitigation strategies. Areas with high junction-related historical crash rates will draw from a different toolbox of mitigation techniques than areas with high non-junction related historical crash rates. Along US 212, the distinction is as follows:

- **541 (89%)** crashes were reported that occurred at non-junction related locations
- **26 (4%)** crashes were reported that occurred at intersection-related locations
- **25 (4%)** crashes were reported that occurred at intersections
- **19 (3%)** crashes were reported that occurred at driveway/alley access locations

Most junction-related crashes (intersection, intersection-related, and driveway/alley access locations) occurred in and around Towns along the corridor, primarily Broadus, Lame Deer, Ashland, and Busby.

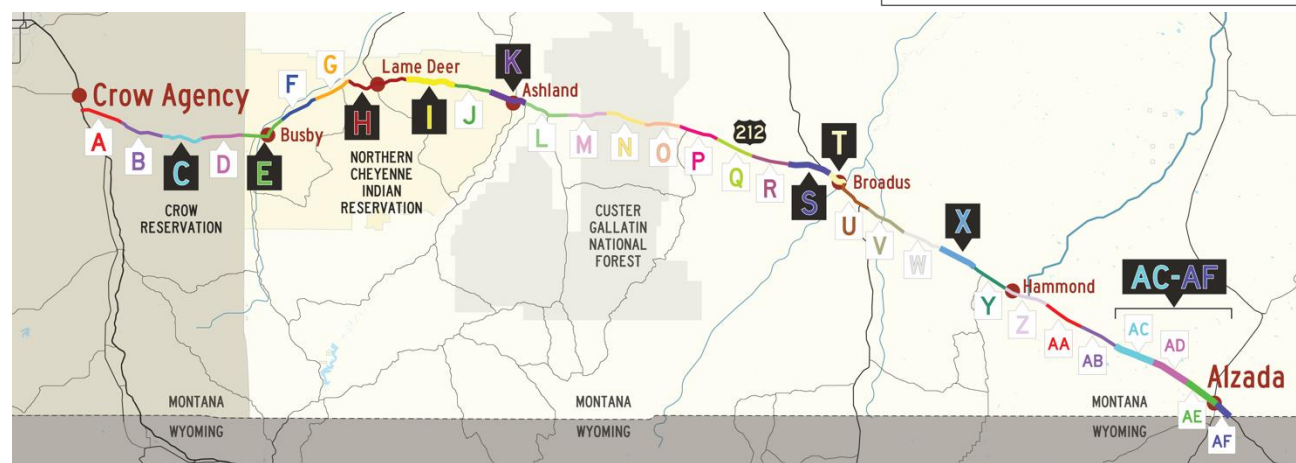
Most crashes along the corridor were non-junction related, and therefore the focus of analysis and ultimate recommendations for this study will be based on segment hotspots, and less focused on intersections.

## Crash Hotspots

The study area was divided into a series of segments to provide specified analysis and recommendations to areas with high crash frequency. Segment delineation was completed using approximate Town limits for Busby, Lame Deer, Ashland, and Broadus. Segments between Towns were divided into segments of approximately 5.0 miles, while adjusting segment delineation points such that they avoid roadway curves. Some segments are slightly larger or smaller than 5.0 miles, due to relative town size, distance between, and roadway curvature. For this reason, crash frequency per mile was used to determine the Top 5 Segments by total crash rate, and fatal and serious injury crash rate. Segment delineation points were distinguished using longitudinal data, as the corridor is primarily east/west. Segment delineation points are included in **Appendix C**.

Crash segmentation is shown in **Figure 11**.

**Figure 11: Crash Segment Delineation**



# SAFETY ACTION PLAN



The Top 5 segments by total crash rate and fatal and serious injury crash rate are shown in **Table 3** and **Table 4**, respectively.

**Table 3: Top 5 Segments by Total Crash Rate**

Rank	Segment	Total Crashes per mile	Total Crashes	Description
1	T	10.4	26	Broadus
2	K	9.2	48	Ashland
3	I	6.3	41	0 to 6 miles east of Lane Deer
4	X	6.0	30	15 to 20 miles east of Broadus
5	S	6.0	34	0 to 6 miles west of Broadus

**Table 4: Top 5 Segments by Fatal and Serious Injury Crash Rate**

Rank	Segment	Fatal and Serious Injury Crashes per mile	Total Crashes	Description
1	E	1.7	10	Busby
2	K	1.3	7	Ashland
3	H	1.3	11	Lane Deer
4	I	1.2	8	0 to 6 miles east of Lane Deer
5	C	0.9	5	11 to 16 miles east of I-90

Due to duplicate segments appearing in both Top 5 lists above, the following **eight segments** were selected for further analysis and safety recommendations, shown in **Table 5**.

**Table 5: Study Segments**

Segment	Length (mi)	Total Crashes	Fatal and Serious Injury Crashes per mile	Total Crashes per mile
C	5.6	20	0.9	3.6
E	5.9	25	1.7	4.2
H	8.2	40	1.3	4.9
I	6.5	41	1.2	6.3
K	5.2	48	1.3	9.2
S	5.7	34	0.0	6.0
T	2.5	26	0.4	10.4
X	5.0	30	0.6	6.0

There were 264 crashes occurring in the eight segment hotspots. This accounts for 43.2% of all crashes occurring along the full study corridor. Spatially, the eight segment hotspots represent only 27% of the total corridor length. The following sections discuss the details of the crashes occurring only within the eight segment hotspots.

### Collision Type

Of the 264 crashes reported within the segment hotspots, there were 115 single-vehicle crashes. This accounts for 44% of all crashes within the segment hotspots, which is comparable to the single-vehicle crash rate for the full corridor (also 44%). Most single-vehicle crashes occurred in Segment K (22) and Segment H (20). It is important to note that these segments are located within the city limits of Ashland, and Lame Deer, respectively.

Overall, the collision type distribution within the segment hotspots was similar to the collision type distribution for the full study corridor, as shown in **Table 6**.

**Table 6: Collision Type Distribution**

Crash Type	Full Corridor	Segment Hotspots
Rear End	9%	10%
Animal	19%	13%
Fire/ Explosion	3%	2%
Single Vehicle	44%	44%
Head On	11%	12%
Left Turn	2%	3%
Other	2%	3%
Parked Vehicle	0%	0%
Pedestrian	1%	2%
Angle	3%	3%
Sideswipe, Same Direction	5%	8%

### Weather and Road Surface

Most crashes within the segment hotspots occurred under clear conditions (52%), and cloudy conditions (30%). Approximately 64% of crashes occurred during dry roadway conditions, and 17% occurred with ice/frost surface conditions. **Segment I** experienced the highest rate of crashes that occurred under ice/frost surface conditions (37%), as well as the highest rate of crashes that occurred during snow surface conditions (22%), as compared to the other segment hotspots. Approximately 24% of crashes in **Segment I** occurred during snow weather conditions, and 21% of crashes in **Segment K** occurred during snow conditions.

## Lighting Condition

Approximately 55% of crashes within the segment hotspots occurred during daylight conditions, and 35% occurred during dark – not lighted conditions. Along the full US 212 corridor, only 3% of crashes occurred during dark – lighted conditions, and 40% of crashes occurred during dark – not lighted conditions.

Animal vehicle collisions are most common shortly before and after dawn and dusk, when wild animals are most active. **Segment C** experienced the highest rate of crashes that occurred under dark – not lighted conditions (50%), and **Segment E** experienced the next-highest rate of crashes that occurred under dark – not lighted conditions (48%).

## Roadway Design and Recommendations

Existing roadway design was reviewed and compared to the crash trends discussed above. The following roadway design elements were analyzed: corridor cross-sections, no passing zones, presence of passing lanes and turn lanes, rumble strips, and presence of guardrail. Existing design elements are shown below in **Table 7**, along with the approximate percentage of the segment that includes each specific element. Safety issues and recommendations are also identified for each segment in this table.

**Table 7: Existing Segment Hotspot Safety Issues and Design Recommendations**

Segment	Existing Design Elements	Safety Issues	Design Recommendations
<b>C</b>	Rumble strip (48% of segment) Passing lanes (11%) Guardrail (11%)	Single-Vehicle Crashes (11, 55%) Head-On Crashes (5, 25%) Roadway curvature Rolling terrain	Add guardrail where needed Add chevron curve signs to warn drivers of impending curves Improve the clear zone
<b>E</b>	Rumble strip (59%) Passing lanes (12%) Guardrail (1%)	Speed variability through Busby Single-Vehicle Crashes (8, 32%) Animal Crashes (7, 28%) Head-On Crashes (4, 16%) Rolling terrain	Add guardrail where needed Add radar speed monitor signs at speed reduction zones Add wildlife crossing warning signs (If warranted by wildlife crashes) Add wildlife fencing (If warranted by wildlife crashes)
<b>H</b>	Rumble strip (65%) Passing lanes (8%) Guardrail (1%)	Single-Vehicle Crashes (20, 50%) Head-On Crashes (6, 15%) Speed variability in Lane Deer Roadway curvature Mountainous terrain	Add guardrail where needed Add radar speed monitor signs at speed reduction zones Add chevron curve signs to warn drivers of impending curves

Segment	Existing Design Elements	Safety Issues	Design Recommendations
<b>I</b>	Rumble strip (62%) Passing lanes (1%) Guardrail (13%)	Single Vehicle Crashes (18, 44%) Sideswipe, Same Direction Crashes (7, 17%) Roadway curvature, Mountainous terrain	Add passing lanes Add chevron curve signs to warn drivers of impending curves Improve the clear zone
<b>K</b>	Rumble strip (74%) Passing lanes (8%) Guardrail (1%)	Single-Vehicle Crashes (22, 49%) Rear-End Crashes (9, 20%) Speed variability through Ashland Roadway curvature	Add guardrail where needed Add radar speed monitor signs at speed reduction zones Install turn lanes at Tongue River Road/Birney Road Add chevron curve signs to warn drivers of impending curves
<b>S</b>	Rumble strip (59%) Passing lanes (29%) Guardrail (0%)	Single-Vehicle Crashes (16, 47%) Animal Crashes (10, 29%)	Add guardrail where needed Improve the clear zone Add wildlife crossing warning signs Add MDT Modified Farm Fence Designs
<b>T</b>	Rumble strip (36%) Passing lanes (14%) Guardrail (0%)	Rear-End Crashes (9, 35%) Sideswipe, Same Direction Crashes (3, 12%) Animal Crashes (3, 12%) Speed variability through Broadus Rolling terrain	Add guardrail where needed Add radar speed monitor signs at speed reduction zones Improve the clear zone Add wildlife crossing warning signs Add MDT Modified Farm Fence Designs
<b>X</b>	Rumble strip (76%) Passing lanes (18%) Guardrail (2%)	Single-Vehicle Crashes (16, 53%) Animal Crashes (6, 20%) Head-On Crashes (5, 17%)	Add guardrail where needed Improve the clear zone Conduct further analysis for possible wildlife overpass/underpass structures Add wildlife crossing warning signs Add wildlife fencing
<b>AC-AF</b>	Rumble strip (NA) Passing lanes (NA) Guardrail (NA)	Single-Vehicle Crashes (NA) Animal Crashes (14, 20%) Head-On Crashes (NA)	Conduct further analysis for possible wildlife overpass/underpass structures Add wildlife crossing warning signs Add wildlife fencing



## Safety Summary

Ten years of crash records were obtained from MDT for analysis from January 1, 2013 through December 31, 2022. Over this period, 611 crashes were reported, with 43 crashes (7%) resulting in a fatality.

### Fatal and Serious Crash Historical Trends

The trend for crashes from year to year since 2013 has fluctuated, with 2018 and 2022 being the two highest years for crash frequency. Over the 10-year analysis period, 78 of the crashes (13%) have resulted in a fatality or serious injury.

### Analysis of Systemic and Specific Safety Needs

The analysis indicates that 89% of crashes along US 212 are not intersection related. 76% of crashes occur on straight alignments and over 41% of crashes occur on hills. These statistics indicate that many of the multi-vehicle crashes are likely related to passing maneuvers. The high frequency of single vehicle crashes (269, 44%), and animal crashes (118, 19%) account for the other high-risk crash condition along the corridor.

Based on the crash data provided by MDT, there were nine pedestrian-related crashes along the corridor within the ten-year study periods. Four of the nine pedestrian crashes resulted in a fatality. Anecdotal information provided for this study also indicated concerns regarding near-miss crashes associated with pedestrian and school bus activity. The lack of adequate pedestrian facilities along the corridor leads to an increase in pedestrian-vehicle interaction, thereby increasing the likelihood of a collision.

### Geospatial Identification of Higher Risk Locations:

The highest crash rates were seen in the 5-mile segments that include Broadus and Ashland. The highest rates for fatal and serious crashes were seen in the 5-mile segments that include Busby, Ashland, and Lane Deer. Eight segments were identified as segment hotspots based on their crash frequency per mile, and fatal and serious injury crash frequency per mile. 264 of the 611 crashes occurred within these eight segment hotspots, representing approximately 44% of all crashes. Spatially, the eight segment hotspots represent only 27% of the total corridor length. The safety issues identified for these hotspots, as well as design recommendations for addressing such issues, were shown in **Table 7**.

## Previous Studies

### US 212 Safety Audit (2013)

A safety audit of US 212 was prepared for the MDT in 2013 to assess the safety conditions along the segment spanning 39.2-miles within the Northern Cheyenne Reservation, per the request of the Northern Cheyenne Tribe. The study area for the safety audit was from approximately 3.5 miles west of Busby, MT to Ashland, MT. The safety audit was conducted to evaluate existing safety conditions along the corridor and provide recommendations and countermeasures to improve safety. The audit evaluation team consisted of representatives from MDT, Northern Cheyenne Tribe, BIA, and Montana Highway Patrol. Ten years of crash records (2002-2011) was reviewed to identify crash trends and contributing factors. It is important to note that no Tribal or BIA crash records were included in that data.

Primary corridor-side safety concerns were high vehicular speeds, high volumes of trucks, lack of traffic enforcement, school bus safety, domestic animal crashes, and the lack of consistency in crash data reporting between multiple agencies. Passing maneuvers, alignment and curve geometrics, weather conditions, and failure to obey STOP control were also identified as areas of concern for specific portions of this segment.

Several corridor-wide and segment-specific recommendations were provided as a part of this safety audit. Corridor-wide recommendations included updating and replacing signage, striping, and delineation, and implementing centerline rumble strips. Recommendations for specific areas included street and intersection lighting, intersection realignment, traffic control, advance warning signs, and variable message signs.

### Northern Cheyenne Tribal Transportation Safety Plan (2022)

The first Transportation Safety Management Plan (TSMP) was prepared for the Northern Cheyenne Tribe in 2008. This plan analyzed crash data from 1996 to 2012 within the Northern Cheyenne Reservation. It was determined that 125 injuries and 40 fatalities related to crashes were reported during this time frame. The 2008 plan identified strategies to reduce fatal and serious injury crashes, including the establishment of a Safe On All Roads (SOAR) safety committee, upgrading to a new crash data collection and reporting system, implementing a primary seatbelt ordinance and fine structure, initiating a transit program, holding seatbelt clinics, conducting safety checkpoints, and installing pedestrian crossing locations. Following those implementations, overall crash frequency was reduced, as was the frequency of fatal and serious injury crashes. However, such crashes are still occurring at high rates.

The Safety Plan was updated in 2015 and again in 2022 by the Northern Cheyenne Tribe, with collaboration between City, County, State, Federal, law enforcement, and other interested representatives. More recent existing data was reviewed, and the recommended strategies were prioritized around the 4 E's – Education, Enforcement, Emergency Response, and Engineering. The 4 E's and their associated recommendations for the Reservation are outlined as follows:



- **Education**
  - Participate in a Mock Crash Event with multiple casualties
  - Continue and expand the Reservation-wide Transportation Education Program
- **Enforcement/EMS**
  - Develop a livestock ordinance
  - Establish a Tribal DUI Task Force
  - Participate in Advance Roadside Sobriety Training
  - Incorporate the use of Speed Radar Trailers as a Deterrent
- **Engineering**
  - Improve Roadway and Pedestrian Lighting Throughout the Reservation
  - Reservation-Wide Guardrail Improvements
  - Rosebud Cut Across (BIA 225)
  - Develop Multi-Use Pathways and Pathway Lighting Projects
- **Safety Planning/Other**
  - Improve crash data collection and sharing

The intersection of US 212 and Rabbittown Road, approximately one mile west of Ashland MT, was identified as a major safety concern within this Safety Plan. The intersection is located on a steep terrain and sharp horizontal curve, leading to limited sight distance. The Safety Plan recommends realignment of the intersection further east to allow for better sight distance.

Multi-Use pathways were also recommended along US 212 in the vicinities of Busby and Lame Deer.

## Northern Cheyenne Tribe Road Safety Audit (2017)

A safety audit of the Northern Cheyenne Reservation was conducted by KLJ on behalf of the Tribe in 2017. Crash data over a five-year period (2012-2016) was analyzed throughout the Reservation. 82 crashes were reported during this analysis period, with single-vehicle rollovers being the most common crash type, accounting for approximately 37.8% of the crashes. 20.7% of the reported crashes resulted in a fatality, which is a very high rate compared to statewide averages for similar areas.

The US 212 corridor was not included in this safety audit, as a previous safety audit was previously prepared for MDT for this segment (see US 212 Safety Audit) in 2013. However, the intersection of US 212 and BIA 11/Rabbittown Road was included in this 2017 safety audit. This intersection has a long steep grade to a horizontal curve into the intersection, leading to limited sight distance at the approach. There is currently an advance warning sign with a flashing beacon installed for the approach, as well as overhead flashing beacons at the intersection. This intersection was also noted as an area of concern in the Northern Cheyenne 2015 Safety Plan, which suggested relocating the intersection further east to improve sight distance and implementing guardrail on US 212. This 2017 safety audit also recommends roadway realignment to improve the horizontal alignment and sight distance concerns.

## Speed Differential Investigation (2019)

A speed differential investigation was prepared for the MDT along US 212. The study area for this investigation was approximately 167 miles, beginning at the I-90 and Little Bighorn Battlefield interchange and continuing east along US 212 to the Montana-Wyoming state line. The AADT on this corridor is greater than 3,000 vehicles per day (vpd) and has a heavy vehicle percentage greater than 10%. The study investigated the 70 mph (65 mph nighttime) speed limit and 60 mph (55 mph nighttime) speed limits for trucks and evaluated the potential of a single uniform speed limit for both non-commercial and commercial vehicles.

This investigation determined that the weighted average 85th percentile speed was 73 mph for passenger vehicles and 66 mph for trucks, and travel speeds were highest in Crow Reservation along the west end of the corridor. Crashes resulting in fatalities did not coincide with areas where 85th percentile speeds were higher; rather, fatal crashes were concentrated in more populated areas of Busby and Lame Deer. The speed investigation ultimately recommended the reduction of speed limit to 65-mph for all vehicle types throughout the corridor, due to the high truck traffic and desire for uniformity between vehicle class, as well as design limitations resulting from the rolling and mountainous terrain.

## US 212 After Study – Speed Limit Recommendation (2023)

This document was prepared by MDT to analyze the effects of the speed limit change implemented in 2019 (see Speed Differential Investigation). The speed limit along US 212 was reduced from 70 mph (65 mph nighttime) for cars and 60 mph (55 mph nighttime) for trucks to a uniform 65 mph for all vehicles. This change was recommended due to the high truck percentage along the corridor and the desire for uniformity.

### **The US 212 corridor was analyzed as two segments:**

- N-37 - (I-90 to MT 59)
- N-23 - (MT 59 to Montana-Wyoming state line)

The N-37 segment experienced an increase in crash frequency of 7.0% after the speed limit change, and N-23 experienced a 24% decrease in crash frequency. The greatest increases in crash frequency in rural areas were sideswipe and domestic animal crashes on N-37, and head-on and rollover crashes on N-23. The greatest decreases in crash frequency in rural areas were rollover crashes on N-37 and fixed-object related crashes on N-23, and wild animal crashes on both segments.

The N-37 segment experienced a 28% reduction in citations, and a 20% reduction in citations along the N-23 segment. Citations increased relating to drugs, alcohol, and reckless, careless, and reasonable and prudent driving on N-37, and relating to speeding, drugs, alcohol, and improper passing on N-23. A problem with enforcement between communities along the N-37 portion was also noted in this study. The 85th percentile speed for cars was reduced by 5% with the speed limit change, and there was no change for trucks. Ultimately, the after study showed that the uniform speed limit was effective in reducing car speeds and reducing speed differences between cars and trucks.

## Understanding Aggressive Driving and Ways to Reduce It – Phase 1 (2024)

This document was prepared by MDT to define aggressive driving, what factors precipitate such behavior, and what strategies effectively prevent and reduce the incidence of aggressive driving behavior. Aggressive driving was defined as any unsafe driving behavior that is performed deliberately, with ill intention or disregard for safety, and impacts others.

Overall, survey participants reported that they occasionally drive aggressively and believed that others drove aggressively more frequently. Believing others drive aggressively more frequently was associated with more frequent engagement in aggressive driving actions. In other words, those who believe everyone else is driving that way are more likely to also drive that way. This discrepancy presents an important opportunity to correct misperceptions regarding the actual frequency of aggressive driving and present actual norms that most people do not regularly drive aggressively.

The Report created a resource providing guidance for traffic safety practitioners about ways to bolster their current traffic safety efforts to address aggressive driving and created a PowerPoint presentation for professionals to use to disseminate information learned in this project.

## Issues and Needs Identification

Issues and needs throughout the corridor have been gathered both through technical analysis and from comments received throughout the public engagement process.

### Technical Analysis Issues and Needs

The documentation of the technical analysis in the previous section underscores the issues and needs along US 212 based on available data over the 10-year period from January 2013 through December 2022. Key issues and needs along US 212 are summarized as follows:

#### Speeding

Speed variability and high speeds have been documented along the segment since 2013 (see “Previous Studies”). Following a speed differential investigation in 2019, the speed limits along the US 212 corridor were adjusted to a uniform 65 mph for all vehicles during all times of day. An after-study showed in 2023 that this change was effective in reducing vehicle speeds and reducing speed differentials between passenger cars and heavy vehicles. However, the speed data analyzed for this study using StreetLight showed 85<sup>th</sup> percentile speeds along rural segments of the corridor were between 75 and 80 mph, exceeding the posted speed limit by 15-20 mph.

#### Corridor Design Deficiencies

These include:

- **Lack of shoulders:** This was noted based on review of available as-built plans. Several issues result from this, including limited vehicle recovery room, insufficient shoulder for stalled vehicles, excessive impacts from wide loads, and reduced safety for EMT and law enforcement responding to incidents and pulled over vehicles.
- **Lack of guard rail:** This was also noted based on the as-built plan review. Guard rail helps to reduce the severity of single-vehicle collisions caused by rollover or hitting fixed objects off the road. Lack of guard rail was noted particularly in the crash hotspot segments, as well as inconsistent use throughout the segments.
- **Lack of Wildlife Crossing signage:** Animal collisions accounted for approximately 19% of all corridor collisions within the ten-year analysis period. Additional signage warning drivers of the presence of wildlife can increase awareness and decrease animal collisions. Other wildlife design considerations should be evaluated as well. Static wildlife signs have been shown to have a decreasing effectiveness over time, i.e., they become ignored.
- **Policy and Process:** Policy and Process issues include a lack of speed monitoring and enforcement. 85<sup>th</sup> percentile speeds were noted of 15 to 20 mph above the posted speed limit, particularly in rural areas between towns along the corridor. Increased law enforcement presence and reaction in these areas can help to reduce systemic speeding habits.

## Public Engagement Issues and Needs

An extensive public engagement process was conducted to obtain input on issues and needs. This was essential, as people who drive along the corridor on a regular basis have personally experienced issues and needs along US 212 over a long period of time.

**Key issues and needs along US 212, based on the input received, are summarized as follows:**

- **Speeding:** This was reported corridor-wide, although speeding through accident scenes was also mentioned.
- **Incorrect Speed Limit Posted Online:** Online US 212 is posted at 70 mph, while in reality the speed limit is 65 mph.
- **Congestion:** Congestion concerns related mostly due to queueing behind truck platoons and wide loads.
- **Lack of Truck Parking Locations:** Slow moving trucks and wide loads are unable to pull over and let large following platoons of vehicles to pass by.
- **School Bus Safety:** Numerous school bus drivers reported being passed when stopped. All reported a lack of respect for buses and laws for the safety of the children. More cameras that are capable of recording unlawful passing of buses are needed on school buses.
- **Passing:** Many people expressed numerous occasions when they have witnessed unsafe passing procedures such as passing in no passing zones and on curves/hills along the corridor. Concern was also raised that no passing zone striping may not be properly located to protect those who want to pass. On the US-212 Montana Facebook group, people often post videos and photos of unsafe passing occurring.
- **Non-English-Speaking Travelers:** Some people pulled over by law enforcement do not speak English. This may limit their understanding of road signs and laws.
- **Driver Behavior:** This issue related to a variety of driver behavior issues, including speeding, aggressive driving, driving while under the influence, and distracted driving.
- **Enforcement:** Many raised concerns that the corridor is under-enforced. This was corroborated by State Highway Patrol, as they've had difficulty in filling open positions.
- **Post Accident Response:** Given the length of the corridor and the rural nature of the corridor, post-accident response was often taking a long time to occur.
- **Noise:** Traffic noise and use of Jake brakes was brought up as an issue in the vicinity of Broadus.
- **Truck Traffic:** While needed and vital to the communities, many people expressed concern with truckers not obeying posted speed limits, not using caution while passing vehicles or abiding by no passing zones, and generally limited respect for other users of the road.

## Action Plan Recommendations & Prioritized Activities

Action Plan recommendations are provided for short range implementation (desired to occur within the next 5 years), and long-range implementation (expected to occur in more than 5 years). Local priorities and available funding may alter whether projects are implemented in the short- or long-range element of the Plan. Recommendations are prioritized based on expected impact in reducing crashes or crash severity, as well as on cost. Ability to implement will be directly related to funding and local priorities.

### Short Range Recommendations

#### Policy & Process

Policy and process recommendations were prioritized based on highest priority having the greatest impact on corridor safety. The following policy recommendations are provided:

- Coordinate cross jurisdictional enforcement agreements.
- Promote and facilitate adoption of a Vision Zero Statement across represented jurisdictions.
- The wrong speed limit listed on Hwy 212 has been reported to Google Maps for correction to get them to change the online speed limit from 70 mph to 65 mph. Google Maps has rejected our request to have this corrected. This may be something MDT and/or law enforcement would need to pursue.
- Establish a policy for school bus pick-up and drop-off to be conducted directionally along US 212. Currently, these activities occur in one direction only, which requires children to cross US 212 if they aren't located on the same side as the school bus which stops to pick them up. School bus policy may also be established to reduce pick-ups and drop-offs from occurring directly on US 212.
- Provide a letter to Montana Legislature supporting an increase in patrolmen and patrolling along US 212. This letter could also seek support of other priorities as well.

#### Education/Driver Behavior

Some of the safety issues occurring on US 212 are a result of poor driver behavior. Examples include speeding, risky driving, and distracted driving. To meet SS4A requirements, these recommendations were derived from FHWA Behavior Safety Strategies for Drivers on Rural Roads; and from Highway Safety Behavioral Strategies for Rural & Tribal Areas: A Guide.

Education and behavior-based safety countermeasures include:

- Reduce speeding and aggressive driving. Key elements of this countermeasure should include public information campaigns and outreach activities that elevate the awareness of the dangers of speeding and aggressive driving, as well as increased enforcement that targets speeding and aggressive driving. To enhance enforcement for violations near schools or at school bus stops, consideration should be given to implementation of school speed zones, as well as, installation of cameras on school buses to document violations.
- Reduce impaired driving. Key elements of this countermeasure should include creation of effective media campaigns and implementation of sobriety checkpoints and targeted enforcement.

- Reduce distracted driving. Key elements of this countermeasure should include passing and enforcing legislation that specifically penalizes distracted driving, including categorizing distracted driving as a type of negligent driving.
- Increase seatbelt usage. Key elements of this countermeasure should include best practice enforcement and educational programs.
- Offer drivers education courses in the schools. Work with the schools to find instructors.
- The USDOT's Vision Zero Toolkit states that direct involvement with younger residents can provide a different perspective on traffic safety. Ways to engage with them include:
  - Interviews
  - Focus groups
  - Youth advisory boards or committees
  - Youth and adult-led initiatives
  - Youth and student-led groups
  - Opportunities for project leadership
- Consider collaboration with student-led or -centered organizations, including:
  - National Organization for Youth Safety
  - Students Against Destructive Decisions
  - Teens in the Driver Seat
  - Vision Zero for Youth
  - Other organizations to consider partnering are available can be found at NHTSA's Peer-to-Peer Teen Traffic Safety Program Guide

## Engineering/Infrastructure

It is recommended that a project be prioritized for implementation within the next 5-years. This should be done in coordination with the MDT so that project funding can be sought through applicable grant application opportunities. The latter of which would include grants for Wildlife Accommodation features, i.e. wildlife passes and exclusionary fencing when warranted.

**Seek funding for an infrastructure improvement project. This project would address some or all the following corridor needs which have been prioritized as follows:**

- Provide additional speed limit signs at more frequent intervals and use flashing speed limit signs where traffic slows at the outskirts of towns along US 212. Due to high speeds identified in Busby, and Busby being the highest ranked segment for fatal and serious crashes per mile, increased visibility of speed signing and heightened speed limit enforcement is recommended as a high priority for US 212 through Busby.
- Modify grades to reduce the presence of no passing zones and add climbing and passing lanes. While this should be applied wherever possible along the whole corridor, Segment I (0-6 miles east of Lame Deer), Segment X (15-20 miles east of Broadus), and Segment S (0-6 miles west of Broadus) are highest in priority due to their high ratings in total crash rate. Segment C (halfway between I-90 and Busby) should also be considered due to its high fatal and serious crash rate.
- Construct truck pull-offs and parking. Selection of sites should be made in consideration of where future climbing and passing lanes are provided. The intent is to provide more opportunities for trucks to pull over and let queues of traffic that are behind them to pass by. Preliminary candidates include Segment O (halfway between Ashland and Broadus) and Segment AC (halfway between Alzada and Hammond). These locations were selected due to their greater distances from towns where there is space available for trucks to pull over.

- Work with school officials to identify high hazard bus pickup and drop off locations. These may consist of locations with limited visibility, higher student use, or near busy intersections. Select top candidates for construction of school bus pull offs or construction of wider shoulders. Install bus stop signs or advance warning signs where appropriate.
- Construct turn lanes at major intersections. Intersections that would benefit from addition of left and/or right turn lanes include Muddy Creek Road, Iron Skirt, Rosebud Cutt Off, and Tongue River Road East. Addition of eastbound right turn lanes could also be considered at Cheyenne Avenue and CR 59 (all locations to be verified based on MDT turn lane criteria).
- Widen shoulders to standard 4-6 foot width at high crash frequency or severity locations. These occur along the eight segments that accounted for over 43% of the crashes along US 212, while representing only 27% of the mileage. The eight segments are listed in Tables 3 and 4 and summarized in Table 5. The segments include Ashland, Busby, Lame Deer, 0-6 miles east of Lame Deer, Broadus, 0-6 miles west of Broadus, 15-20 miles east of Broadus, and 11-16 miles east of I-90.
- Add guard rail where steep inslopes are present or where obstructions cannot be removed and are located within the clear zone of the roadway.
- Complete construction of rumble strips at locations where they are not present. This is a relatively low-cost solution to assist with reducing crashes related to distracted or impaired driving.
- Install Wildlife Accommodations: Based on the identified wildlife/vehicle incident hot spots and the usage river/stream corridors by wildlife, wildlife accommodations should be considered in these areas if any future modifications are made to the roadway. The first priority is located between mile post 88 and 92 (west of Boyes). The second priority is located between mile posts 126 and 139 (approximately 11.5 miles west of Alzada to 1.5 miles west of the Montana-Wyoming border). These hotspots are located near river/stream corridors with scattered agricultural areas. Some accommodations could include a wildlife overpass and/or oversized culverts with natural bottoms and one of MDT Modified Farm Fence Designs along both sides of the roadway, opposite from one another.
- Seek transportation alternatives grant funding for top multi-modal priority needs within the US 212 corridor:
  - Extend ped/bike facilities from rural subdivisions to nearby towns. Provide designated crossings where needed.
- Seek demonstration project grant monies to address unique project implementation needs that these funds may be applied to.



## Enforcement/Post-Accident Response

Lack of adequate enforcement along the corridor was perhaps identified as one of the greatest safety issues along the US 212 corridor. This was evidenced by the high speeds and often poor driver behavior along the corridor.

It is recommended that enforcement be increased along the US 212 corridor. Based on conversations with law enforcement who currently patrol the corridor, they are severely understaffed. Efforts have been ongoing to hire additional officers, but many positions remain unfilled due to a lack of qualified applicants.

Numerous improvements are recommended to increase safety for accident response teams. These include:

- Wider shoulders to increase separation from pass-by traffic. (See previous section for locations)
- Acquisition and use of an incident management trailer
- Coordinate cross jurisdictional enforcement agreements. This could also include enhanced communications between emergency medical, law enforcement, and towing services.

## Equity & Underserved Community Considerations

The US 212 corridor is used extensively by disadvantaged, overburdened, and underserved populations that include the Crow and Northern Cheyenne Indian Reservations. Significant input has been received from these populations and their representatives. Tragic loss of life, injuries, and economic impacts have resulted from the safety issues present along US 212. It is anticipated that implementation of the recommendations of this Report will have a very positive impact to these communities.

## Long Range Recommendations

### Policy & Process

- Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize safety.
- Recommendations regarding implementation through adoption of revised or new policies, guidelines, and/or standards.

### Education/Driver Behavior

A continuation of implementing the short-range recommendations should extend into the long term. Continued education, enforcement, and legislative countermeasures may be most effective if implemented on a regular basis over time.

### Engineering/Infrastructure

It is recommended that projects be prioritized for implementation for the year 2030 and beyond. This should be done in coordination with the MDT so that project funding can be sought through applicable grant application opportunities.

- Continue to modify grades to reduce the presence of no passing zones and add climbing and passing lanes. This should be a continuation of segments not addressed in the short range.
- Increase the US 212 corridor to 4 lanes along segments as priorities and funding allows. It is assumed that this will be cost prohibitive within the foreseeable future. If that is the case, implementation of passing lanes should precede consideration of corridor conversion to 4 lanes.
- Continue to construct truck pull-offs and parking. Selection of sites should be made in consideration of where future climbing and passing lanes are provided. The intent is to provide more opportunities for trucks to pull over and let queues of traffic that are behind them to pass by. This should be a continuation of segments not addressed in the short range.
- Work with school officials to identify high hazard bus pickup and drop off locations. These may consist of locations with limited visibility, higher student use, or near busy intersections. Select top candidates for construction of school bus pull offs or construction of wider shoulders. Install bus stop signs or advance warning signs where appropriate. This should be a continuation of segments not addressed in the short range.
- Construct turn lanes at major intersections. Intersections that would benefit from addition of left and/or right turn lanes include Muddy Creek Road, Iron Skirt, Rosebud Cutt Off, and Tongue River Road East. Addition of eastbound right turn lanes could also be considered at Cheyenne Avenue and CR 59 (all locations to be verified based on MDT turn lane criteria). This should be a continuation of segments not addressed in the short range.
- Widen shoulders to standard 4–6-foot width at high crash frequency or severity locations. These are reflected in the eight segments that accounted for over 43% of the crashes along US 212, while representing only 27% of the mileage. The eight segments are listed in Tables 3 and 4 and summarized in Table 5. The segments include Ashland, Busby, Lane Deer, 0-6 miles east of Lane Deer, Broadus, 0-6 miles west of Broadus, 15-20 miles east of Broadus, and 11-16 miles east of I-90. This should be a continuation of segments not addressed in the short range.

- Add guard rail where steep inslopes are present or where obstructions cannot be removed and are located within the clear zone of the roadway.
- Install Wildlife Accommodations: Based on the identified wildlife/vehicle incident hot spots and the usage river/stream corridors by wildlife, wildlife accommodations should be considered in these areas if any future modifications are made to the roadway. The first priority is located between mile post 88 and 92 (approximately 3 to 6 miles west of Boyes). The second priority is located between mile posts 126 and 139 (approximately 11.5 miles west of Alzada to 1.5 miles west of the Montana-Wyoming border). These hotspots are located near river/stream corridors with scattered agricultural areas. Some accommodations could include a wildlife overpass and/or oversized culverts with natural bottoms and one of MDT Modified Farm Fence Designs along both sides of the roadway, opposite from one another. Seek transportation alternatives grant funding for top multi-modal priority needs within the US 212 corridor.

## Next Steps & Measurement of Outcomes

While the US 212 Safety Action Plan is an excellent start to determining the safety concerns and needs along this heavily traveled corridor, effectiveness of the planning process will be determined in how the Safety Task Force (STF) and the communities impacted utilize the information to positively impact policy and infrastructure. Next steps as outlined below are a continuation of the STF's commitment to utilizing plan data and recommendations, monitoring outcomes, and adjusting priorities based on those outcomes. A copy of the US 212 Safety Action Plan can be located on the US 212 Action Plan website at <https://inputcentral.com/safeus212>. Key implementation activities that have been prioritized and will be undertaken in the first year are:

- SEMDC will continue to manage website information relative to US212, facilitate regular STF meetings and convene committee members as needed. SEMDC staff will coordinate with Rosebud County and other potential government and non-profit “sponsors” for additional grant funding as it is identified. It is anticipated the STF will meet twice per year for “formal” review of the Action Plan and will utilize this time to formally update and re-align priorities as needed. Individual/ small group communication/meetings in between the formal bi-annual STF meetings are anticipated to ensure specific strategies/objectives are implemented.
- The STF will coordinate and cooperate with other entities and individual community projects relative to US 212 and/or those that might compliment goals as outlined in the US 212 Corridor study. The STF will work to continue to notify the public (through the existing US 212 Facebook page and other existing information networks/channels) of work being done, progress toward goals, opportunities to contribute to STF work, and ways in which to remain engaged/express ongoing concerns.
- One of the most concerning safety concerns expressed was related to unsafe driver behavior related to school buses that stop on US 212. MHP has confirmed that video evidence gathered by school bus drivers can be helpful in holding drivers accountable for these behaviors. For this reason, the STF will prioritize equipping school buses with appropriate video equipment and selecting someone who will be responsible for documenting these incidents, centralizing this information, and reporting to MHP. It has been suggested that someone from the Northern Cheyenne School Transportation program might be a good candidate for this task.

In addition to initial implementation activities as noted, the following data will be collected, and any improvements/outcomes completed along US 212 will be acknowledged as recommendations of this report are implemented.

- Traffic count and speed data The STF will send a request to MDT for desired data compilation and analysis following ongoing implementation of safety improvement strategies. This will likely be confined to locations where improvements have been made to verify successes.
- Crash Data to include total crashes, fatal and serious crashes (The STF will request MDT or Highway Patrol collect and report these crashes for the overall US 212 corridor annually). In lieu of this, the STF may request this data be provided in specific locations as follow-up to completed projects, on a case-by-case basis.
- Improvements completed along US 212 should be summarized annually and reported to the general public as the STF sees fit.

## Performance Measures

Performance measures will be collected and reviewed at least annually at the STF implementation/plan review meetings. The following will be used to evaluate the US 212 Safety Action Plan implementation goals and recommendations moving forward:

- Successfully implemented recommendations.
- Currently/annually collected data as compared to historical data. Performance will be measured pertaining to overall average speed reductions, and any changes in crash frequency and crash severity.
- Public/traveler perception, which, while subjective, is, in a case such as this where the perception of the Corridor is that it is a “death trap,” is a meaningful indicator of success in terms of directly impacted travelers/residents in the area. This can be done through annual surveys using the existing US 212 Facebook page, local media, and other existing outreach methods that allow for gauging success from the traveler perspective.

## Current Funding Opportunities for Implementation

When considering applying for a grant, it’s important to review the match requirements and consider various resources that you may be able to leverage. Generally, match can be provided in the form of cash and/or in-kind resources. You may be able to get creative and work with partners to provide your match.

Especially for the next two years, there is significant federal money available to address transportation safety and related infrastructure and driver behavior activities. Even outside funding that is the result of the Infrastructure Investment and Jobs Act (IIJA), there are typically several state and federal grants available to assist communities in addressing transportation infrastructure and related community revitalization/impacts. While these opportunities change all the time, the following list is a sampling of traditional and new (through IIJA) resources at the state and federal level for which the STF and their partners may consider applying for moving forward as they identify/prioritize recommendations.

### State Level Grants:

- Montana Coal Board
  - Planning, construction, purchasing for a variety of projects that positively impact communities and reservations in Coal Country
- Transportation Alternatives (TA)
  - Construction of non-motorized infrastructure including sidewalks, recreational pathways, ADA accessibility projects, etc.

### Federal Level Grants

IIJA produced billions of dollars in infrastructure investment. While most of these are for large projects, there are dollars that will allow for regional/community-wide investments. Note that there are over 100 of these programs; the ones most relevant to the US 212 Corridor Action Plan currently identified goals and objectives are listed as follows:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Large, community-wide/regionally significant transportation projects
  - Both planning/construction
  - Includes projects that address non-motorized transportation infrastructure.
- Active Transportation Infrastructure Investment (ATII) Program
  - Large, community/regionally significant, non-motorized transportation projects (pathways, bike-lanes, sidewalks, connections between communities or within communities that support non-motorized transportation.
- Safe Streets and Roads for All (SS4A)
  - Planning and construction for non-motorized transportation infrastructure (planning allows you to create a community-wide Transportation Safety Action plan that can be used to access implementation dollars).
- Reconnecting Communities
  - Planning and Project grants for transportation projects that “reconnect” areas of the community in poverty/disadvantaged or residential areas to areas of commerce/essential needs/services.
- Promoting Resilient Operations for Transformative, efficient, and Cost Saving Transportation (PROTECT) Program
  - Planning and implementation/project grants for strengthening surface transportation to be more resilient to natural hazards, including climate change, flooding, extreme weather events, and other natural disasters.
- INFRA/MEGA/RURAL
  - Planning and implementation/project grants to improve safety, generate economic benefits, reduce congestion, improve quality of life, enhance resiliency, and eliminate supply chain bottlenecks and improve critical freight movements.
- Road to Zero Coalition Community Traffic Safety Grants
  - Supports innovative and promising approaches for implementation evidence-based countermeasures, supporting a Safe System approach to research and address traffic fatalities, disparities in mobility safety and access, and overall traffic safety improvements.
- Nationally Significant Federal Lands & Tribal Projects
  - Construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal lands that address safety and state of good repair, improving quality of life, improving physical or operational deficiencies, uses new technologies and/or supports economic vitality at the national/regional level.
- Wildlife Crossing Pilot Program
  - Supports projects that reduce number of wildlife-vehicle collisions, including the causes and impacts of wildlife collisions as well as solutions and best practices for reducing wildlife collisions and improving habitat connectivity.



## Appendix A: Newspaper Articles

Rosebud County Independent Press 2-10-24



# Independent Press

Serving all of Rosebud County

Saturday, February 10, 2024 | \$1.50

Vol. 113 No. 6 | ISSN (1041-3340)

Independent-Press.com

Telephone: 406-346-2149

## US 212 task force hears concerns; survey announced

PAMELA ASH  
Independent Press

The second task force meeting of the US 212 Corridor safety action plan was held on Jan. 31, at the EMS office in Forsyth. The plan is being driven by a multi-agency task force representing Rosebud County, Big Horn County, Powder River County, Carter County, the

Crow Nation, the Northern Cheyenne Nation, the Montana Department of Transportation, the Montana Highway Patrol, and representatives for the County Health and Emergency Response units.

The group heard concerns about the ongoing safety issues with highway 212 that have contributed to fatal accidents and

near misses for citizens, and some potential answers for some of the problems. Suggestions included increased law enforcement, installation of passing lanes, rumble strips, maintenance of roadways, and education of drivers.

A survey will be available online or with paper surveys to better understand and identify citizens'

concerns. The task force members will be asked to guide the surveys and to act as the voice in the communities to get the information out. The survey and information are available on the website at ([bit.ly/SafeUS212](https://bit.ly/SafeUS212))

Rosebud County Sheriff Allen Fulton pointed out that a failed attempt at cross deputization was a problem

for enforcement of traffic laws on the Northern Cheyenne Reservation. It was agreed that this task force is a starting point for ongoing discussions related to enforcement on the highway between various jurisdictions acknowledging ongoing problems with BIA law enforcement.

The update at the next meeting will include crash

analysis results, speed analysis, corridor geometrics, and non-engineering issues.

It was agreed that to accommodate the large number of individuals interested in attending the task force meetings the next meeting will be held at the Rosebud County Fairgrounds. The third meeting is scheduled for 10 a.m., March 21.

### Possibility of wildlife-to-human crossover heightens concern about chronic wasting disease

JIM ROBBINS  
KFF Helath News

Each fall, millions of hunters across North America make their way into forests and grasslands to kill deer. Over the winter, people chow down on the venison steaks, sausage, and burgers made from the animals.

These hunters, however, are not just on the front lines of an Amer-



### Six Dogie grapplers qualify for State

STAFF REPORT

This weekend the Dogie Wrestlers traveled to Wolf Point for the Eastern B/C Tournament and finished 2nd. Seven athletes participated with six qualifying for State at MetraPark in Billings.

Those qualifying included:  
103 lb, Landon Maciorski, 9th place  
112 lb, [Name obscured]

Rosebud County Independent Press 3-27-24

## Task force working on plans for 212 improvements

PAMELA ASH  
Staff Writer

The third task force meeting of the US 212 Corridor safety action plan was held on Thursday at the Rosebud County Fair grounds exhibition hall in Forsyth, under the direction of Steve Grabill of the task force.

The plan is being driven by a multiagency task force representing Rosebud County, Big Horn County, Powder River County, Carter County, the Crow Nation, the Northern Cheyenne Nation, the Montana Department of Transportation, the Montana Highway Patrol, and representatives for the County Health and Emergency Response units.

The task force is working on a plan for improvements to the 212 Corridor under a "Safe Streets and Roads For All" federal grant.

More 212 | A8

### 212/from A1

The plan will prioritize needs and use the safety action plan as a portal to pursuing federal grants to implement the plans for improvement. It was pointed out that this plan is a first step in setting three-to-five-year goals for the corridor.

The group heard of safety concerns from Daniel Big Man, a Northern Cheyenne resident who was badly injured in an accident involving a truck on Highway 212. He was forced to leave the highway to avoid a truck from hitting him and continues to suffer from partial paralysis and other ongoing physical problems requiring numerous surgeries and more surgeries that will be needed in the future. He cited his concern

for a blatant defiance of speed limits and other safety rules. He believes that the main issue that needs to be addressed is more law enforcement presence and tickets for those breaking the law.

The group agreed that more officers on the roads is an urgent need and is at the top of the list of priorities that will be addressed in the final report. Highway patrol officers have been a presence at every meeting and described the lack of officers and the lack of applicants for open positions. The BIA law enforcement has been invited to be part of the task force but has continued to decline invitations to participate. As with the Montana Highway Patrol, Rosebud County Sheriff's Department has also cited a lack of officers

and unclear jurisdictional concerns.

At this point, the surveys being shared with citizens provided input that includes better law enforcement, installation of passing lanes, rumble strips, maintenance of roadways, pull outs for school buses, and education of drivers. Of particular concern is the lack of accountability of drivers at bus stops that endangers children entering and exiting the buses. Eighty percent of bus stops for area schools are located along Highway 212. Grabill reported that in the last six months three buses have had their stop signs knocked off by passing trucks.

The survey and information are available on the website at ([bit.ly/SafeUS212](http://bit.ly/SafeUS212))

#### Legals

#### NOTICE OF CLOSE OF REGULAR VOTER REGISTRATION AND OPTION FOR LATE REGISTRATION

Notice is hereby given by the undersigned Clerks of Ashland School District #32

tion office before 12 noon the day before Election Day. You may also register and Vote on Election Day up until 6 p.m. but you must Register at the County Election Office and then go to the school to get a Ballot.

#### Legals

#### Legals

contact the county election office to update your information as necessary and receive a ballot.

Persons who wish to register and who are not presently registered may do so, by re-



Rosebud County Independent Press 12-23-23



ROSEBUD COUNTY SHERIFF'S OFFICE

Over 900 trucks a day travel on Highway 212 and are involved in many of the accidents.

## Highway 212 Safety Task Force has first meeting

PAMELA ASH  
Staff Writer

The first meeting of the Safety Task Force was held on Tuesday in Forsyth to begin work on the safety action plan for US Highway 212 Corridor from Crow Agency to Alzada.

US Highway 212 corridor between Crow Agency at the 1-90 Junction and Alzada at the Wyoming state line has a high number of crashes and fatalities. The route has been identified as having safety issues, partly due to the high percentage of truck traffic on this route in relation to total traffic. In 2020, traffic counts showed as high as 38 percent of total traffic on this route was trucks.

The Safety Action Plan's purpose is to examine the safety issues along the highway and to identify potential solutions to reduce safety hazards along the corridor.

The Safety Task Force has been identified to guide the day-to-day development of the plan. Those on the committee representing Rosebud County include Julie Emmons, Sarah Kismari, and Ed Joiner. Big Horn County Commissioner Peri Schenderline, Powder River County Commissioner Lee Randal, and Carter County Commissioner Rod Tauck are on the committee as well as Montana Department of Transportation representatives, Zach Kirkemo, Shane Mintz, Pam

Langve-Davis, and Patricia Burke. Representing the Crow Tribe is Thomas White Clay Sr, and the Northern Cheyenne Tribe is represented by Janis Spear and Debra Charette. Montana Highway Patrol Officers Captain Jeff Kent and Sergeant Cody Smith are on the Committee. Isabelle Sisk represents the Rosebud County Health Department.

Stakeholders have been identified and the list will be reviewed and updated as necessary as the project unfolds. KLJ Consulting will facilitate two rounds of stakeholder meetings to support development of the action plan. These meetings will be set up as virtual meetings and will look to break the list of identified into three groups to best facilitate discussion of issues and needs along the corridor.

A website is in progress that will serve as the portal for information regarding the planning process. [bit.ly/SafeUS212](https://bit.ly/SafeUS212). Two rounds of public input meetings to support the development of the plan will be conducted and upon completion of Phase I public input, KLJ will complete a summary report documenting the comments provided by the public. This will serve to summarize and clarify the key issues identified through the first phase of public engagement.

The second phase will see meetings in Ashland, Broadus, Crow Agency,

Busby, and Lame Deer. KLJ will develop a virtual open house that will include a 10-minute informational video highlighting the proposed safety improvement recommendations developed by the Safety Action Plan.

More MEETING | A7

### CATTLEWOMEN, SAMARITAN CLUB TEAM UP TO DELIVER H



Rosebud County Cattlewomen, with help from Rosebud 4-H Club, made up 42 baskets for delivery. The Rosebud Roundup 4-H Club went shopping for families with their own money. The Rosebud County 390 pounds of ground hamburger and 40 pounds of ham. The Samaritan's Pantry donated all the Hams. Rosebud Roundup 4-H Club.



### Rosebud County Independent Press 12-23-23, Part 2

INDEPENDENT PRESS

#### Meeting/ from A1

Items that were mentioned during the meeting as being of concern to Task Force members include impaired driving, speeding, lack of seatbelt use, improper passing, and aggressive driving. Emphasis was voiced about lack of education, lack of reporting, particularly on the reservation, and engineering concerns.

Traffic control and law enforcement were discussed. There are 15 highway patrol officers in the area, and there is a need for 27. Not being fully staffed with increased traffic and the length of the highway, the impact of being short on manpower is a huge issue. With 900 trucks a day on a two-lane highway, and with the volume increasing, this is a big concern with the highway patrol officers. A lack of law enforcement on the Northern Cheyenne Reservation and few codes to be enforced are items that need to be addressed by the task force.

Another safety issue



PAMELA ASH/INDEPENDENT PRESS

Members of the Highway 212 safety task force at their first meeting Tuesday in Forsyth.

discussed was the inability of some of the truckers to speak and read English. Reliant on cell phone service which is not available along a good share of HWY 212, they are not always able to read and interpret safety signs and communications, leaving them at a loss on unfamiliar roads and inclement weather.

When the Department of Transportation puts out signs calling for trucks to chain up during snow and ice storms, they are often

ignored, and then trucks spin out on hills and block traffic for hours and create a safety hazard for school

buses and other motorists. It was suggested that this is an area of concern that needs to be better enforced.

A Facebook page, US-212 Montana, is a public site for voicing concerns, reporting problems, and sharing information about issues along the corridor. The Facebook page is filled with close calls, crashes, and information about the highway. Progress of the Safety Task Force will be available on that site also.

The goal of the task force is to work toward solution development for the 212 Corridor. The next meeting of the Task Force will be scheduled for Forsyth near the end of January.

**Butcher's Deluxe Package**

- 4 Butcher's Cut Top Steaks (5 oz.)
- 4 Air-Chilled Boneless Chicken Breasts (4 oz.)
- 4 Boneless Pork Chops (5 oz.)
- 4 Individual Scalloped Potatoes (3.6 oz.)
- 4 Caramel Apple Tartlets (4 oz.)
- 1 Omaha Steaks Seasoning (3 oz.)
- 8 FREE PureGround™ Filet Mignon Burgers (6 oz.)**

74222DJE separately \$249.94  
**SPECIAL INTRODUCTORY PRICE \$99.99**

**Get 8 FREE Burgers**

1.844.264.0008 ask for 74222DJE  
[OmahaSteaks.com/Deluxe8452](http://OmahaSteaks.com/Deluxe8452)



Rosebud County Independent Press 12-30-23

Serving all of Rosebud County

Saturday, Dec

Vol. 112 No. 49 | ISSN (1041-3340)

Independent-Press.com

# Icy roads cause busy weekend for first responders



PAMELA ASH/INDEPENDENT PRESS

A semi lays on its side in the median of I-94 west of Forsyth Saturday after the driver braked and slid on the ice to avoid another collision.

**PAMELA ASH**  
Staff Writer

On Saturday evening, an accident on Interstate 94 just west of Forsyth closed the interstate for a short period of time from the Colstrip interchange into Forsyth, allowing for emergency responders to clear the highway from debris.

Icy roads contributed to the three-semi crash that left one semi hitting the guard rail after colliding with another semi also going east. The third semi braked to avoid the two already involved in the crash and rolled over into the median. There were no serious

injuries requiring transport to the hospital.

Saturday evening the icy roads on Highway 212 between Ashland and Lame Deer created hazardous driving conditions when semis spun out and blocked the highway for a short period of time. Highway 212 is currently being evaluated in a study to determine what measures can be taken to mitigate the accidents and fatalities on that highway.

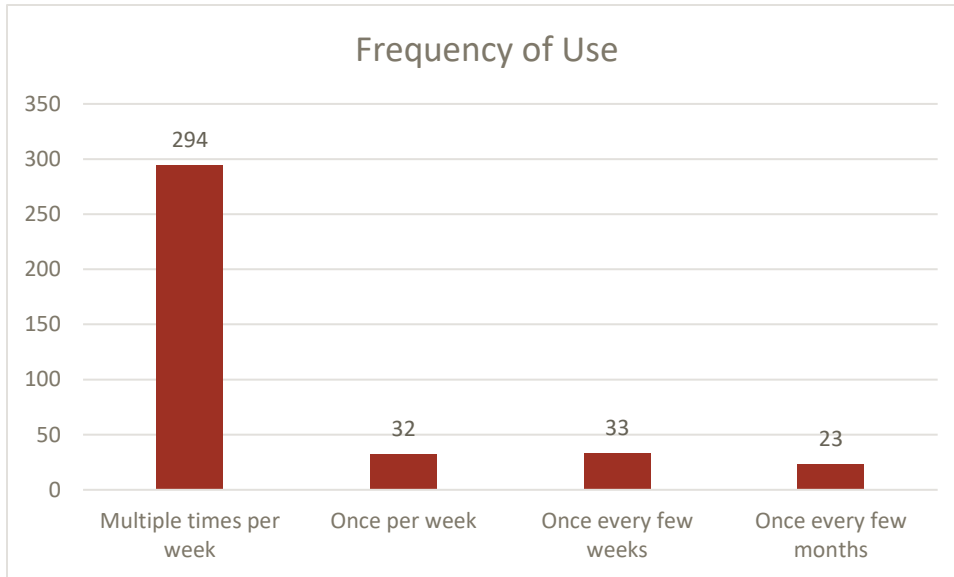
There were two other minor accidents reported on Saturday and Sunday related to the extremely icy roads.

There was also an accident Friday

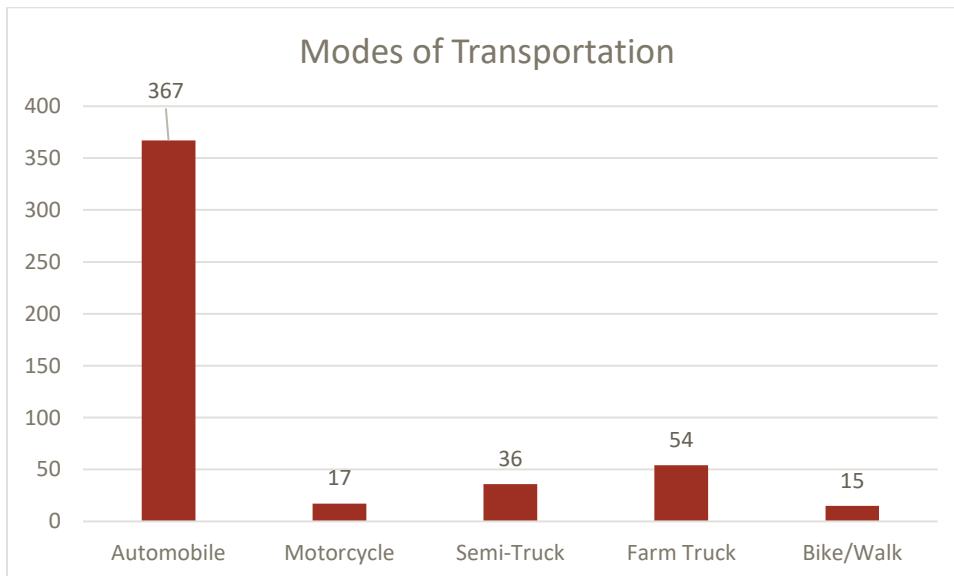
evening, unrelated to the weather, that happened when a vehicle struck an abandoned building on Highway 12 at a high rate of speed and rolled over. Seventy-seven-year-old Michael Cahill of Forsyth died in St. Vincent Hospital two days later from injuries sustained in the accident. The Montana Highway Patrol reported that the driver was traveling east on Highway 12 and failed to slow down when he crossed a cattle guard and the road turned to gravel on a private driveway. The highway patrol reported the driver was not wearing a seat belt.

## Appendix B: Survey Results and Public Comments

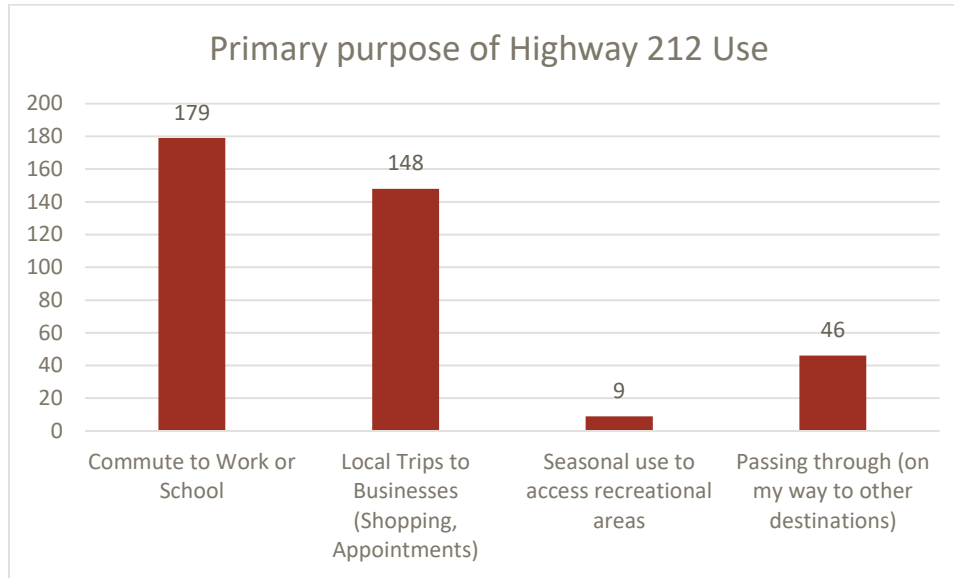
### Question 1: How often do you use Highway 212?



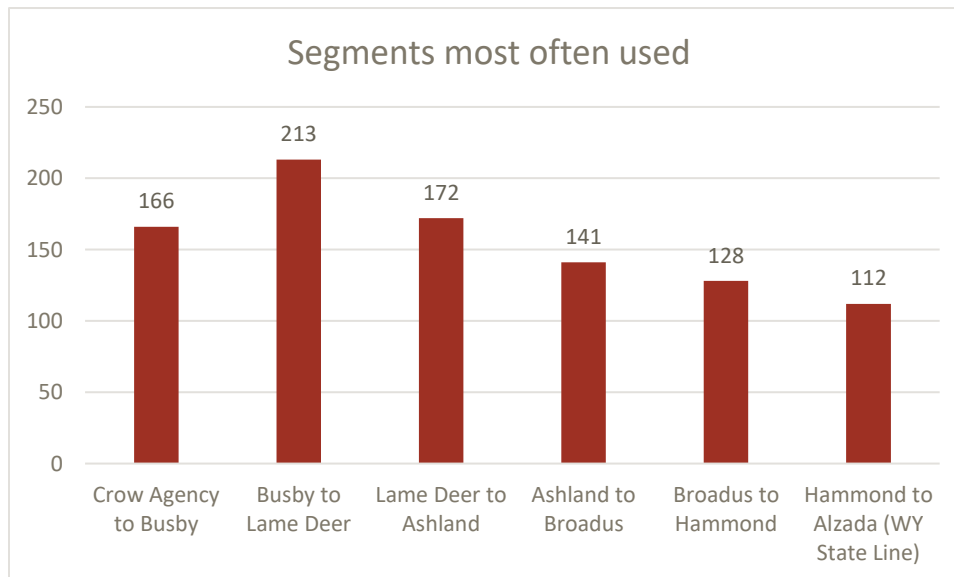
### Question 2: What modes of transportation do you most often use on Highway 212?



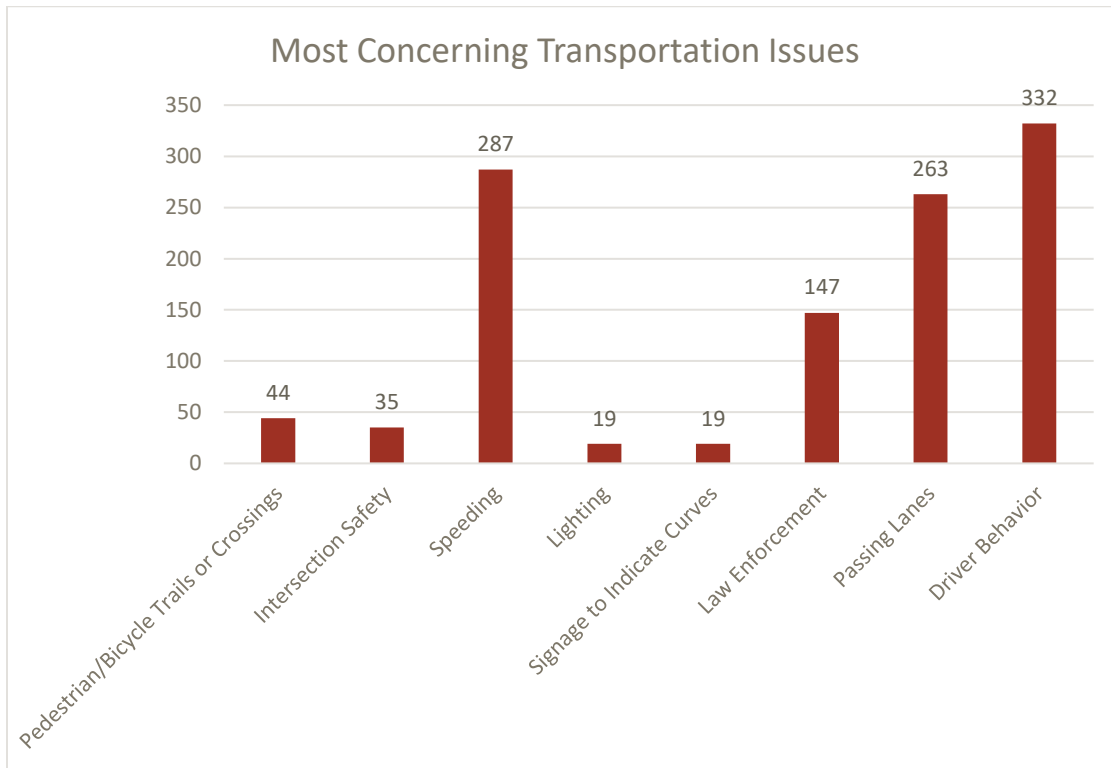
## Question 3: What is your primary purpose when using Highway 212?



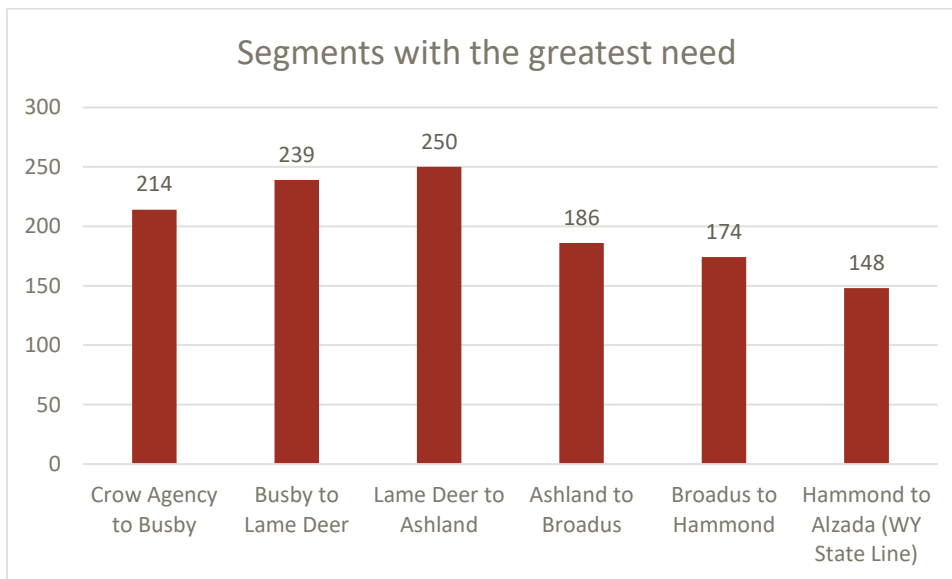
## Question 4: What segments of Highway 212 do you most often use?



**Question 5: What are the top three most concerning transportation issues along Highway 212? (choose three)**



**Question 6: What segments of the highway have the greatest need?**



## Comment Map:

Table 6: Public Comments

These comments have been plotted on the corridor map in Figure 4.

Comment #	Category	Comment
54	Vehicle Speeding	Semi speeding
53	Vehicle Speeding	Semis speeding and passing cars and multiple cars passing everyone that is going 65/70 mph
52	Vehicle Speeding	Vehicles passing in no passing zones up a hill
51	Vehicle Speeding	W out if state cars and a 22 Montana plates passed me while semis were coming
48	Vehicle Speeding	Frequent speeding through here
41	Vehicle Speeding	Trucks are not slowing when entering town and are often still going 50/60 when they hit this area.
39	Vehicle Speeding	Often times cars will try to speed around the stop light intersection by taking this road. It's very unsafe for children playing at the park, riding bikes, or walking. This is a common walking path for kids in the summer between the pool and the park. I'd like to see speed bumps or 'local traffic only' ordinances here.
30	Vehicle Speeding	Semi-truck entering Alzada from Wyoming not dropping speed to 50 mph zone.
20	Vehicle Speeding	When vehicles come into Broadus down this hill, they don't slow down adequately. New signage and flashing lights have helped some. Still a problem.
18	Vehicle Speeding	Have witnessed trucks passing other vehicles in town when the vehicles were traveling the speed limit.
17	Vehicle Speeding	See excessive speeding through Ashland a lot.
15	Vehicle Speeding	Speeding semis don't slow down even if signal is on.
13	Vehicle Speeding	Have had numerous incidents of vehicles tailgating or passing while traveling thru busby when I'm doing the speed limit.
11	Vehicle Speeding	While traveling the speed limit through town heading eastbound I had a pickup tailgate and eventually pass me at the city park in a no passing zone.
10	Vehicle Speeding	2023 just before Easter I was traveling westbound with pickup and trailer, my son was a couple car lengths ahead of me traveling with truck and trailer. Between WY line and Broadus we had numerous infractions of vehicles speeding and passing in no passing zones - several times with oncoming traffic. We both had our cruise controls set on the speed limit. I called MT HP direct that day to request a law enforcement presence.
47	Need Passing Lanes	Passing lane would help
46	Need Passing Lanes	Needs passing lane on both sides of hill

# SAFETY ACTION PLAN



45	Need Passing Lanes	Needs passing lane on both sides.
44	Need Passing Lanes	Needs passing lane on both sides.
40	Need Passing Lanes	Many vehicles are passing here regularly even though it's a double yellow. Would be better to have a safe passing/turning lane all the way to Broadus.
36	Need Passing Lanes	Need passing lanes from here through the town to the west to be able to safely turn South coming from the East.
31	Need Passing Lanes	This large stretch of 212 has a couple of blindspots and people still try to pass. We've witnessed many near misses over the years
24	Need Passing Lanes	Climbing this hill it would be nice to have passing lanes on both sides of the 59 intersection.
23	Need Passing Lanes	In the area between mile marker 93 and 94 there are two driveways in which there is poor visibility due to the rolling terrain. Passing lanes would help ensure that turning traffic had the ability to do so safely. Also, pulling out onto the highway and then having a vehicle quickly approach that you couldn't see happens frequently. I can't count the number of times I have nearly been rear ended trying to turn into either of these approaches. Traffic needs the ability to pass safely. There is a passing zone shown with dotted lines but it is NEVER safe to use it. We need passing lanes. This area is particularly bad with two ravines between the approaches, one being Burdette Creek, which makes taking the ditch hard!
21	Need Passing Lanes	Trucks backed up from coming over the divide are constantly trying to pass during this stretch and passing lanes are needed over the hills to allow for long passing stretches
5	Need Passing Lanes	Have witnessed trucks going 25mph over home creek divide and other trucks passing them at crest of hill on double yellow lines
3	Need Passing Lanes	The Hammond hills are one of the worst areas for traffic getting bunched up. Passing lanes on both the east and west bound lanes would help keep the flow of traffic.
2	Need Passing Lanes	Needs passing lanes or 4 lanes from Broadus to Belle Fourche would be only solution with volume of traffic & truck drivers. Really hate being passed on the wrong side of the vehicle.
50	Crash or Near Crash	Semi passed a bus and almost ran into on coming traffic. There are slight hills that make low profile visibility difficult all through Ashland flats area.
32	Crash or Near Crash	Trucker passing several trucks and put me in the ditch.
26	Crash or Near Crash	I live off 212 and drive daily into Ashland. At least every week either I am involved in or watch someone else almost get into a wreck due to the truck and out of state (usually) drivers
22	Crash or Near Crash	Large numbers of semi's have passed stopped school buses along this route. VERY dangerous to our children



# SAFETY ACTION PLAN



12	Crash or Near Crash	Had a semi going westbound pass with oncoming traffic
9	Crash or Near Crash	In 2019 had a semi pass another semi on a blind curve, no passing zone. The semi westbound being passed slammed on his brakes and went onto the side of road and I was eastbound and able to maneuver into the ditch.
8	Crash or Near Crash	In 2021 had a bull hauler, semi tractor swerve into my lane with no other traffic. I was able to avoid collision by slamming on the brakes and taking the ditch.
6	Crash or Near Crash	Fatal accident. 3/17/22.
38	Unsafe Intersection	Intersection is tight for trucks who aren't experienced drivers. It's unsafe to cross on foot/by bike most times because vehicles don't stop as they should. You'll see a vehicle run the light every time you go through the intersection.
37	Unsafe Intersection	Trucks don't stop at the stop sign from the weigh scale and just pull out in front of traffic. Very unsafe.
35	Unsafe Intersection	Due to speeding through town, it's very hard to turn south from the first Crane Acres turn all the way out of town when coming from the East. You're very likely to get run off the road if you try. A turning lane is needed through here all the way out of town.
34	Unsafe Intersection	Due to the location of this intersection, when turning West onto 212 from 59, you can't see approaching traffic from the East. Often times, you'll pull out in front of traffic without intending to. If it's truck traffic, they'll often tailgate you until you get to speed.
28	Unsafe Intersection	Tree blocks view to the east
14	Unsafe Intersection	Semis won't slow down even with a signal. Afraid to turn off at Kate Bighead Drive.
7	Unsafe Intersection	Turning lane needed for traffic turning onto county roads E Powderville Rd and River Rd East. There's a problem with trucks disregarding the stop sign and town speed limits, and they seem to think we can turn off of pavement onto graveled surfaces without slowing down or yielding to on-coming traffic.
33	Other	Passing lines between mm115 and mm 116 are dangerous. Passing lanes on both sides going up blind hill. Also, passing lanes at mm110 are on a blind curve with grade where visibility is poor. Have had trucks pull out to pass and had near head ons.
27	Other	Guardrails are too close to road and need paved shoulders.
19	Other	Trucks often miss this turn to stay on Hwy 212 and then go into Broadus. When they turn on the streets of Broadus, it tears up the pavement and causes more maintenance for the town. Cars may do it also, but they don't cause a problem.


# SAFETY ACTION PLAN



16	Other	The lines on the highway to denote passing lanes or any lanes at all are gone. I see traffic going three abreast with sometimes both sides thinking they have the passing lane which can lead to head on collisions.
4	Other	This stretch is very dangerous. There are multiple turnoffs to homes and businesses and there are NO double solid lines indicating a no passing lane. There are horse trailer and heavy ranch and truck traffic, and work commute traffic and tourist traffic along with school kids driving this daily. Especially with HWY 59 meeting 212. We get passed here often. I've seen firsthand multiple incidents and close calls.
1	Other	After the S Curve in 212 between Broadus and Boyes, there is an extremely narrow section of road. The guardrail in this area seems to get hit regularly and the road often seems difficult to drive - especially if people are trying to pass or in poor weather conditions. It often creates situations where drivers come across the center line.
49	Heavy Truck Traffic	Always a lot of semis and problems especially when roads are slick.
43	Heavy Truck Traffic	Trucks from Colony, Wy turn on this road to access pits. Thru trucks have been seen passing Colony trucks on the left as they try to turn left off of 212.
42	Heavy Truck Traffic	Trucks are pulling in and out of the weigh scale all day and create a bottle neck in the traffic.
29	Heavy Truck Traffic	Bentonite trucks from the Colony plant in Wyoming have pits around Alzada that require them to turn off of 212. This causes through traffic to slow down considerably but often they pass unsafely. B&J's convenience store also has a large parking lot that semi-trucks often try to turn into again causing other vehicles to try and pass unsafely because they don't like to slow down through town.
25	Heavy Truck Traffic	Too much traffic, speeding and passing in no passing zones

## Public Meeting Comments

### Sign In Sheets

ATTENDANCE LIST	
	
US 212 Corridor Safety Action Plan	
Public Information Meeting – <i>Insert location &amp; date</i>	
Name	Address
Russell & Dream	box 501 Broadus mt 59317
Wanda & Linda Osterhoff	P.O. Box 175 Bozons MT 59314
Troy & Amanda Mills	190 Pilgrim Crk Rd 59316
Ralph Brownfield	2220 Hammond Rd Hammond MT
Lorena Brannan	31 N State Hwy 59 Oliver
Christy Olson	98 Mac-head Rd, Broadus, MT 59317
Sam Nulley	1460 E US HWY 212 Broadus
John Olson	P.O. Box 424 Broadus
Benja Harrington	PO Box 333 Hammond
Chad Harrington	" " " "
Lance Bailey	Broadus MT
Corinne Wilson	Broadus

## ATTENDANCE LIST



## US 212 Corridor Safety Action Plan

Public Information Meeting – *<Insert Location & Date>*

Name	Address
Kelly + Steve Ostberg	PO Box 175 / 414 OT Trail Boyes MT 59316
BEN COOLAHAN	Box 63, Broadus, MT 59317
Teel w Mullany	PO Box 15 / 199 US Hwy 212 West
Tim Stralinger	3 Sweete Creek Rd
Tommye Rousseau	Broadus 59317
Lori C4 Fourhorn	Northern Cheyenne L.D
Mary Bear Quiver-King	HC 42 Bx 575 Bishop, MT 59016
John Dabuo	50 East Hwy 212 Broadus, MT
Phil & Heather Nesbitt	10 E. Powderville Rd Broadus MT

ATTENDANCE LIST		KLJ
US 212 Corridor Safety Action Plan		
Public Information Meeting – <i>Insert Location &amp; Date</i>		
Name	Address	
Devin Boman	94 N Lincoln Ave, Broadus MT	
Marion Hanson	71 E Park City Rd, Ashland MT	
Bob Hanson	65 E. Park Otter Cr. Rd Ashland, MT 59003	
Dennis Schaffer	30 Moorhead Rd Broadus MT 59317	
Gloria Rosenzweig	8 E. Overbrook Rd Broadus	
Renee Lancaster	12 Soldier Cr Rd Volborg MT 59351	
Tom/Ann Emmons	48 Sonnette Rd, Volborg, MT 59351	
Bob & Susan Tilcott	3111 Hammond Rd Hammond	
Susan Richard	1270 Hammond Rd Hammond	
Det Blankenship	4 Upper Otter Cr Rd	
Oxzi Fortner	41 Rustwood Road Biller MT 5984	
Connie Capp	140 Pilgrim Creek Rd Broadus MT 59317	



## ATTENDANCE LIST



## US 212 Corridor Safety Action Plan

Public Information Meeting – *<Insert Location & Date>*

Name	Address
Martel H. Kuntz	P.O. Box 700 Broadus MT.
Dawn Druce	PO Box 56 Boyes, MT 59316
Billy Stuver	Broadus
Rebecca Myrland	Broadus DES Coordinator
Jane W. Feltz	P.O. Box 50 - Broadus
Cathy + JJ Garick	PO Box 176, Boyes 59316
Barb Mitchell	PO Box 252 Broadus MT 59317
Jerry Wilson	55 Belle C. Rd - Broadus
Levi McEuen	PO Box 626 Broadus, MT 59317
RE: BOB PHALEN	444 RD 222 LINDSAY, MT 59339
Mike Bauges	1 Mountain Top Rd Broadus 59317
Gina Vignone	PO Box 117 Broadus MT

## ATTENDANCE LIST



## US 212 Corridor Safety Action Plan

Thursday, August 22, 2024 Public Input Meeting – Round 2 – Broadus, MT

Name	Representing or Contact Information (Optional)
Shane Mintz	MDT
JEFF KENT	MHP
Mike Bauger	
Tom Emmons	
Ann Emmons	
Alycia Dreame	PRCSO
Billy Stover	PR Examiner
Libby Nisley	Nisley Family, School
Mary Beth Oliver King	

## ATTENDANCE LIST



## US 212 Corridor Safety Action Plan

Monday, August 12, 2024 Public Input Meeting – Round 2

Name	Representing or Contact Information (Optional)
David B. Ma (crow)	Tulla Speedman
Pauline Notaford	Self
JIM ATCHISON	SEMDC
Donis Littlewolf	
Paula Ark	Independent Press
JEFF KENT	Montana Highway Patrol
Mike Skillestad	MDT
Shane Mintz	MDT
Lori farhorn	Lane Deer.
MDP Deane	Lane Deer.
Randy Elliott	Fire Chief. LD
Kalvin Smith	Iron Horse



## ATTENDANCE LIST



## US 212 Corridor Safety Action Plan

Monday, August 12, 2024 Public Input Meeting – Round 2

Name	Representing or Contact Information (Optional)
SERINA REDROBE	PERSONAL INFO
Darlene F. Limberhand	
Joelyn Selage	Personal Info
C. Grigorie	Personal Info
Russell Dy	Personal
Bernice Lusselle	Personal
Janis Smar	NCDOT
Adrian Looe Sr.	Personal
Adrian Looe Jr.	" "
David Round	
Mary Bearliking	Personal
Heidi Looe	" "
Jewel F. Carter	Personal info

Gwen Spotted Horse  
Skills Seminar

NCTC

<sup>300KTS</sup>  
Jaele 300KTS

Harry W. Parry HD39

Sam Ballant

Deloris Morgan

## Meeting Notes

Large poster boards were provided at both the Lane Deer and Broadus public meetings (August 12<sup>th</sup> and August 22<sup>nd</sup> respectively).

At the end of discussion, participants were invited to use “sticky dots” to prioritize the draft recommendations as listed in the draft of the Safety Action Plan

The following were prioritized:

### **Policy & Process:**

- #1 Establish a policy for school bus pick-up and drop-off to be conducted directionally along the corridor
- #2 Coordinate Cross-jurisdictional enforcement agreements
- #3 Correct the wrong speed limit listed on Google Maps
- #4 Promote and facilitate adoption of a Vision Zero statement

### **Engineering & Infrastructure**

- #1 Work with school officials to identify high hazard bus pickup and drop-off locations
- #2 Widen shoulders to standard 4-6’ width at high crash frequency or severity locations

The following were all prioritized equally behind the 1<sup>st</sup> two priorities

- #3 Modify grades to reduce the presence of no passing zones and add climbing and passing lanes  
Construct turn lanes at major intersections  
Seek demonstration project grant monies to address unique project implementation needs

The following were all given at least one indication of priority behind the previously outlined engineering & infrastructure recommendations:

- Provide additional speed limit signs at more frequent intervals. Use flashing speed limit signs where traffic is supposed to slow significantly
- Construct truck pull-offs and parking
- Complete construction of rumble strips

### **Education & Driver Behavior**

- #1 Reduce speeding and aggressive driving
- #2 Reduce Impaired Driving/Reduce Distracted Driving (received the same priority listing)

### **Enforcement & Post-Accident Responses**

- #1 Increased law enforcement (including implementation of cross-jurisdictional enforcement agreements)
- #2 Wider shoulders to increase separation from pass-by traffic
- #3 Acquisition and use of an incident management trailer

Public Meeting  
Lame Deer MT  
08/12/2024

## Attendee Concerns/Comments/Discussion:

- Trucks passing without care to others traveling and close to towns/businesses, especially Ashland
- Need more “infrastructure” to accommodate the truck traffic (pull outs, passing lanes, enforcement, etc..)
- Discussion related to a differential speed limit for trucks (55 vs. 65 for cars) and pros/cons of that
- Can Reservations set different speed limits? Discussion about benefits/deficits of that and how it would be enforced.
- Something needs to be done that allows for residents along US 212 to get in and out of their approaches/driveways without fear of being hit from behind when slowing down/turning
- Very interested in the concept of cross-deputization between law enforcement agencies
- Is there a way to use “traditional/cultural” law to slow people down? (Campaigns that show cemeteries and the real cost in human lives)
- Drivers education courses. Driving behavior is set early (before high school) so if we want a change in drivers’ behavior, we have to start earlier/in the schools (There was discussion that part of the problem with this was finding instructors)
- Reiterated concerns about truckers passing school buses, not caring that it is illegal, and no enforcement even when it’s reported.
- Discussion about when it was perceived that law enforcement agencies worked better together and officers did their jobs (instead of sitting on the side of the road with their cell phones)
- Specific request for a better passing lane near the intersection of US 212/314 (eastbound/right turn lane) – Yellowstone MDT district

## Comment Forms

### Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



widen shoulders & guardrails  
change 70mph on 6PS  
warning signs (speedy dec, less stop)  
truck traffic overboard  
more visible law if possible  
increase speeding fines x 5  
thruouts, passing lanes  
more correct passing lanes

Name (optional): Kayla Dine  
Email (optional): \_\_\_\_\_

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



passing lanes / pull outs      Ag. & equip signs  
GPS accuracy for speed limits  
Cameras  
more half speed limit signs  
more patrols  
higher fines?  
school bus stop signs  
deer crossing signs  
Leveling Hwy "dips" to even out Hwy / blind spots  
Warning sign - post Restricted Speed Zone - all Motorcycles -  
Mention in MT tourist Brochures - safety for all!

Not all problems are trucks - WA, CA, OR drivers are terrible!

Name (optional): Dawn Draine

Email (optional): ddraine@gmail.com

**Comment Form**

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



I believe the most cost effective and  
permanent solution to all the near head-  
on wrecks is a passing lane every  
5 miles. It works very well in  
Wyoming with all their heavy truck  
traffic.

Name (optional): Connie C. Capp  
Email (optional): \_\_\_\_\_

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



Start your meetings on time  
as per announcement.

P.A. system would appreciated for  
those speaking.

Name (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_



## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



\* Narrow guard rails @ MM 98 + 99 Highway 212 East of Broadus  
Need widening. Accidents will continue to happen until  
this is fixed.

\* Passing lanes on flat stretches to minimize traffic  
backing up behind wide loads, oversize loads, slow traffic  
such as MM 88-90, <sup>mm</sup>95-96, <sup>mm</sup>112-114, <sup>mm</sup>121-123  
mm 130-132 would be viable areas  
on Highway 212 from Broadus to Alzada

\* There will not be a change in traffic numbers,  
speed or driving habits so I believe the only  
viable solution is to provide adequate passing  
lanes to decompress the traffic flow

Name (optional): Chad Harrington

Email (optional): roughsawn@gmail.com

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



As a bus driver on Hwy 212  
I personally feel passing lanes would  
be very helpful. Maybe more vehicles  
would use them rather than  
passing whenever they can. It would  
make it a little safer for all of us.

Name (optional):

*Chris Robinson*

Email (optional):

*n/a*

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



Need Hwy 212 mile marker 91 to mile marker

128 8 feet wider, four feet on each side

so if there is a head on there is room to pull  
over and not go into ditch. As far as people  
with machinery, there is room to drive off the  
main road.

Name (optional): Ralph Brownfield

Email (optional): emilyandco57@gmail.com

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



5 curve at the 95 mile marker  
2023 ~~was~~ had to get in the grass  
4 time 2024 2 time  
People speeding 85% of time  
I travel every day 17 miles one way  
Not respectful driving  
Poor passing habits  
~~dash~~ dash map say 70 MPH that needs  
to be change

SPEEDING

suggestion more speed signs

Name (optional): Dennis Schaffer

Email (optional): Schafferd@269mail.com

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



*We need more solid yellow no passing  
lines.*

*We need a toll road.  
We need more highway patrol  
officers, those trucks ride your bumper  
and if a deer jumps out, it could kill you.*

Name (optional): *Deb Bladenstis*  
Email (optional): \_\_\_\_\_

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



Would like to compare US 12 to US 212 -- 12 has more  
had a lot of work on it - which says little on 212.

Need 3 lanes on Hwy 212 - 5 miles out of Brainerd to  
have more drive for stretch.

There is too much traveling that people take chances  
on solid lines.

I follow a trail of 50 miles long. I can't pass

Name (optional): Maria Hansen 406-784-2357

Email (optional): \_\_\_\_\_



## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



Suggestion #1 Get rid of the ~~speed~~<sup>slow</sup> speed limits. Common sense would tell you that faster travelers get stuck behind slower travelers. ~~unpleasant~~. This leads to frustration and reckless passing. Make one speed limit that's at least 70. If the reservations don't want it then do it off the reservation.

Suggestion #2 Widen the guard rails like they did on Hwy 59. They are getting hit all the time.

Suggestion #3 Pull the CDL's of truck drivers that can't read or speak english. They can't read signs and cause most of the problems. Reading and speaking English is a requirement for a CDL, enforce it.

Name (optional): J.J. Landa  
Email (optional): \_\_\_\_\_

Suggestion #4 Put in some passing lanes.

## Comment Form

Please provide any comments or concerns  
you wish to offer on the US 212 Safety  
Action Plan



I appreciate that you held this information  
I had no idea of the problem  
you need to show this to Mr Long - Director  
of Department of Transportation  
AG Austin Knutson is having trouble  
hiring ~~HP~~ HP's & is in all areas they are  
under staffed.

Name (optional): BOB PHALEN

Email (optional): bobphalen@midwesters.com

## Appendix C: Segment Delineation Points

US 212 - Analysis Segment Delineation

Segment	Town	Start Longitude	End Longitude	Length (mi)	Start RP	End RP
A		-107.448059	-107.351206	5.0	0	5
B		-107.351206	-107.242892	5.7	5	11
C		-107.242892	-107.133503	5.6	11	16
D		-107.133503	-107.019360	5.6	16	22
E	Busby	-107.019360	-106.915070	5.9	22	28
F		-106.915070	-106.819508	5.5	28	33
G		-106.819508	-106.729520	5.0	33	38
H	Lame Deer	-106.729520	-106.569850	8.2	38	46
I		-106.569850	-106.440192	6.5	46	53
J		-106.440192	-106.343270	4.9	53	58
K	Ashland	-106.343270	-106.245900	5.2	58	63
L		-106.245900	-106.129542	6.0	63	69
M		-106.129542	-106.027408	5.0	69	74
N		-106.027408	-105.926219	5.2	74	79
O		-105.926219	-105.829639	4.8	79	84
P		-105.829639	-105.733192	5.0	84	89
Q		-105.733192	-105.639089	5.0	89	94
R		-105.639089	-105.538642	5.0	94	99
S		-105.538642	-105.431190	5.7	99	103
S		-105.538642	-105.431190	5.7	76	78
T	Broadus	-105.431190	-105.402036	2.5	78	80
U		-105.402036	-105.322186	5.0	80	85
V		-105.322186	-105.234597	5.0	85	90
W		-105.234597	-105.141664	5.0	90	95
X		-105.141664	-105.052164	5.0	95	100
Y		-105.052164	-104.967917	5.0	100	105
Z		-104.967917	-104.871994	5.0	105	110
AA		-104.871994	-104.787278	5.0	110	115
AB		-104.787278	-104.696500	5.0	115	120
AC		-104.696500	-104.605272	5.0	120	125
AD		-104.605272	-104.513667	5.0	125	130
AE		-104.513667	-104.430914	5.0	130	135
AF		-104.430914	-104.379780	4.1	135	138

*Longitudal points in Decimal Degrees. Reference Posts are approximate.*

Appendix D: Recent Crash History

8/5/24, 8:29 AM

Family, friends remember Big Horn County sheriff killed in crash

Menu

Watch Now

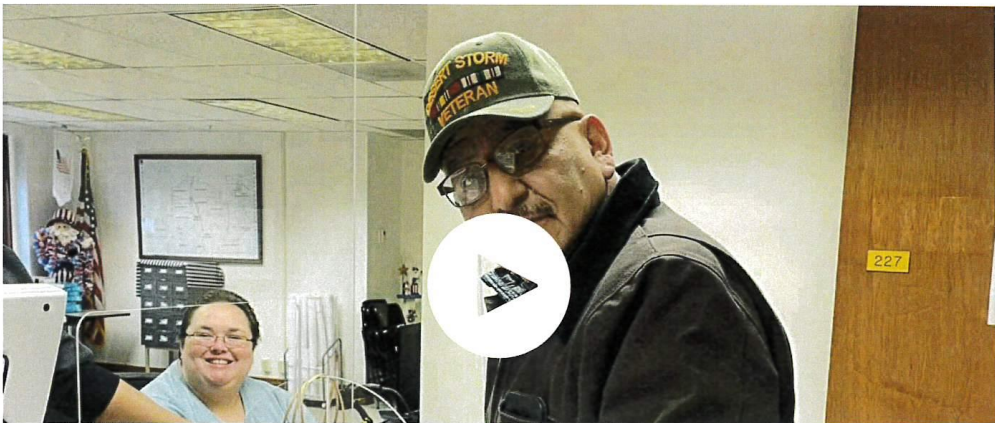
Quick links...

ADVERTISEMENT

NEWS > MONTANA NEWS



# Family, friends remember Big Horn County sheriff killed in crash



O'REILLY®

Follow the animals to our tech learning platform

CLICK TO EXPAND >



8/5/24, 8:29 AM

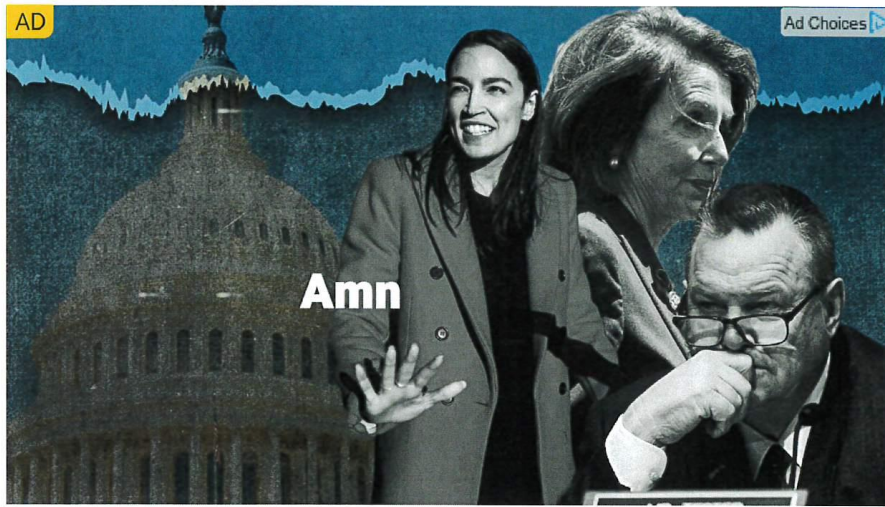
Family, friends remember Big Horn County sheriff killed in crash



Watch Now

The patrol cars stretched one after another, a fitting procession as the body of fallen Big Horn County Sheriff Darrell King was escorted back to Hardin Monday.

“You couldn’t ask for a better son, a better brother, a better father. He was one of the greatest men I ever had the privilege of knowing,” said King’s brother, Mark Denny, at Bullis Mortuary in Hardin Monday.



King, 55, was killed Sunday in a two-vehicle crash on Highway 212 near the Little Bighorn Battlefield Monument. According to the Montana Highway Patrol, King was driving a private vehicle, not a patrol car, when he collided head on with a semi trailer.

Troopers said Monday they don't believe speed or alcohol were factors.

On Monday afternoon, Big Horn County commissioners appointed Undersheriff Jeromie Middlestead as interim sheriff.

Denny says his older brother was his mentor and a man who made it his mission to make the world a better place.

CLOSE

<https://www.ktvq.com/news/montana-news/big-horn-county-sheriff-darrell-king-killed-in-crash>

2/14

## 2024-07-26- 1 person dead, 7 injured in Big Horn County crash



Investigating Agency: Northern Cheyenne BIA			
Date of Crash: 7/26/2024	Time of Crash: 1414	County: Big Horn	
# Vehicles: 2	# Killed: 1	# Injured: 7	
Location: US-212	MM: 38.5	Closest City or Town: Lame Deer	
Alcohol Suspected: <input type="checkbox"/>	Drugs Suspected: <input type="checkbox"/>	Speed Suspected: <input checked="" type="checkbox"/>	
Road Conditions: Clear & Dry	Roadway Type: PRIMARY		
If a law enforcement agency other than the Montana Highway Patrol is the lead investigating agency: Do you want the information contained in this report released or referred to your agency?			
Released? <input checked="" type="checkbox"/>		Referred? <input type="checkbox"/>	
Other Agency Contact Name: Northern Cheyenne BIA		Other Agency Contact #: 406-477-6288	
Vehicle #: 1 Make/Model: Hyundai Sonata			
Driver: <input type="checkbox"/>	AGE: 21	M	City/State: Busby, MT
Condition: Fatal	Seat Belt: N	Helmet Used: <input type="checkbox"/>	Hospital: DOA
Passenger: AGE: 20			
Condition: Injured	Seat Belt: N	Helmet Used: <input type="checkbox"/>	Hospital: Lame Deer IHS
Passenger: AGE: 2			
City/State: Unknown			

By: MTN News

Posted at 9:34 AM, Jul 28, 2024 and last updated 11:05 AM, Jul 28, 2024



GREAT FALLS — One person died and seven people were injured in a two-vehicle crash in Big Horn County on Friday, July 26, 2024. It happened at about 2:15 p.m. near mile marker 38 along US Highway 212.

According to the Montana Highway Patrol, the vehicles and occupants were:

**Hyundai Sonata**

- 21-year old male driver from Busby
- 20-year old male from Lame Deer
- 2-year old female

\*The two adults were wearing seatbelts; the MHP report does not state whether the child was properly restrained.

**Jeep Grand Cherokee**

- 28-year old male driver from South Dakota
- 34-year old female from South Dakota
- 24-year old male from South Dakota
- 23-year old female
- 25-year old male

All occupants of the Jeep were wearing seatbelts.

The MHP report says that the Sonata was eastbound and attempted to pass a commercial vehicle in a no-passing zone. The Sonata collided head-on with the Jeep in the westbound lane.

Both vehicles overturned, and the Jeep caught fire.

The driver of the Sonata died at the scene; his name has not been released.

The seven other people were taken to a medical facility in Lame Deer, two of them with life-threatening injuries.

According to the MHP, speed was a factor in the collision; alcohol and/or drugs were not factors.

\* Not what the report reflects.

## 2024-05-04-Teen killed in recent Big Horn County rollover crash

By: MTN News

Posted at 1:02 PM, May 14, 2024 and last updated 8:34 AM, May 15, 2024

The Montana Highway Patrol reported Tuesday that a **16-year-old boy died in a rollover crash in Big Horn County on May 4.**

The teen, whose hometown was not released, was a passenger in a Chevy Silverado that rolled over an **embankment on the right side of the road** near the **intersection of Muddy Creek Road and U.S. Highway 212 west of Lame Deer.**

The **driver, a 19-year-old** Lame Deer man, and another passenger, a 15-year-old girl, were injured and taken to a hospital. The 16-year-old was pronounced dead at the scene.

**None of the three occupants were wearing seatbelts.**

**Authorities believe alcohol was a factor.**

