Community Highway Safety Forum

MT 87/US 287 – Idaho to I-90

Director Jim Lynch
Montana Department of Transportation

November 16, 2009
Ennis, Montana
Overview

• Geography & Corridors

• Truck Traffic & Crash Characteristics

• Clarification of Information Presented

• Future Considerations
US 287 Corridor

- **US 287** – (From Raynolds Pass via MT 87 and US 287 to west Three Forks interchange-exit 274).
  - Corridor length in Montana: 97 miles.
  - Length from Idaho Falls: 200 miles.

Other Corridor Comparisons

- **I-15** – (From Monida Pass via I-15 and I-90 to west Three Forks interchange-exit 274).
  - Corridor length in Montana: 176 miles.
  - Length from Idaho Falls: 264 miles.

- **US 191** – (From Targhee Pass via US 20, US 191, MT 85, to west Three Forks interchange-exit 274).
  - Corridor length in Montana: 128 miles.
  - Length from Idaho Falls: 227 miles.
85th percentile speeds: 85% of vehicles are traveling at or below these speeds

85th %:
Day: 70 mph
Night: 68 mph

85th %:
Day: 75 mph
Night: 71 mph

85th %:
Day: 68 mph
Night: 60 mph

85th %:
Day: 77 mph
Night: 73 mph

85th %:
Day: 71 mph
Night: 64 mph
Reported Wild Animal – Vehicle Collisions

- US 287 - Idaho to I-90
- US 191 - West Yellowstone to Four Corners

<table>
<thead>
<tr>
<th>Year</th>
<th>US 287 - Idaho to I-90</th>
<th>US 191 - West Yellowstone to Four Corners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>2000</td>
<td>20</td>
<td>24</td>
</tr>
<tr>
<td>2001</td>
<td>22</td>
<td>26</td>
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<td>2002</td>
<td>24</td>
<td>28</td>
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<td>2003</td>
<td>26</td>
<td>30</td>
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<td>2004</td>
<td>28</td>
<td>32</td>
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<td>2005</td>
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<td>40</td>
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<td>2006</td>
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<td>2007</td>
<td>20</td>
<td>22</td>
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<tr>
<td>2008</td>
<td>18</td>
<td>16</td>
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</table>
US 191
Animal Carcass Data
1998-2008

Reference Post

The MDT Animal Carcass Database is an opportunistic collection and reporting database - not all incidents are recorded. This data is not statistically valid and is to be interpreted accordingly.

US 191 (P-50)
MP 0 - MP 90
Carcass Count by Species
1998-2008

- Bighorn Sheep
- Black Bear
- Elk
- Mule Deer
- Other (domestic)
- Other (wild)
- Moose
- White-tailed Deer

The MDT Animal Carcass Database was developed in collaboration with organizations throughout the region. The data is not statistically valid and is to be interpreted accordingly.
Clarifications

Perception Claimed: 53% of trucks traveling across Montana go to other states or markets.

Actual: The study shows 25% of trucks through Ennis go to other states or markets and 33% begin or end within 100 miles of Ennis.

Perception Claimed: Most Madison Valley truck traffic is mid-week.

Actual: Correct statement.

Perception Claimed: Tourism is the second most important economic activity in Montana and these semis travel close to the blue ribbon Madison River.

Actual: Approximately 9 miles out of 97 miles of the highway (US 287 & MT 87) have close proximity to the river with 3.5 miles closer than 500 feet.
Perception Claimed: The two lane roads of the Madison Valley are not the safest route for semis. MDT’s mission statement is to assure safe routes. MDT shows crashes by highway designation in 2007 to be Interstate – 6; US highway – 31; state highway – 84.

Actual:

<table>
<thead>
<tr>
<th>Road Type</th>
<th># of Miles in Madison County</th>
<th>Average # Crashes</th>
<th>Total # of crashes</th>
</tr>
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<tbody>
<tr>
<td>Interstate</td>
<td>7.5</td>
<td>0.8 per mile</td>
<td>6</td>
</tr>
<tr>
<td>US 287</td>
<td>80.6</td>
<td>0.38 per mile</td>
<td>31</td>
</tr>
<tr>
<td>State Highway</td>
<td>92.2</td>
<td>0.9 per mile</td>
<td>83</td>
</tr>
</tbody>
</table>
Clarifications Cont.

Perception MCS enforcement on US 287 since June 2008 shows a high rate of safety and weight violations. Main Street in Ennis is severely damaged from the weight of semis. Citizens and tourists have fallen while crossing the uneven and rutted pavement.

Actual: MCS has increased enforcement since the US 191 detour and a Main Street repair project is currently being designed. Officers worked US 287 weekly and included:

<table>
<thead>
<tr>
<th>Action</th>
<th>Count</th>
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<tbody>
<tr>
<td>296 hours scheduled</td>
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<tr>
<td>260 vehicles checked</td>
<td></td>
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<tr>
<td>132 vehicles weighed</td>
<td></td>
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<tr>
<td>125 safety inspections conducted</td>
<td></td>
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<tr>
<td>11 drivers placed out of service</td>
<td></td>
</tr>
<tr>
<td>7 vehicles placed out of service</td>
<td></td>
</tr>
<tr>
<td>50 citations issued</td>
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</table>
Clarifications Cont.

Perception Claimed: The intersections at Ennis and Twin Bridges are two of the most dangerous.

Actual: The Ennis crashes at the US 287 and MT 287 intersection were reviewed for trends for the 5 year period ending Dec. 31, 2008. No crash trend were identified during this time period. Three crashes occurred at the stop sign.

Perception Claimed: All hazardous material trucks that cannot travel US 191 through Yellowstone National Park are rerouted through Ennis.

Actual:

![Graph showing percentage of non-hazardous material loads on US 287.]

- Non-Hazmat Loads on US 287
  - 93%
  - 5%
  - 2%

- Hazmat
- Non-Hazmat
- Unknown
Future Considerations

- Truck parking capabilities
- Review nighttime seasonal speed limit reduction for wildlife migration patterns
  - Signage, wildlife crossings, etc.
- Special speed enforcement unit
- Pavement preservation – downtown Ennis
- Truck detour lifted for US 191 in 2010
- Variable message signs advising use of I-15 – in progress
- Increase MCS patrols – in progress
- More truck speed limit signs
- WGA truck proposals (MDT supports)
For questions, comments, or to provide input

Please join MDT staff near the posters for further discussion

THANK YOU