

# Appendix D:

## SS4A Annual Report Template

Pursuant to 23 U.S.C. § 407, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of Title 23, U.S.C., or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data. This publication is not intended to waive any of the State of Montana's rights or privileges under 23 U.S.C. § 407.



Gallatin County

Safe Streets For All

Action Plan

# 20XX Annual Safety Report

REPORT DATE



# 20XX Annual Safety Report

## 1.0. OVERVIEW AND PURPOSE

In 2024, Gallatin County was awarded funds from the Safe Streets and Roads for All (SS4A) discretionary grant program to complete an Action Plan identifying the most significant safety concerns in the community. The Action Plan was completed in 2025 and contains a comprehensive set of strategies, projects, programs, and policies and to address identified safety issues within the county.

The overarching goal of the SS4A program is to eliminate roadway fatalities and serious injuries. Accordingly, a requirement of the grant program is for the entity receiving funding to make an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. In alignment with this requirement, and the community's commitment to improving roadway safety, Gallatin County has adopted the ultimate goal of zero fatalities and suspected serious injuries. As a reflection of this commitment, Gallatin County has adopted the following interim goal (**Figure 1**):

*In support of the Safe Streets for All program and Vision Zero, Gallatin County is committed to the ultimate goal of zero fatalities and suspected serious injuries.*

*Reduce the number of combined fatalities and suspected serious injuries on roadways in the Gallatin County SS4A planning area by half, from 46 in 2025 to 23 in 2034, through implementation of the SS4A Action Plan.*

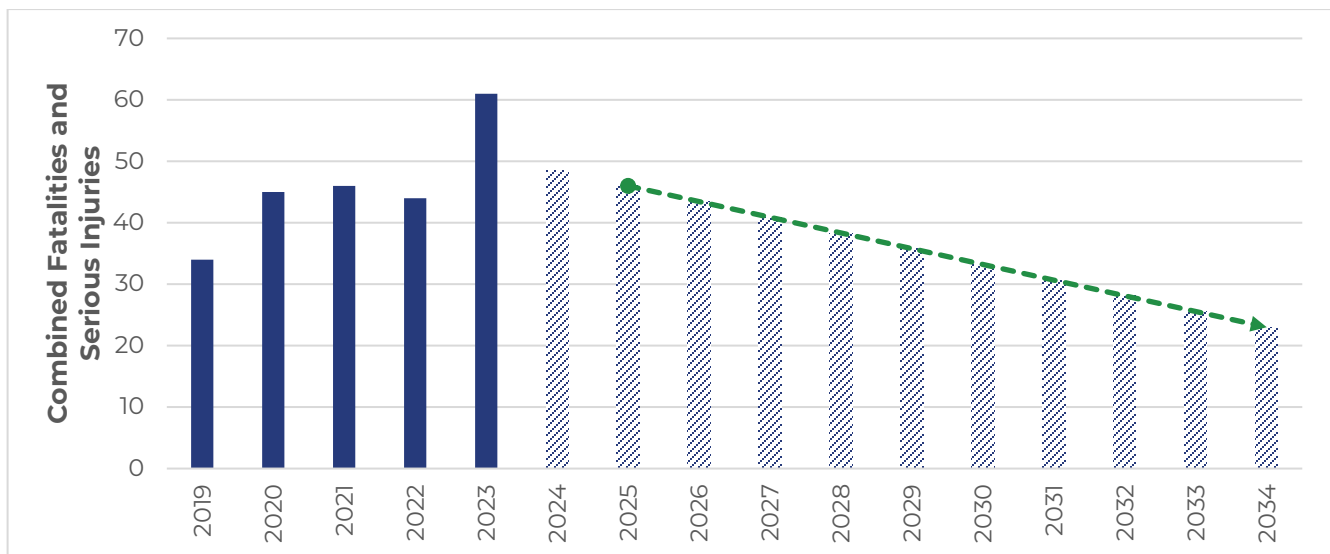


Figure 1: Interim Safety Goal

As part of the county's commitment to improving safety in the community, this Annual Safety Report was created to provide additional transparency for tracking and addressing safety issues in Gallatin County.



## 1.1. Planning Area

The planning area for this effort is coincident with the Gallatin County Limits excluding the areas within the 2024 city limits of Bozeman and Belgrade. Each of these municipalities are conducting their own city-specific SS4A efforts, so they were excluded from the County's SS4A planning area. However, ongoing coordination will occur with Bozeman and Belgrade's SS4A planning teams to ensure consistency across the broader regional goals. **Figure 1** provides a map of the planning area. It is expected that the planning area could change, concurrently with future city annexations, so the safety comparison year-to-year may not use the exact same analysis boundary.

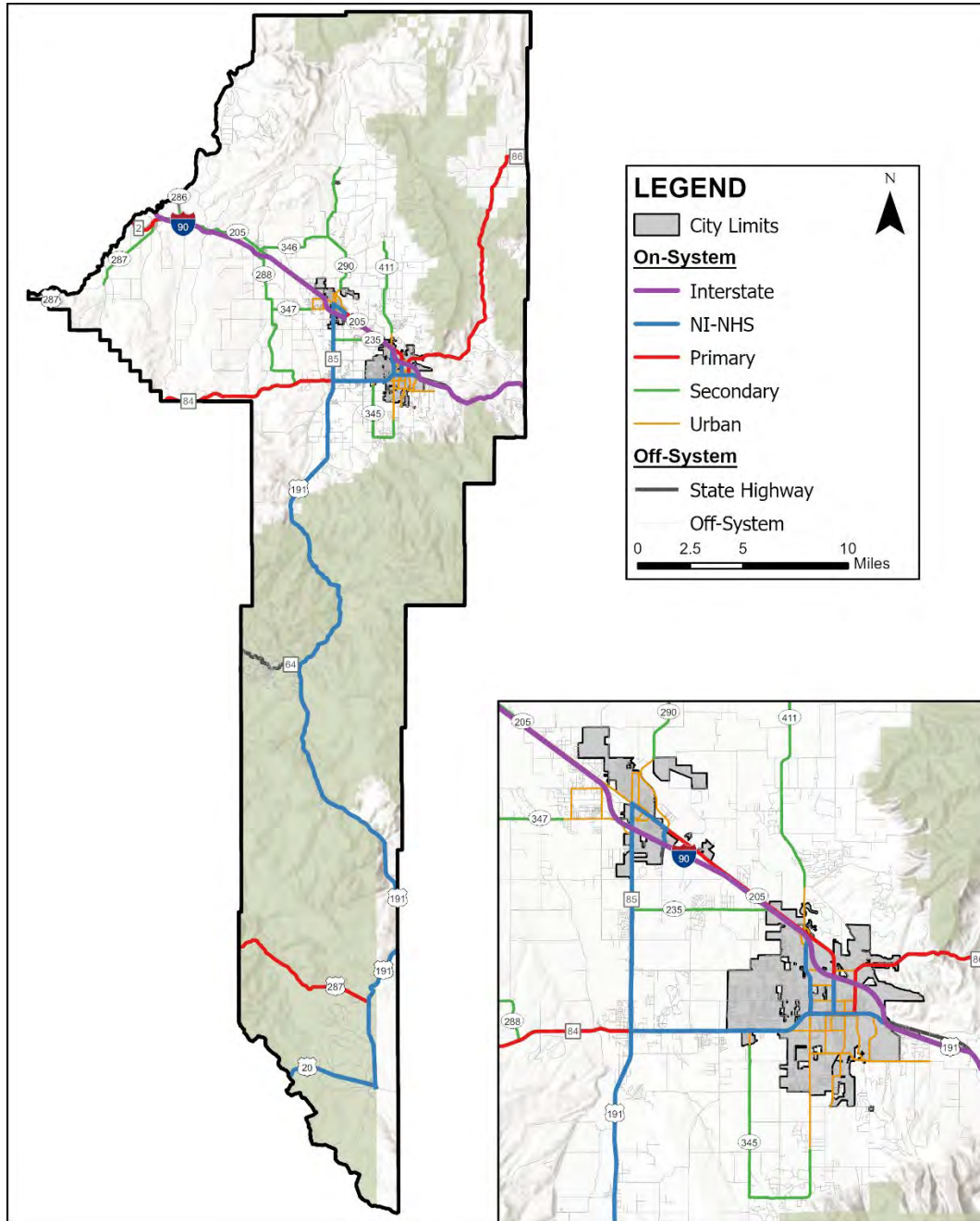


Figure 2: 2024 SS4A Planning Area

## 2.0. TRACKING PROGRESS

The SS4A Action Plan involved an analysis of five years of crash data spanning January 1, 2019 to December 31, 2023. Based on the analysis in the Action Plan, the number of fatal crashes steadily increased over the 5-year period, with a small decrease in 2022. Meanwhile, serious injury crashes rose from 2019 to 2021, then decreased from 2021 to 2023. The number of fatalities and suspected serious injuries per year is shown in **Table 1**. In the most recent analysis year, 20XX, there were X crashes, X fatal crashes resulting in X fatalities and X suspected serious injury crashes resulting in X suspected serious injuries within the planning area.

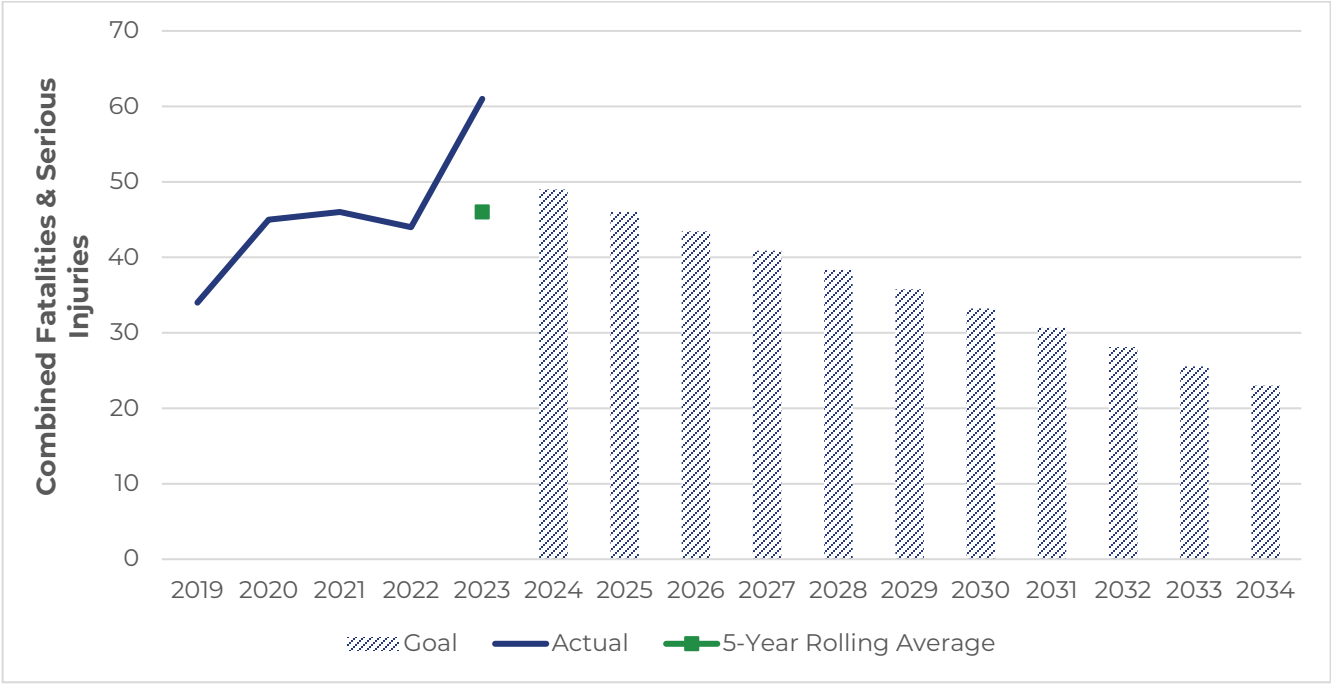
*In 20XX, there were X fatalities and X suspected serious injuries within the planning area.*

It is common practice in safety performance tracking to set goals, or targets, based on multi-year rolling averages. The rolling average provides a better understanding of the overall data over time without eliminating outlier years with significant increases or decreases and provides a mechanism for accounting for regression to the mean or moving closer to an average value. The Federal Highway Administration (FHWA) recommends using the average of the most recent 5 years of data. The analysis period for the Action Plan spanned the 2019 to 2023 time period and, at the time of writing, 2024 data was not available. Accordingly, the 5-year average number of combined fatalities and serious injuries from the 2019 to 2023 period, 46, was used as the starting target for 2025.

**Table 1** presents the 5-year rolling averages for the total number fatalities and serious injuries in the planning area. Over the five-year crash analysis period evaluated in the Action Plan, the number of combined fatalities and serious injuries hovered around 45, with fewer (34) in 2019 and significantly more (61) in 2023. Add additional commentary about trends for other reporting years. **Figure 3** presents the data visually.

**Table 1: Fatalities and Serious Injuries in Gallatin County Planning Area**

Person Injury Severity	2019	2020	2021	2022	2023	2024	2025	20XX	2034 Goal
Fatal Injuries	4	5	8	6	15	X	X	X	?
Suspected Serious Injuries	30	40	38	38	46	X	X	X	?
Combined Fatalities & Serious Injuries	34	45	46	44	61	X	X	X	23
5-Year Rolling Average	--	--	--	--	46.0	X	X	X	23.0



**Figure 3: Fatalities and Serious Injuries in Planning Area**

### 3.0. SAFETY PROJECTS

The SS4A Action Plan lists several projects, programs, and policies intended to proactively address identified safety concerns from all angles, including infrastructure improvements, programs targeted at safe behaviors, and operational improvements. The recommendations may be developed as stand-alone efforts, or, in some cases, combined with other efforts as appropriate. The following accomplishments were made during the current performance period. **Table 2** summarizes the projects listed in the SS4A Action Plan and their current implementation status.

- EXAMPLES:**

- o Tier 2 signage installed on Cottonwood Road (PROJ-1).
- o Transportation Alternatives grant application prepared for Huffine Lane Shared Use Path (PROJ-11).

**Table 2: SS4A Project Recommendations and Status**

ID	Project Name	Estimated Cost	Timeframe	Priority	Status
PROJ-1	Curve Signing Enhancements	\$1,500 - \$3,000 per curve	Short-Term	HIGH	<i>In Progress</i>
PROJ-2	Amsterdam Rd/Royal Rd	\$1.1M (signal) \$2.2M (roundabout)	Mid-Term	LOW	<i>Not Started</i>
PROJ-3	Cameron Bridge Rd (Highline Rd to Kimm Rd)				
	Low Cost Improvements	\$46,000	Short-Term	HIGH	<i>Not Started</i>
	Reconstruction	\$2.2M	Long-Term	MEDIUM	<i>Not Started</i>
PROJ-4	Jackrabbit Ln/E. Valley Center Rd	\$77,000	Short-Term	HIGH	<i>Complete</i>
PROJ-5	S. Alaska Rd (Frank Rd to E. Valley Center Rd)	\$36.7M	Long-Term	HIGH	<i>Not Started</i>
PROJ-6	Love Ln/E. Valley Center Rd	\$2.7M (signal) \$6.6M (roundabout)	Mid-Term	MEDIUM	<i>Not Started</i>
PROJ-7	Harper Puckett Rd (E. Valley Center Rd to Baxter Ln)				
	Curve Signing Enhancements	\$40,000	Short-Term	HIGH	
	Shoulder Widening	\$2.1M	Long-Term	MEDIUM	
PROJ-8	Baxter Ln (Harper Puckett Rd to Jackrabbit Ln)	\$27.6M	Long-Term	HIGH	
PROJ-9	Love Ln/Durston Rd	\$7.3M	Mid-Term	HIGH	
PROJ-10	Gooch Hill Rd (Huffine Ln to Durston Rd)				
	Intersection Signing Enhancements (Durston Rd)	\$5,000	Short-Term	MEDIUM	
	Right-Turn Lane (Huffine Ln)	\$410,000	Mid-Term	MEDIUM	
	Corridor Reconstruction	\$13.8M	Long-Term	LOW	
PROJ-11	Huffine Ln Shared Use Path	\$3.5M	Mid-Term	HIGH	
PROJ-12	Stucky Rd/Gooch Hill Rd	\$8,000	Short-Term	MEDIUM	
PROJ-13	Gooch Hill Rd/Chapman Rd	\$7,000	Short-Term	MEDIUM	
PROJ-14	Axtell Anceny Rd (River Rd to River Camp Rd)				
	Curve Signing Enhancements	\$19,000	Short-Term	MEDIUM	
	Intersection Realignment	\$50,000	Mid-Term	MEDIUM	
PROJ-15	Gooch Hill Rd/US 191				
	Intersection Visibility Enhancements	\$15,000	Short-Term	HIGH	
	Traffic Control Improvements	\$1.7M (signal) \$3.1M (roundabout)	Long-Term	MEDIUM	

ID	Project Name	Estimated Cost	Timeframe	Priority	Status
<b>PROJ-16</b>	<b>US 191 Improvements</b>				
	<i>Four Corners Intersection (S1)</i>	\$3.9M	Mid-Term	MEDIUM	
	<i>3rd St to 2nd St (S2)</i>	\$3.5M	Mid-Term	LOW	
	<i>Bozeman Hot Springs/Cobb Hill/Lower Rainbow Rd (S3)</i>	\$1.3M	Mid-Term	LOW	
	<i>Cottonwood Rd (S7)</i>	\$1.5M - \$3.8M	Mid-Term	LOW	
	<i>Advance Warning Signs (S-16)</i>	\$310,000	Short-Term	HIGH	
	<i>Substandard Curve Modification (S17-a)</i>	\$4.9M	Long-Term	LOW	
<b>PROJ-17</b>	<b>Bridger Canyon Improvements</b>				
	<i>Curve Improvements with Shoulder Widening (2.b)</i>	\$770,000	Mid-Term	LOW	
	<i>Sight Distance Mitigation/Intersection Realignment (4.a)</i>	\$70,000	Short-Term	MEDIUM	
	<i>Intersection Realignment (4.b)</i>	\$610,000	Mid-Term	LOW	
	<i>RP 13.5 – RP 14.2</i>	\$380,000	Short-Term	MEDIUM	
<b>PROJ-18</b>	<b>Belgrade to Bozeman Frontage Rd Improvements</b>				
	<i>Airport Rd Intersection Improvements (3)</i>	\$1.7M - \$2.4M	Mid-Term	LOW	
	<i>Passing Zone Modifications (8)</i>	\$40,000	Short-Term	MEDIUM	
	<i>Install Centerline Rumble Strips (9)</i>	\$50,000	Short-Term	MEDIUM	
	<i>Develop Separated Shared Use Path (10)</i>	\$2.0M per mile	Mid-Term	MEDIUM	
	<i>Roadway Reconstruction (11)</i>	\$15.1M	Long-Term	LOW	
<b>PROJ-19</b>	<b>I-90 Corridor Study</b>	\$250,000 - \$300,000	Short-Term	HIGH	

Several programs and policy changes were also identified to help support project recommendations and generally make progress towards improving safety within the identified focus areas. The programs broadly address transportation safety across the county through both engineering-focused solutions and behavioral-focused initiatives while the recommended policies help formalize and enhance Gallatin County's transportation safety efforts through regulations. **Table 3** outlines the programs and policies recommended in the Action Plan and current, on-going, or completed activities related to each recommendation.

**Table 3: SS4A Program / Policy Recommendations and Status**

Program / Policy	Completed / In Progress Activities
<b>PROGRAMS</b>	
PROG-1 Curve Signing Program	• <b>Not Started</b>
PROG-2 Shoulder Widening Program	• <b>Not Started</b>
PROG-3 Passing Zone Review Program	•
PROG-4 Roadside Management and Vegetation Control Program	•
PROG-5 Systemic Safety Program	•
PROG-6 Annual Crash Data Review Program	•
PROG-7 Driver Age Programs	•
PROG-8 High Risk Behavior Programs	•
<b>POLICIES</b>	



Program / Policy	Completed / In Progress Activities
POL-1 Snow Removal Priority Routes	<ul style="list-style-type: none"> <li>Priority routes identified, working on publishing for the public</li> </ul>
POL-2 Street Lighting Standards	<ul style="list-style-type: none"> <li></li> </ul>
POL-3 Cell Phone Policy	<ul style="list-style-type: none"> <li>State Legislature is considering a statewide cell phone policy</li> </ul>

## 4.0. GOALS AND PLANS FOR NEXT PERFORMANCE PERIOD

The *Gallatin County SS4A Action Plan* aims to enhance transportation safety in Gallatin County, with a goal to significantly reduce deaths and serious injuries on county roadways. While specific funding for the proposed improvements has not yet been secured, the county is committed to implementing safety projects in support of the identified safety goals, as described in previous sections.

As projects are implemented, the county will continue to report on its progress annually and reassess its approach as safety concerns arise. This includes, but is not limited to, shifting the timeframes for project implementation, reassessing project priorities, or identifying new projects. This flexible approach allows for continual reassessment and adjustment to ensure the most pressing safety concerns are addressed in a timely and effective manner. As a result of this 20XX review of safety concerns and implementation statuses, Gallatin County has identified the following goals and plans for the 20XX performance period.

- **EXAMPLES:**

- The county plans to apply for a FY2025 SS4A Implementation Grant for the S. Alaska Road project.
- MDT is planning to install solar LED chevrons on the Bozeman Trail Road curves. The results of this installation may inform future use of this technology in the county.