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The narrative section of this report is written to describe the existing situation by county within the planning area. The counties will be ordered by “impacted counties,” the priority established by the budget group in the leveling process. As this is a two state planning document we will also segregate the narrative section by state.

## **Idaho**

### **Idaho County**

Idaho County consists of 8,485 square miles of remote rural land. This county is larger than the states of Connecticut, Delaware and Rhode Island combined. It is a land of rich farmlands, rugged mountains, steep canyons, and world-class whitewater rivers. Land ownership is 84.7% federal, state or county. The population is 15,030 with a population density of 1.8 people per square mile.

The Lewis and Clark Trail in Idaho County is estimated at 72 miles in length, traversing a ridge-top along what is known as the Lolo Motorway. This ridge top road is located at high elevation 6,000 to 7,000 feet. It is a narrow mountain road following the ridge contour. Side slopes off the ridge top are steep and often rocky. Within this corridor are two nationally designated Historic Trails: Ni Mii Puu and Lewis and Clark Trail, and a nationally designated landmark, The Lolo Trail. These features are managed by the Forest Service and have some restrictions.

Vegetation along the Lolo Motorway is lodgepole pine, sub alpine fir, spruce at the higher elevations grading into hemlock and Douglas-fir with some ponderosa pine scattered in the more open country. The brush field remaining from the 1934 Pete King fire is on the west-end of the motorway.

The 90-day season of use along the Lolo Motorway corresponds with the best season of weather i.e., July through September. At this elevation, storms can occur at any time, summer lightning storms with strong winds and September snowstorms will add to the safety problems along this route.

Lolo Pass Visitor Information Center will be a popular stop for visitors. Starting in the year 2003, a permit system will be initiated. The permit system is best explained in the document “*Lewis and Clark Bicentennial Observance*” signed by Forest Supervisor James L. Casewell. People traveling the permitted section of the Lewis and Clark Trail will receive a briefing at the Wendover Staging area. Permitted uses on this section of trail both private and outfitted is approximately 1000 people at one time. While on the trail, people will be camping in designated campsites; they will be allowed eight days to traverse the 86 mile permitted section of the trail.

Local residents will utilize the area to the east of the permitted portion of the Lewis and Clark Trail. This area is a portion of the Lewis and Clark route but

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outside the area requiring a permit. Local residents and day use visitors will be attracted to this area. There may be commercial traffic on the roads that will cause driving hazards.

There are several Lewis and Clark campsites marked on the ground with signs. These sites and the Nez Perce Indian cultural sites will be of most interest to visitors along this route.

The Lewis and Clark Trail leaves the Lolo Motorway near Sherman Saddle following Forest Service Trail 237 down Willow Ridge. The trail drops into Hungry Creek and parallels this stream course connecting with the Boundary Mountain road near Pete Forks. There are six Lewis and Clark camps shown on the 1992 version of the Clearwater Forest map. This route will be an appealing route for the venturers to take. Estimated length of trail is 22 miles.

The Lewis and Clark Trail follows FS 500 road to Eldorado Creek and the Small Prairie Camp. At this point, the trail leaves the road traversing westerly to Pheasant Camp near the present Lolo Creek Campground where it leaves the national forest entering Clearwater County. This section of trail is in a logged area, and will be difficult to locate. FS Road 500 travels in the general vicinity of the original trail.

The current emergency services situation including law enforcement is as follows:

- Idaho County has 20 certified deputies, most work out of the Grangeville office. The county provides 24-hour dispatcher service and a 24-hour skeletal staff. There are no deputies stationed in the Lowell to Lolo Pass area. The ratio of deputies to people served is 1.33 per 1000 people. The National average is 2.5 per 1000 people.
- The Forest Service Clearwater/Nez Perce Law Enforcement Zone employs seven officers that are available to help if requested.
- City Police are not included in this plan because of their inability to leave their assigned community.
- Search and rescue teams have about 40 volunteers, their expertise includes high angle rescue, swift water rescue, backcountry rescue work.
- Emergency medical service at this time includes two ambulances located at Grangeville, two ambulances located at Cottonwood, one ambulance located at Kooskia, one ambulance located at Riggins, and one ambulance located at Powell Ranger Station. There are 53 trained EMTs in Idaho County.

Special challenges along the Lolo Motorway:

- ✓ Traffic will be heavy, and some drivers will not be experienced with mountain driving conditions.
- ✓ Disoriented or lost persons will increase the search and rescue workload.

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- ✓ Cardiac problems are aggravated by high elevations; visitors will be older, bringing health problems with them.
  - ✓ Reports of incidents will be slow to receive. There is sporadic cell phone coverage along the Lolo Motorway.
  - ✓ Response times will be long, with slow report times and heavy two way traffic, dispatchers should be encouraged to use helicopter medivac. This is weather dependent, but for most of the permit season will work well.
  - ✓ Volunteers to work in this remote area may not be as readily available with the expected increase in workload.
  - ✓ Wildland fires, especially person caused, will increase as camping traffic increases.
  - ✓ Area east of permitted section of trail will have commercial traffic increase which will increase the potential for vehicle accidents to the visitor using that area. This area has no visitor use limitations.
  - ✓ There are no gaps in service other than structural or vehicle fire protection.
  - ✓ No telephones currently exist along Hwy 12 from Powell to Lowell, ID
  - ✓ Law enforcement jurisdiction for the area is shared between the Forest Service, Idaho County Sheriff and Nez Perce Tribe.
  - ✓ The Willow Ridge-Hungry Creek trail route of Lewis and Clark Trail is an off road experience in some very difficult country as a result, an easy place to get lost.
  - ✓ The Lolo Motorway will require four-wheel, drive ambulances.
  - ✓ Local residents presently using the area will be relocated to the east and west end of the permitted section.
  - ✓ Need for management of as many as 1000 people on the Lolo Motorway.
  - ✓ Lack of personnel i.e., Forest Service hosts, law enforcement, and EMS personnel.

U. S. Highway 12 is a major east-west travel way through north central Idaho. It is also the closest blacktop road to the Lewis and Clark Trail. The length of this route through Idaho County from Lolo Pass to Kamiah, Idaho is 107 miles.

From Lolo Pass to Lowell, ID, US Highway 12 parallels the Lochsa River. The expedition route is located on the ridge to the north dividing the Lochsa River drainage and the North Fork of the Clearwater River drainage. Because of road standards and limitations placed by the permit system, most visitors will travel the Highway 12 route through the area. The Lochsa River drainage is a narrow canyon with steep sidewalls. Vegetation includes grand fir cedar and spruce in the upper end of the drainage and Douglas-fir and ponderosa pine in the western portion of the drainage. Much of the western portion of the canyon was burned by wildfires in 1919 and 1934, leaving patches of sapling-pole size forest and large brush fields. The land adjacent to this road from Lolo Pass to Lowell, ID are federally owned and managed by the Forest Service. From Lowell downstream to

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Kamiah, most of the river corridor lands adjacent to Highway 12 are privately owned. Both the Lochsa and the Middle Fork of the Clearwater Rivers are federally designated Wild and Scenic Rivers, i.e., classified as recreation rivers. Highway 12 is a scenic drive and a short route through Idaho from Washington to Montana. This route presently receives moderate recreation traffic in the summer months and moderate large truck traffic year round. The Idaho Department of Transportation, Office of Highway Safety Annual report states that there were 143 accidents on the Idaho portion of Highway 12, 62 involved injuries and two fatalities.

White water rafting and kayaking are popular recreation events. Both outfitters and private boaters use the section of river from Fish Creek (milepost 122) to Lowell, ID. This use takes place from April through June depending on water levels. This activity causes traffic as well as water safety risks. Below Lowell on the Middle Fork of the Clearwater River water sports include swimming and tubing as well as boating thus creating a spring and summer workload for the county.

There is a potential for scenic air tours to be provided. This event coupled with the nearby presence of Hells Canyon Recreation Area may provide a viable market for this business.

There are five hospitals in the area that could potentially serve accident victims on either Highway 12 or the Lolo Motorway. Distances from Lolo Pass are:

Hospital	Distance in Miles
St. Joseph's Hospital, Lewiston, ID	173
Clearwater Valley Hospital, Orofino, ID	130
Syringa General Hospital, Grangeville, ID	123
St. Mary's Hospital, Cottonwood, ID	139
St. Patrick's Hospital, Missoula, MT	44

Travel times to Grangeville and Cottonwood make Orofino the quickest hospital to receive injured people. All of this is predicated on the location of the incident along the 173-mile stretch of Highway 12 between Lolo Pass and Lewiston, ID. Emergency room size restrictions in the smaller hospitals make mass casualty incidents transport to Missoula or Lewiston a necessity.

Current EMS workload is as follows:

EMS Group	Incidents/year
Lowell, ID, QRU	36
Kooskia Ambulance	250
Kamiah Ambulance	348

Special challenges along Highway 12:

- ✓ Vehicle accidents will increase as traffic increases.

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- ✓ Communications are poor in the river canyon, there is no cell phone coverage and radio coverage is presently spotty.
  - ✓ Incident reporting is currently slow due to distances between telephones.
  - ✓ Response times are long and problematic because of distances and the remote nature of the area.
  - ✓ Water related incidents due to increased boating and swimming.
  - ✓ There is potential for mass casualty incidents to increase as tour bus services increase.
  - ✓ As incident workload increases, it will be difficult to maintain non-paid volunteer EMS organization.
  - ✓ Campground capacity will be maximized; overflow camping will use Highway 12 turnouts creating a potential for increased vehicle accidents.
  - ✓ Wildland fires will occur during the tourist season, which will cause smoke inversions in the canyon creating driving hazards.
  - ✓ A service gap is present in structural or vehicle fire protection.
  - ✓ No emergency channels established in Idaho to facilitate moving incidents off heavily used radio frequencies.
  - ✓ A shortage of visible law enforcement presence, i.e., sheriff and State Police.
  - ✓ Coordination with cooperators and the media so reports on incidents are in a timely fashion.
  - ✓ Idaho County needs an MOU with Idaho State Police.

### **Clearwater County**

Clearwater County consists of 2,462 square miles of remote rural land. A county a little larger than the State of Delaware, it is a land of rugged mountains, steep canyons and scenic rivers with small towns located in river valleys or on rolling prairies. Land ownership is 69.4% federal, state or county. The population is 9,347, with a population density of 3.8 people per square mile.

The Lewis and Clark Trail in Clearwater County is estimated at 75 miles in length. A very small segment of trail is in the Forest Service permitted section located in the Cayuse Junction area. The major portion of the trail enters Clearwater County at the junction of the FS 500 road and the FS 100 road in the area of Lolo Creek Campground. This is about four miles south of Musselshell Meadows near "Lewis and Clark Grove." This is also the location of the Clearwater Forest Boundary. To the west lies state and private lands.

This is an area of broken land with deeply incised drainage patterns and foothills type country where "rolling meets rugged." The area is heavily forested with cedar, grand fir, some white pine and Douglas-fir on the south and west facing slopes. The area to the east, has been heavily logged and consists of second growth timber stands. All of which are fairly well roaded. The Weippe Prairie area

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flattens to rolling prairie with more farming and small woodlots. As the Expedition dropped into the Jim Ford drainage, they encountered river breaks terrain with steep side slopes and ponderosa pine.

The Lewis and Clark trail crosses state and private lands in a west, northwesterly direction. Some of the area it crosses is commercial timberland where logging has and is taking place. In other sections, it crosses cultivated farm and pastureland. The trail passes near Weippe, Idaho and State Highway 11. At Fraser Park, it drops off into the Jim Ford drainage following the creek down to the Clearwater River between Greer and Orofino, ID. There will be few signs to direct people and commercial logging traffic on woods roads, which will increase the risk to the visitor. This will also be a popular day trip for people and an opportunity to walk the original trail location.

At the confluence of Jim Ford Creek, the Lewis and Clark party followed the east side of the river downstream to about the Orofino Cemetery where they crossed the river. Here, the trail is overlaid by Highway 12. in Clearwater County and abuts Nez Perce County about two miles west of the Riverside Subdivision.

Key points of visitation in Clearwater County will be associated with the Weippe Prairie trail, and the community of Weippe. In addition, of interest to travelers will be the Canoe Camp located at Orofino. The Camas Festival at Weippe on Memorial Day weekend will attract people from our region. The Clearwater River Festival, the last two weeks of July, will give visitors a reason to stay for a few days. Communities along the route will be impacted, but this impact will be limited to the amount of overnight facilities present in any given vicinity. Also of special interest to the visitor will be Dworshak Dam and the steelhead and salmon hatcheries in the Orofino vicinity.

The current situation in emergency services including law enforcement is as follows:

- Clearwater County has 20 certified deputy sheriffs; this includes part time officers. The county offers limited 24-hour coverage with 24 hour dispatching. Deputies are located in communities throughout the county. The ratio of sheriffs deputies to people served is 2.13 per 1000 people. The National average is 2.5 officers per 1000 people.
- The Forest Service Clearwater Nez Perce Law Enforcement Zone employs seven fully qualified officers that upon request can help the sheriffs.
- City Police are not included in this plan because they are not usually available to go outside their assigned community.
- Search and rescue volunteers number about 80 members plus a 22 member volunteer mounted posse. Their expertise includes high angle rescue, swift water rescue, backcountry search and rescue.
- The Idaho Department of Corrections located at Orofino, ID has six, twenty person crews available to assist in search and rescue.

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- Emergency medical services at this time include four ambulances at Orofino, one ambulance at Pierce, one ambulance at Weippe, and one ambulance at Elk River. There are an estimated 60 trained EMTs in the county most located in the Orofino Area.

Special challenges in Clearwater County:

- ✓ The Lewis and Clark Trail on state and private lands will attract people because of the opportunity to walk the trail. Search and rescue in this area will increase.
- ✓ Driving on logging roads with commercial traffic present will create vehicle risks.
- ✓ The mill closure at Jaype and unemployment problems will reduce the number of volunteers available.
- ✓ Vehicle traffic during local events will increase and require more law enforcement presence.
- ✓ Person caused wildfires will increase in the state and private land areas east and south of Weippe.
- ✓ Local and day-use traffic will increase in the Weippe area.
- ✓ Water rescue and safety patrols below Orofino will be increased because of canoe use and swimming.
- ✓ Lack of coordination with cooperators and media on incidents.
- ✓ No signed MOU with Idaho State Police.
- ✓ Shortage of deputies to patrol the Weippe Prairie area.

## **Lemhi County**

Lemhi County consists of 4,564 miles of forested mountains and wide river bottoms. Lemhi County is slightly smaller than the state of Connecticut. This is an area of rugged mountains with most of the communities found along the drainage bottoms. Land ownership is 92% federal, state and county. The population of Lemhi County is 7,978, with a population density of 1.7 people per square mile.

The Lewis and Clark Trail in Lemhi County is estimated to be 71 miles in length. Lemhi County's jurisdiction will start at Lemhi Pass on the Idaho-Montana State line. Lemhi Pass is located in the Bitterroot Mountains and is the Continental Divide. This pass has an elevation of 7,373 feet. It is located 26 miles east of Tendoy, Idaho. A dirt road provides limited access to the pass, which has sparse tourist facilities. At Tendoy the route connects with Route 28. It is a paved two-lane highway, and is 20 miles into Salmon, ID..

The mountains are forested with lodgepole and alpine fir in the higher elevations, spruce on the wetter sites and Douglas-fir and ponderosa pine growing on the west and south facing slopes.

Lemhi County is located on a major earthquake fault and experienced a major earthquake in the early 1980's.

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From Lemhi Pass, Lewis and Clark followed west of the Bitterroot Divide to Lost Trail Pass. The trip interpretation is done along Highway 28 and 93.

Steele Memorial Hospital is located in Salmon ID. Distance from Lemhi Pass to the Steele Hospital is estimated to be 37 miles. Ambulances are located at Leadore and Salmon, with a quick response unit located at Gibbonsville, ID. Annual volume of business at the Salmon EMS unit is 700 dispatches annually and increasing.

From Salmon, ID the expedition traveled the general location of Highways 28 and 93 through Salmon, ID to Lost Trail Pass and into Montana. A side trip of about 20 miles was taken from North Fork, Idaho past Indianola FS Station, down the Salmon River towards Shoup, ID to see if the river was navigable.

Key points of visitation will include: Lemhi Pass, which generally will be a day trip from the Camp Fortunate area on Clark Canyon Reservoir (Beaverhead County, MT). The bicentennial plans are for the road to be a one-way route traveling from east to west. The Lewis and Clark Back Country Byway is a loop road with interpretive signage that will attract visitors in the area. From here, visitors will travel Highway 93 over Lost Trail Pass into Montana.

There is the potential for scenic air flights over the Lewis and Clark Trail from Salmon, ID. This trip coupled with Salmon River and wilderness flights would have enough interest to create a small business opportunity. The Salmon River is scenic. It will attract visitors who will fish and further explore Lemhi County.

If environmental or cultural demonstrations were to occur, the Lemhi Pass vicinity would be a good location for such activity. The presence of people and the close access to media groups would be the logic for this activity at Lemhi Pass.

This county is faced with communications problems, and needs to convert from UHF to VHF radio frequencies, which will increase its usable range and make it more compatible with its neighbors and cooperators.

The current situation in emergency services including law enforcement is as follows:

- ◆ Lemhi County has six certified people in the sheriffs organization. The Sheriff's office offers 24-hour dispatch but not 24-hour patrol coverage. The ratio of officers to people served is .75 deputies per 1000 people. The National average is 2.5 officers per 1000 people.
- ◆ There is Forest Service Law Enforcement available to help upon request.
- ◆ City Police are not included in this planning effort; they are not generally available to leave their communities to assist.
- ◆ Search and rescue teams have about 40 volunteers, their expertise is in swift water rescue, high angle rescue and backcountry search and rescue.

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- ◆ Emergency medical services at this time include two ambulances at Leadore with 23 volunteer EMTs. There are three ambulances located at Salmon, with 12 volunteer EMTs staffing. A quick response unit serving the northern portion of the county is located in Gibbonsville. These units respond to about 350 calls per year at this time. The total trained and qualified EMTs in Lemhi County are about 35.

Special challenges:

- ✓ One-way traffic on the Lemhi Pass road may reduce response times.
- ✓ The traffic will be heavy for the road standard to Lemhi Pass. Drivers may not be experienced mountain drivers.
- ✓ The high elevation of the Lemhi Pass road may aggravate cardiac problems.
- ✓ With limited cell-phone coverage, accident reporting will be longer than normal.
- ✓ Forest Service needs to establish a fire suppression strategy of control near the Lemhi Pass Road, or coordinate plans for road closure.
- ✓ Water related incidents might increase in the Salmon River area.
- ✓ Potential for mass casualty incidents increases as tour bus services increase.
- ✓ Campground capacity will be maximized; overflow camping will use Highway 93 turnouts creating a potential for increased vehicle accidents.
- ✓ Wildfires will occur in the tourist season that will cause smoke inversions in the canyons creating driving hazards.
- ✓ Lack of coordination with cooperators and the media on incidents.
- ✓ Aircraft searches will increase.
- ✓ Frustration from people driving through Highway 93 construction from Montana to Idaho.
- ✓ Shortage of deputies to deal with traffic problems on Lemhi Pass Road.

## **Lewis County**

Lewis County consists of 479 square miles of rolling prairie, with steep broken Clearwater River breaks on the north edge of the county. This county is a large part of the Camas Prairie, a major grain-producing region in Idaho. The river break area is vegetated with Douglas-fir and ponderosa pine and is steep, dropping off of the relatively flat prairie into the river bottom. Land ownership is 4.7% federal, state and county. The population is 3,943 or 8.2 people per square mile.

There are 22 miles of Lewis and Clark Trail in Lewis County. The expedition traveled through Lewis County on their return trip in 1806. Their route is west of the river across the rolling prairie at the top of the break lands. Much of Lewis County is included within the Nez Perce Indian Reservation. Although a small

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county, Lewis County is strategically located to have an impact on the Lewis and Clark Bicentennial. Kamiah, Idaho is a major community in Lewis County, it is located on US Highway 12, and will host visitors traveling the Lewis and Clark corridor. Long Camp or Camp Chopunnish, is just across the river from Kamiah in Idaho County. The people at Kamiah will host visitors to this site.

Lewis County is a good cooperater in providing people and equipment to their neighbors, when in need. The community of Kamiah is well located to assist in providing emergency services or back up on Highway 12 as well as on the west end of the Lolo Motorway and the area east of the Weippe Prairie.

Key points of visitation are located along the Highway 12 the Clearwater River Corridor. Long Camp will be of interest to the historian. Kamiah will participate in the Clearwater River Festival held annually the last two weeks in July. Each summer the Nez Perce Tribe hosts dances and tribal events open to the public that will also attract visitors to the area. As with any community, the number of visitors at any time will be limited by available bed space in the community and surrounding area.

The current situation in emergency services including law enforcement is as follows:

- ◆ Lewis County has six certified officers in their sheriff's department. They offer 24-hour dispatch coverage but not patrol services. The ratio of officers to people served is 1.52 per 1,000 people. The National average is 2.5 officers 1,000 people.
- ◆ City Police are not included in this plan; they are not usually available to leave their assigned communities.
- ◆ Search and rescue teams have about 26 volunteers. Their expertise includes high angle rescue, swift water rescue, and backcountry rescue work.
- ◆ Emergency medical services at this time include two ambulances located at Kamiah and one ambulance located in Nez Perce, Idaho. The Kamiah Ambulance Group consists of 14 volunteer EMTs, they respond to about 350 calls per year.

Special challenges:

- ✓ Cell phone coverage does not exist in the Clearwater Canyon.
- ✓ Radio communication frequencies in Lewis County are UHF, Idaho and Clearwater County is VHF; current communications are with mobile units built for both.
- ✓ As incident workload increases, it will be difficult to maintain a non-paid volunteer EMS organization.
- ✓ The Middle Fork of the Clearwater is a warm water river where swimming is popular. Water rescue and drowning will increase with increase in visitors.
- ✓ Vehicle accidents will increase as traffic increases.

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- ✓ Bus tours through the area will increase and as they do, the potential for mass casualty incidents becomes greater.
  - ✓ The highway west of Kamiah is a canyon bottom road closely following the river; increased water activity will cause traffic problems on the Highway.
  - ✓ Vehicle traffic during local events will increase and require more law enforcement presence.
  - ✓ Coordination with cooperators and media needs to be timely.
  - ✓ Coordination between the Town Marshall, Lewis County Sheriff and the Nez Perce Tribal Police on community cultural events is important.
  - ✓ The Park Service Corp II traveling reenactment may impact Kamiah.

### **Nez Perce County**

Nez Perce County consist of 849 square miles includes river break lands in the Salmon, Snake and Clearwater River drainages. It also includes a portion of the Hells Canyon Recreation Area and a large piece of the Nez Perce Indian Reservation. Terrain features range from rolling prairie to steep river canyons. Land ownership is 21.7% federal, state or county. The population is 36,913, with a population density of 43.5 people per square mile. Nez Perce County's eastern boundary is located about two miles below Riverside, a suburb of Orofino.

The Lewis and Clark Corridor closely follows Highway 12. The return route through Nez Perce County is above the river canyon on the rolling camas prairie. Agricultural practices have obliterated any sign of the expedition through this grain producing area. The Lewis and Clark Trail in Nez Perce County is 44 miles in length.

Lewiston will be the western gateway to the Lewis and Clark Corridor in Idaho. Because of the facilities in Lewiston, tour buses and tour boats will use the community as a destination or overnight stop for their clients. As the traffic increases, more visitors into the area will increase traffic accidents. Lewiston is well prepared with a division of the fire department providing paramedic ambulance service for the county.

Currently there are two tour boats operating from Astoria, Oregon to Lewiston, ID. The tour company will be putting a third boat on line sometime in 2001.

Recent reports indicate that about 50 tour buses will be visiting the Lewiston area, 25% of these tours are Lewis and Clark related. This increases the risk of a mass casualty or mass fatality incident involving a bus. St. Joseph's Hospital in Lewiston has the facilities and medical staff to work with mass casualty incidents.

Lewis and Clark State College, located in Lewiston, provides training to emergency services providers. They have been very successful in receiving grants to lessen the training cost to the student.

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A key point of visitation will be The Nez Perce Historical Park at Spalding, ID. In addition, any public Nez Perce tribal gatherings such as ceremonial dances or other tribal events highlighting present and past tribal cultural activities will be of interest to the Lewis and Clark visitor. The Nez Perce tribe has established a web site promoting the area.

The Clearwater River Festival will impact this county's law enforcement, EMS and SAR resources. It is planned for the last two weeks in July and all of the corridor communities are being invited to participate.

The current situation in emergency services including law enforcement is:

- ◆ Nez Perce County has 23 patrol officers in the sheriff's organization. The sheriff offers 24-hour coverage. Lewiston ID is also a Regional office for the Idaho State Police (ISP). There are 17 ISP officers located in communities in North Central Idaho. These officers are available upon request. The ratio of officers to people served is 1.08 per 1,000 people; the National average is 2.5 officers per one thousand 1,000 people.
- ◆ City Police are not included in this plan because they may not be readily available to respond outside their assigned community.
- ◆ Search and rescue teams are made up of an estimated 50 volunteers. There is also a mounted horse posse located in Nez Perce County. The sheriff also has an aerial posse with aircraft to assist. This group is especially suited for river rescue work. The department has three jet boats and an Avon raft.
- ◆ Emergency medical services are handled by fire fighters who are paramedics with the Lewiston Fire department. There are three ambulances in Lewiston and one ambulance in Lapwai, Idaho. We don't have a figure for trained and certified EMTs in the Nez Perce County area.

Special challenges include:

- ✓ Communication and information sharing with other law enforcement departments along the corridor.
- ✓ Need to work out a comfortable process for sharing resources between other agencies.
- ✓ Sheriffs received a communications grant but it did not include the needs of Nez Perce County.
- ✓ As traffic increases, the number of traffic related incidents could increase.
- ✓ Swift water rescue and drowning will increase as more people visit the area.
- ✓ Workload in crowd control will increase as successful marketing attracts people to local events.
- ✓ Involve the Nez Perce Tribal authorities in law enforcement workload.

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## Montana

### Beaverhead County

Beaverhead County consists of 5,580 square miles of forested mountains and rangeland. This county is about the size the states of Connecticut and Delaware combined. Land ownership is 68.7% federal, state or county, with a population density of 1.8 people per square mile. Dillon, MT, is the county seat and Interstate 15 traverses this county making it easily accessible to visitors from the north and south.

The Lewis and Clark Trail in Beaverhead County is estimated to be 140 miles in length. Some of this distance is river miles as the expedition traveled up the Beaverhead River through the Dillion area and on south to Camp Fortunate, the present day site of Clark Canyon Reservoir. From Twin Bridges to Dillion the Lewis and Clark route follows Highway 41 along the Beaverhead River. At Dillion, Interstate 15 traverses the approximate route of the expedition. At Clark Canyon Reservoir, Highway 324 intersects with Interstate 15. This is the general vicinity of Camp Fortunate and the access road to Lemhi Pass from the east.

There are numerous expedition camps, found traveling westward along the Beaverhead River. The landmark "The Beaver's Head" lies just northwest of the county line adjacent to Highway 41.

The area is comprised of wide river bottoms with high rounded mountains covered with lodgepole pine, sub alpine fir and spruce in wetter area transitioning into Douglas-fir and ponderosa pine on the south and west facing slopes. This area is characterized with open grass or sagebrush meadows scattered throughout the forested area.

Demographic information collected by the University of Montana indicates 13.3% of the people contacted had heard of Lemhi Pass and 1.9% of the respondents were very likely to visit this site.

At Clark Canyon Reservoir, the visitor will travel Highway 324 traveling up the Horse Prairie drainage to Lemhi Pass. Highway 324 is a gravel road with vehicle size and length restrictions in place. This will be a one-way road to Lemhi Pass and on into Idaho. The elevation of Lemhi Pass is 7,372 feet. The distance from Clark Canyon Reservoir to Lemhi Pass is 35 miles. Hospitals are located in Dillon, Montana a distance of 51 miles from Lemhi Pass and Salmon, ID, a distance of 37 miles.

The Expedition return route enters Beaverhead County in the vicinity of Lost Trail Pass (Chief Joseph Pass) and follows Highway 43 east to Wisdom and then south on Highway 278 through Jackson and over the Big Hole Pass, down the Bannock Road to Montana Highway 324. The impact of this is that the roads are

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not high standard and will have increased traffic in Beaverhead County as visitors travel both the westward route of the expedition and the eastward return route traveled by Clark. This will increase the likelihood of incidents requiring assistance.

Key points of visitation will include: "The Beaver's Head"; Clark Canyon Reservoir and Camp Fortunate; and Lemhi Pass. The community of Dillion and the Beaverhead River will have an attractive appeal to travelers in the area. On the Clark's return route Chief Joseph Pass and the Big Hole Battlefield will see increased visitation.

The current situation in emergency services including law enforcement is:

- ◆ Beaverhead County currently has seven permanent full time certified deputies. The county offers 24-hour dispatch services but not patrol. The ratio of officers to people served is .80 per 1,000 people. The National average is 2.5 officers per 1,000 people.
- ◆ The Forest Service has ten law enforcement officers available on request to work with the sheriffs.
- ◆ City Police are not included in this plan as they may not be available to leave their assigned community.
- ◆ We received no information on numbers of search and rescue teams that may be available in Beaverhead County.
- ◆ Emergency medical services at this time include three ALS ambulances and three non-ALS ambulances all based at Dillon. There are estimated to be 26 trained and certified EMTs at Dillon. There are two ambulances and six EMTs located at Lima. An ambulance and 16 EMTs located at Wisdom, Montana. An estimated 52 qualified EMTs exist in the county.

Special challenges include:

- ✓ Lemhi Pass may be a good site for cultural or environmental demonstrations.
- ✓ Cell phone coverage is spotty making incident reporting slower than normal.
- ✓ One-way traffic, road standards and distances from emergency services are such that response times will be long.
- ✓ There are gaps in structural fire protection that will make this service nonexistent to the traveler with a vehicle fire.
- ✓ Traffic may be heavy for the standard of road to Lemhi Pass.
- ✓ The high elevation of Lemhi Pass may aggravate cardiac problems
- ✓ Forest Service needs to establish a fire suppression policy of control near the Lemhi Pass Road, and/or coordinate plans for road closure.
- ✓ Coordination needs to occur with cooperators and the media.
- ✓ Tour bus traffic will increase and as this happens the potential for mass casualty incidents increases.
- ✓ Aircraft searches will increase.

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## Ravalli County

Ravalli County consists of 2,388 square miles forested mountains with the broad Bitterroot River flowing through it. Ravalli County is slightly larger than the State of Delaware. The Bitterroot Mountains, which form the southern and western boundary of the county, are extremely rugged with peaks exceeding 10,000 feet in elevation. Most of the communities are located in the valley bottom. Land ownership is 95% federal, state, or county. The population of Ravalli County is 35,811, with a population density of 15.0 people per square mile.

The Lewis and Clark Trail enters Ravalli County at Lost Trail Pass. It generally follows US Highway 93 downstream to a point just north of Florence, MT, where it enters Missoula County. There is an estimated 73 miles of trail in Ravalli County.

From Lost Trail Pass, the trail closely follows the route of US Highway 93 north through Ravalli County. On the Montana side of Lost Trail Pass, the drainage widens and the trail follows the Bitterroot River. At higher elevations north of Lost Trail Pass, the area is heavily forested with lodgepole pine, alpine fir and some spruce in the wetter areas. As the traveler drops down into the Sula Basin, the drainage flattens becoming open meadowland with Douglas-fir, ponderosa pine and cottonwoods along the creeks and rivers. It is a highly developed valley with farm and ranch land adjacent to the trail and highway. Small communities are located along the highway providing seamless coverage in services to the traveler. Forest fires during the summer of 2000 have changed the vegetative composition of the upper Bitterroot Valley.

The Bitterroot River is a major river in western Montana, the trail and highway run in close proximity to the river providing an opportunity to fish and swim. In most areas, the trail is located under the highway.

Marcus Daly Memorial Hospital is located in Hamilton, MT, about midway between Lost Trail Pass and Missoula, MT.

Key points of visitation, communities along Highway 93 route and Lewis and Clark Corridor are featuring the historic aspects of the valley. Included in these are Sula, Darby, and Hamilton and a museum that will feature a Lewis and Clark exhibit. The Daly Mansion will also be an attraction for the visitor to the Bitterroot Valley. Local Chambers of Commerce are planning festivals and events throughout the season.

The current situation in emergency services including law enforcement is as follows:

- ◆ Ravalli County has 25 permanent full time officers; they do offer 24-hour coverage in both dispatch and patrol functions. The ratio of officers to people

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served is .70 officers per 1,000 people; the National average is 2.5 officers per 1,000 people.

- ◆ The Forest Service Beaverhead – Deerlodge/Bitterroot/Lolo Zone employs ten law enforcement officers that are available upon request to assist the sheriff's office.
- ◆ City Police are not included in this study; they may not be available to assist outside their assigned communities.
- ◆ Search and rescue teams have 27 volunteer members, their expertise is in swift water rescue and backcountry rescue work.
- ◆ The Marcus Daly Hospital manages emergency medical services in the county. There are three ambulances stationed in Hamilton, one in Victor, one in Darby, and one in Stevensville, MT. The hospital operates their ambulance service with paid and volunteer personnel.

Special challenges are:

- ✓ Highway 93 through the Bitterroot valley is a heavy use road. Added traffic will increase the number of vehicle incidents.
- ✓ Reconstruction of Highway 93 will be occurring 2003 through 2005.
- ✓ This will be a tour bus route with the potential for mass casualty incidents increasing.
- ✓ Communication with cooperators and the media will be important.
- ✓ Water rescue and drowning will increase with increased visitation.
- ✓ Overnight guests in motels and restaurants will impact communities.
- ✓ Traveler frustration due to road work on Highway 93

## **Missoula County**

Missoula County consists of 2,624 square miles of forested mountains and wide river valleys. Missoula County is larger than the State of Delaware. Most of the communities are located in drainage bottoms along main highways. Land ownership is 61% federal, state or county. The population of Missoula County is 89,344 with a population density of 34.4 people per square mile. The Lewis and Clark Trail in Missoula County is estimated to be 89 miles long.

The Lewis and Clark Expedition came down the Bitterroot River to Lolo Creek near present day Lolo, MT. They established a major camp at Traveler's Rest. From this camp, the expedition followed Lolo Creek, the approximate location of US Highway 12, a distance of 33 miles over Lolo Pass into Idaho County, ID.

On the 1806 trip to the east, Lewis and Clark came back to the Traveler's Rest camp where the explorers split up to explore more area. Clark followed the original route up the Bitterroot Valley to Chief Joseph Pass in Lemhi County and then took the route explained in Lemhi and Beaverhead County write-ups.

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Lewis and his party left Lolo, following the approximate highway 12 route (Bitterroot River) into Missoula, A distance of eleven miles. At the confluence of the Bitterroot and Clark Fork Rivers, the party traveled up the Clarkfork River to its junction with the Blackfoot River, about present day Bonner Montana, a distance of four miles (east along Interstate highway 90). Lewis traveled east up the Blackfoot river to the Missoula County line near Clearwater Junction, Montana Route 200 and State Highway 83 (an estimated distance of 38 miles.)

The Lewis and Clark Route from Lolo, MT to the east boundary of Missoula County is served by seamless EMS and Fire Services. Roads are good and most of the communities along this route provide EMS services. While traffic will increase, we do not feel this additional workload will be more than the local service providers can handle. Because of this, we will concentrate on the portion of the route from Lolo, MT to Lolo Pass.

The majority of the land below Lolo Hot Springs is privately owned. Between the Hot Springs and Lolo Pass is federal land, managed by the Forest Service, Lolo National Forest. Emergency services are provided from Missoula and Lolo, MT.

Lolo Pass will be an attractive place to hold an environmental or cultural demonstration because it is close to media coverage, and can be expected to draw a daily crowd.

Key points of visitation include: Traveler's Rest campsite; Lolo Fort Hot Springs; Fort Fizzle, and the Lolo Pass Visitor Center. Lolo Peak is an easy day hike over good trails featured in the *Sunset Magazine*. It will attract visitors.

The current situation in emergency services including law enforcement is as follows:

- Missoula County has 49 patrol deputies in their organization. The ratio of officers to people served is .55 per 1000 people; the national average is 2.5 per 1000 people.
- The Forest Service Beaverhead-Deerlodge/Bitterroot/Lolo National Forest Law Enforcement Zone employs ten officers that are available to the sheriff upon request.
- City Police are not included in this plan as they are not generally available to leave their assigned communities.
- Search and rescue teams are made up of about 50 volunteers.
- Emergency medical service is composed of career and volunteer EMT's operating out of the fire departments in the county. Missoula Emergency Services provides ambulance service out of their offices in Missoula. There are additional ambulances operated by Frenchtown and Seeley Lake Rural Fire Districts.
- Lifeflight is stationed at Saint Patrick Hospital and has one Astar helicopter that is state certified as a medivac aircraft. They staff with paramedics and flight nurses.

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Special challenges are likely to be:

- ✓ Vehicle fires on Highway 12 above Graves Creek.
- ✓ Coordination between cooperators as incidents occur.
- ✓ Resolving mutual aid differences between Montana and Idaho.
- ✓ Assuring radio frequencies between Montana and Idaho are compatible.
- ✓ Increased vehicle accident frequency as traffic numbers increase.
- ✓ Increased aviation accidents.