

Appendix A:

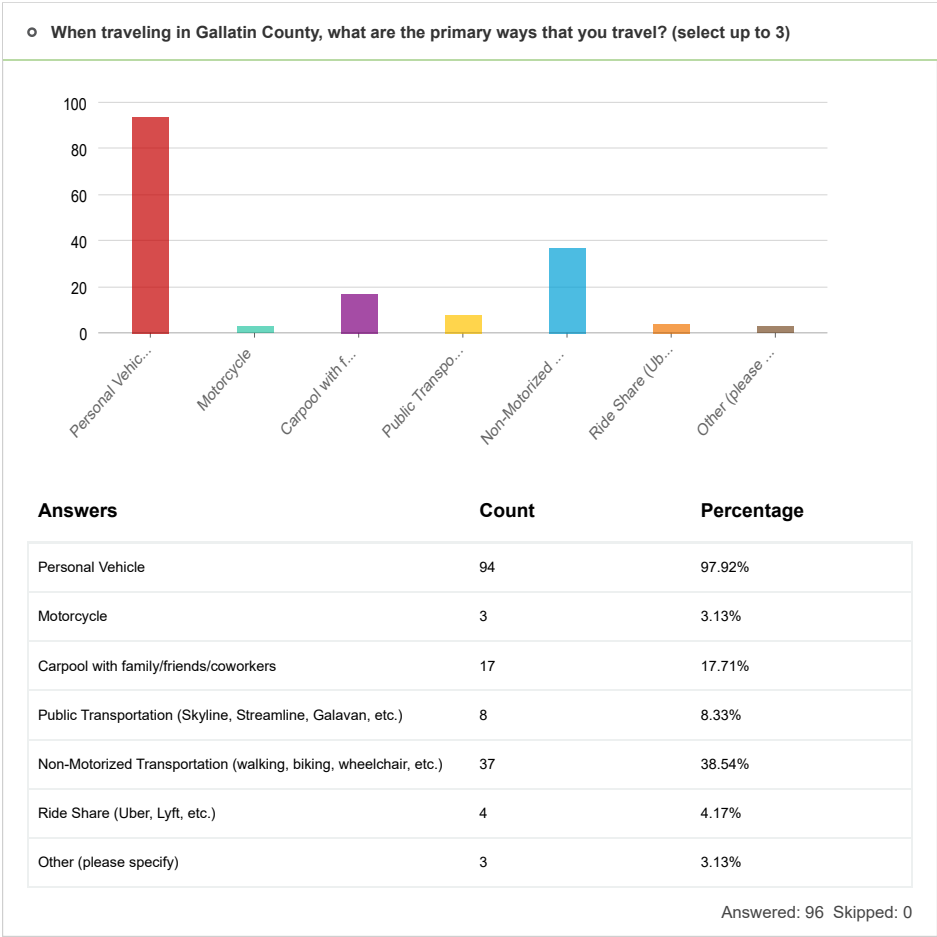
Public Involvement

- A-1: Community Safety Priorities Survey Results**
- A-2: Interactive Mapping Comments**
- A-3: Comments Outside Review**
- A-4: Comments During Review**
- A-5: Project Prioritization Survey Results**

A-1: Community Safety Priorities Survey Results

Gallatin SS4A Survey

Safety Concerns

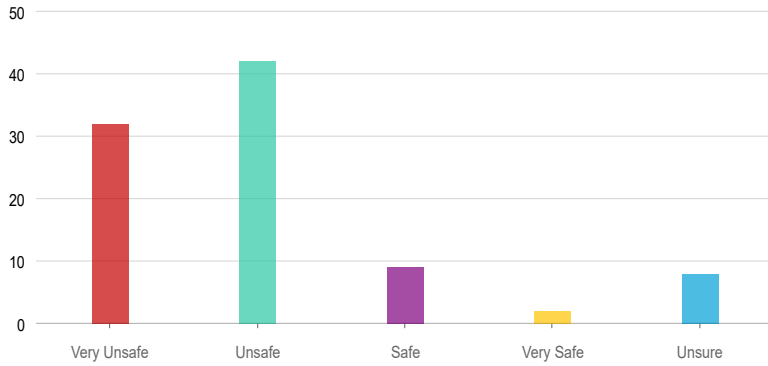


Safety Concerns > 2.How safe do you feel Gallatin County roadways are for the following user groups?



Answered: 96 Skipped: 0

Motorcyclists

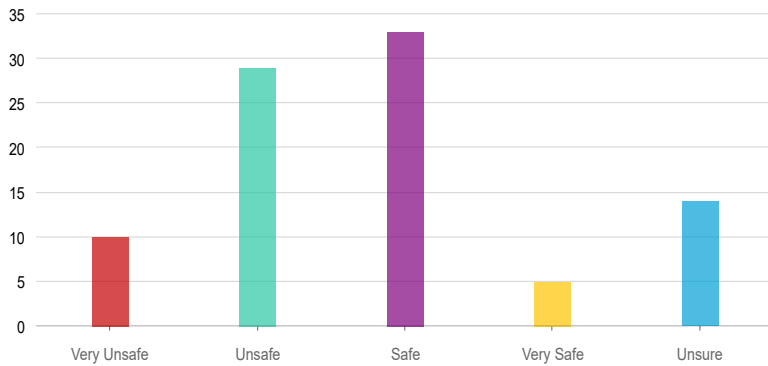


Answers	Count	Percentage
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Very Unsafe	32	33.33%
Unsafe	42	43.75%
Safe	9	9.38%
Very Safe	2	2.08%
Unsure	8	8.33%

Answered: 93 Skipped: 3

Freight/Truck Operators

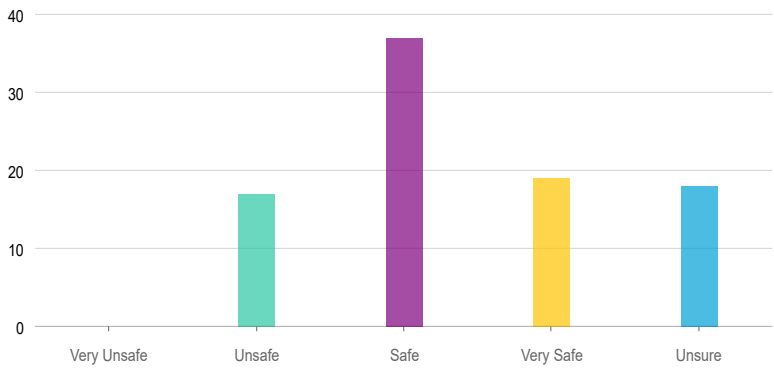


Answers	Count	Percentage
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Very Unsafe	10	10.42%
Unsafe	29	30.21%
Safe	33	34.38%
Very Safe	5	5.21%
Unsure	14	14.58%

Answered: 91 Skipped: 5

Public Transit Riders

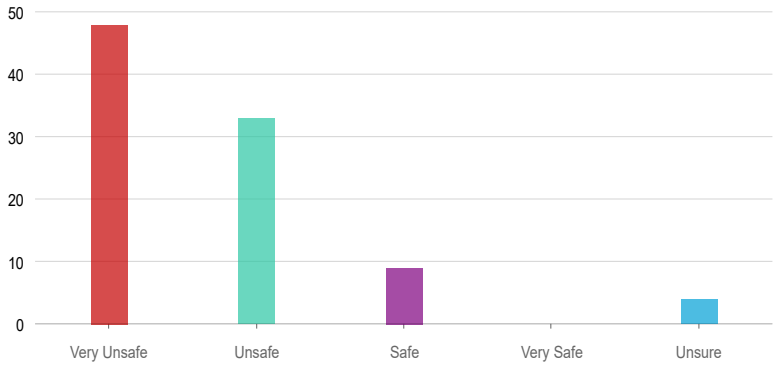


Answers **Count** **Percentage**

Very Unsafe	0	0%
Unsafe	17	17.71%
Safe	37	38.54%
Very Safe	19	19.79%
Unsure	18	18.75%

Answered: 91 Skipped: 5

☐ ☐ **Non-Motorists**

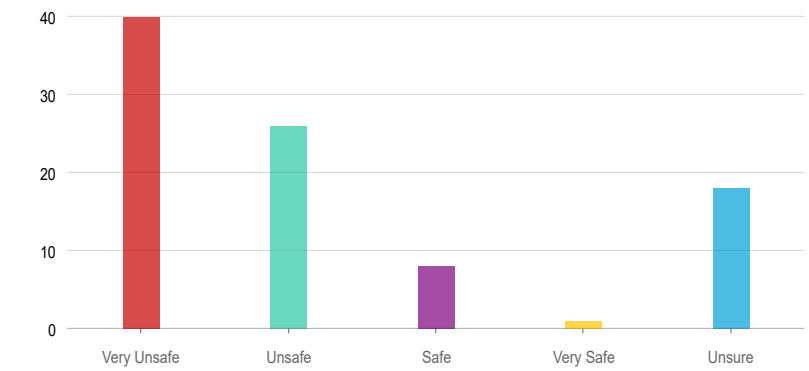


Answers **Count** **Percentage**

Very Unsafe	48	50%
Unsafe	33	34.38%
Safe	9	9.38%
Very Safe	0	0%
Unsure	4	4.17%

Answered: 94 Skipped: 2

☐ ☐ **Disabled Persons**

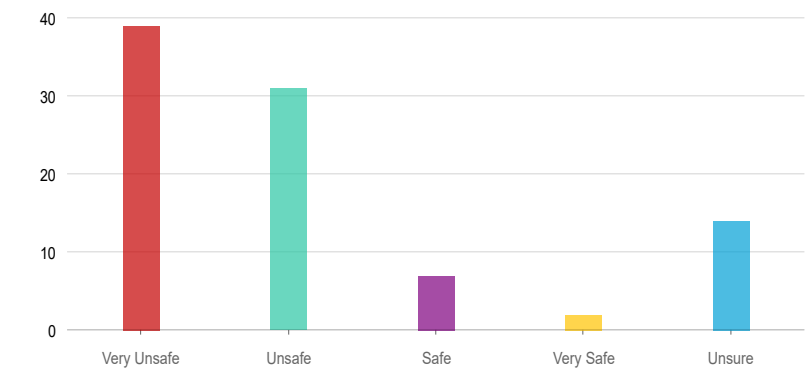


Answers **Count** **Percentage**

Very Unsafe	40	41.67%
Unsafe	26	27.08%
Safe	8	8.33%
Very Safe	1	1.04%
Unsure	18	18.75%

Answered: 93 Skipped: 3

☐ ☐ Elderly

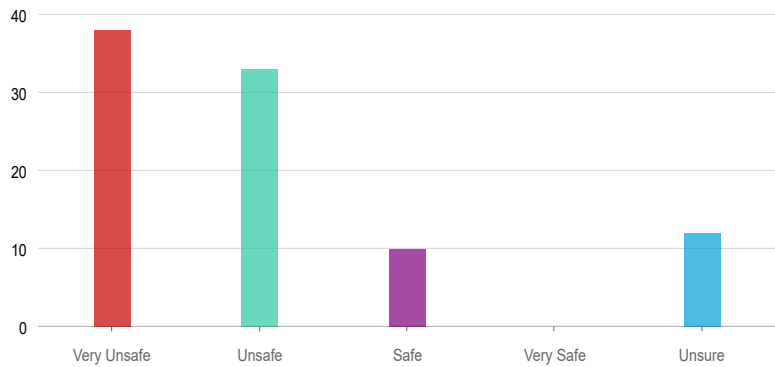


Answers **Count** **Percentage**

Very Unsafe	39	40.63%
Unsafe	31	32.29%
Safe	7	7.29%
Very Safe	2	2.08%
Unsure	14	14.58%

Answered: 93 Skipped: 3

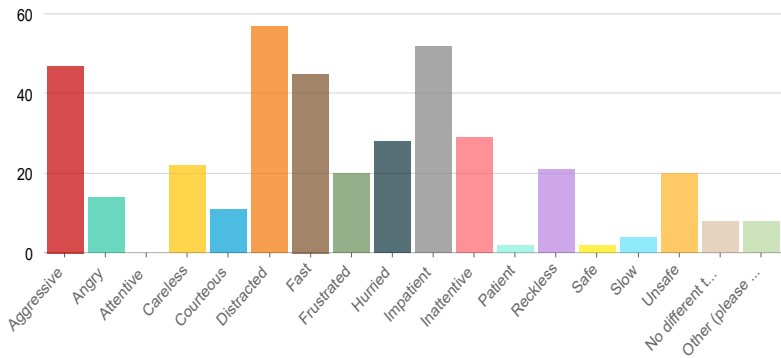
☐ ☐ Youth



Answers	Count	Percentage
Very Unsafe	38	39.58%
Unsafe	33	34.38%
Safe	10	10.42%
Very Safe	0	0%
Unsure	12	12.5%

Answered: 93 Skipped: 3

3.What words do you feel best describe the behavior of drivers in Gallatin County? (select ...

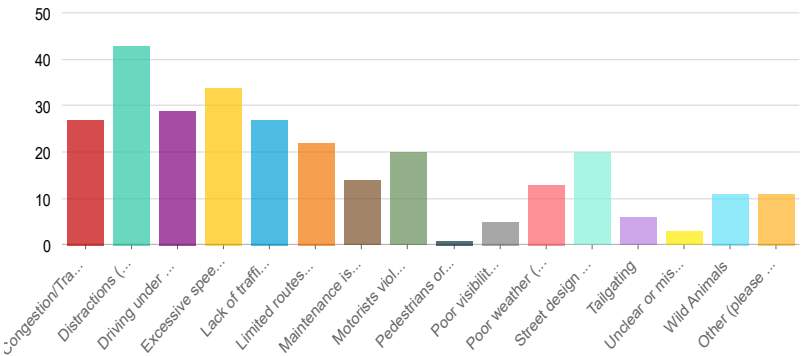


Answers	Count	Percentage
Aggressive	47	48.96%
Angry	14	14.58%
Attentive	0	0%
Careless	22	22.92%
Courteous	11	11.46%
Distracted	57	59.38%
Fast	45	46.88%
Frustrated	20	20.83%
Hurried	28	29.17%
Impatient	52	54.17%
Inattentive	29	30.21%
Patient	2	2.08%
Reckless	21	21.88%

Safe	2	2.08%
Slow	4	4.17%
Unsafe	20	20.83%
No different than anywhere else	8	8.33%
Other (please specify)	8	8.33%

Answered: 96 Skipped: 0

Thinking about your experience traveling within Gallatin County, what do you think are the...

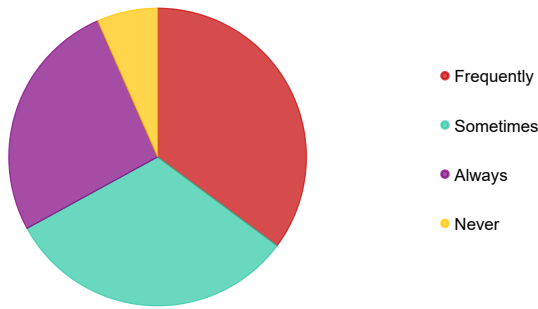


Answers Count Percentage

Congestion/Traffic	27	28.13%
Distractions (electronic devices, passengers, etc.)	43	44.79%
Driving under the influence	29	30.21%
Excessive speeding	34	35.42%
Lack of traffic enforcement	27	28.13%
Limited routes/facilities for non-motorists (bicycles, pedestrians, etc.)	22	22.92%
Maintenance issues (potholes, debris, snow removal, etc.)	14	14.58%
Motorists violating traffic laws	20	20.83%
Pedestrians or bicyclists violating traffic laws	1	1.04%
Poor visibility/lack of lighting	5	5.21%
Poor weather (rain, snow, fog, etc.)	13	13.54%
Street design issues	20	20.83%
Tailgating	6	6.25%
Unclear or missing signage/stripping	3	3.13%
Wild Animals	11	11.46%
Other (please specify)	11	11.46%

Answered: 96 Skipped: 0

How often does safety affect your decision of how or when you travel?

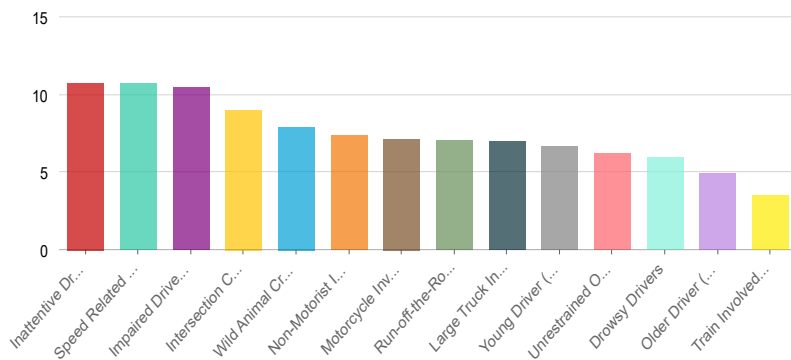


Answers **Count** **Percentage**

Frequently	32	33.33%
Sometimes	29	30.21%
Always	24	25%
Never	6	6.25%

Answered: 91 Skipped: 5

o Please rank the following focus areas in order of priority to address FATAL AND...

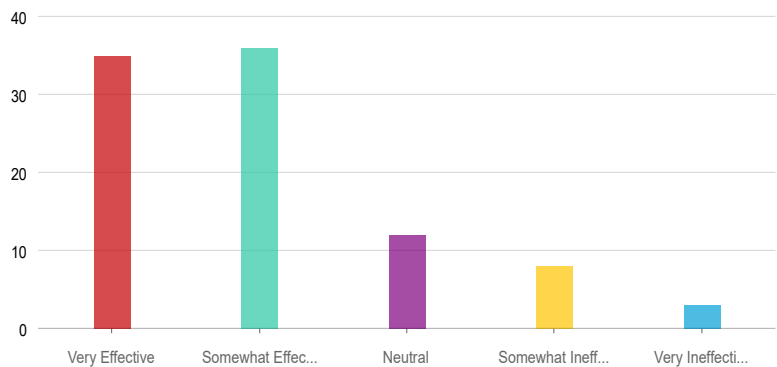


Rank	Answers	1	2	3	4	5	6	Average score
1	Inattentive Drivers	17.2% 16	13.98% 13	15.05% 14	12.9% 12	16.13% 15	10.75% 10	3.23% 10.77 3
2	Speed Related Crashes	16.13% 15	21.51% 20	18.28% 17	15.05% 14	4.3% 4	5.38% 5	10.74
3	Impaired Drivers	20.43% 19	20.43% 19	11.83% 11	9.68% 9	7.53% 7	8.6% 8	4.3% 10.49 4
4	Intersection Crashes	10.75% 10	7.53% 7	16.13% 15	11.83% 11	8.6% 8	5.38% 5	9.04
5	Wild Animal Crashes	10.75% 10	3.23% 3	7.53% 7	7.53% 7	4.3% 4	10.75% 10	10.75% 7.95 10
6	Non-Motorist Involved Crashes	9.68% 9	10.75% 10	3.23% 3	3.23% 3	5.38% 5	5.38% 5	7.38

Answered: 93 Skipped: 3

Safety Concerns > Please indicate how effective you believe the following safety strategies are at reducing FATALITIES AND SERIOUS INJURIES in Gallatin County.

o o Roadside Enhancements/ Amenities – Addition of enhanced roadway feature...

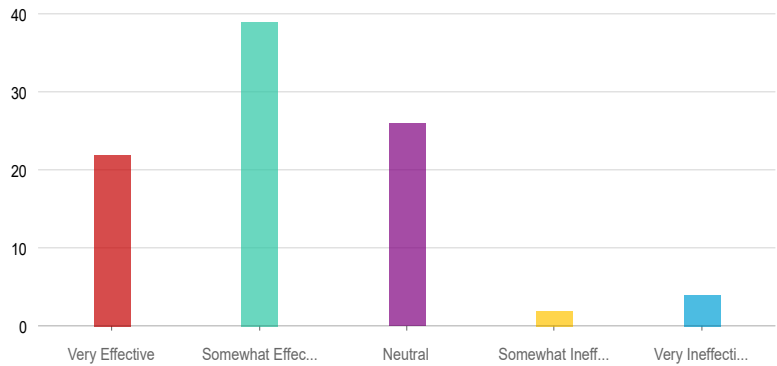


Answers Count Percentage

Very Effective	35	36.46%
Somewhat Effective	36	37.5%
Neutral	12	12.5%
Somewhat Ineffective	8	8.33%
Very Ineffective	3	3.13%

Answered: 94 Skipped: 2

Improved Emergency Services – Decrease emergency response times,...

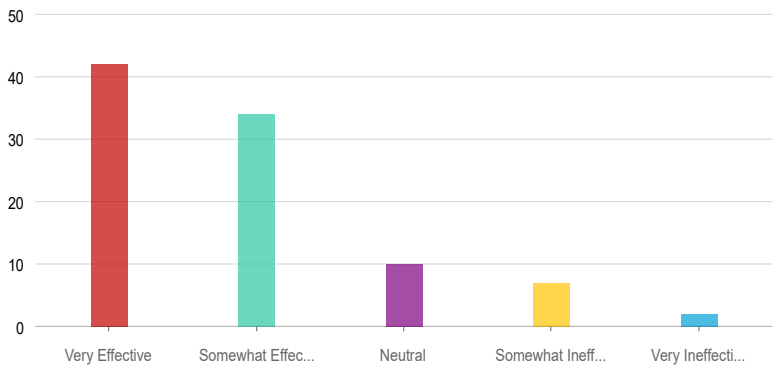


Answers Count Percentage

Very Effective	22	22.92%
Somewhat Effective	39	40.63%
Neutral	26	27.08%
Somewhat Ineffective	2	2.08%
Very Ineffective	4	4.17%

Answered: 93 Skipped: 3

Increased Enforcement – Increase enforcement and citations of illegal and...

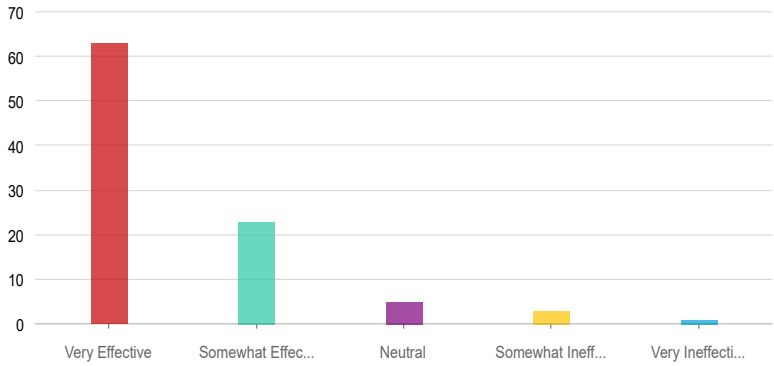


Answers **Count** **Percentage**

Very Effective	42	43.75%
Somewhat Effective	34	35.42%
Neutral	10	10.42%
Somewhat Ineffective	7	7.29%
Very Ineffective	2	2.08%

Answered: 95 Skipped: 1

Infrastructure Improvements – Improve existing infrastructure to reduce...

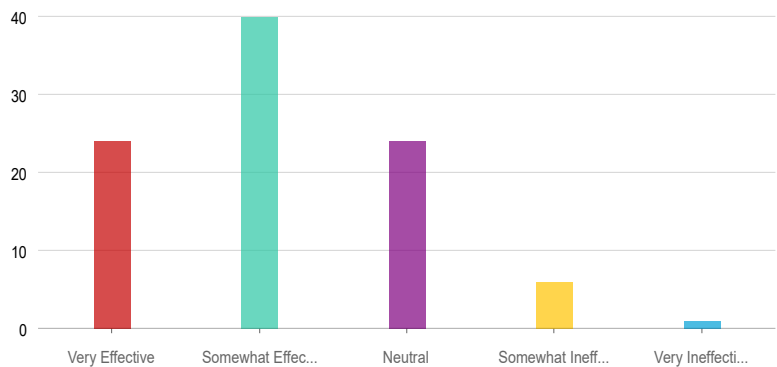


Answers **Count** **Percentage**

Very Effective	63	65.63%
Somewhat Effective	23	23.96%
Neutral	5	5.21%
Somewhat Ineffective	3	3.13%
Very Ineffective	1	1.04%

Answered: 95 Skipped: 1

Safety Management – Improve coordination between safety stakeholders,...

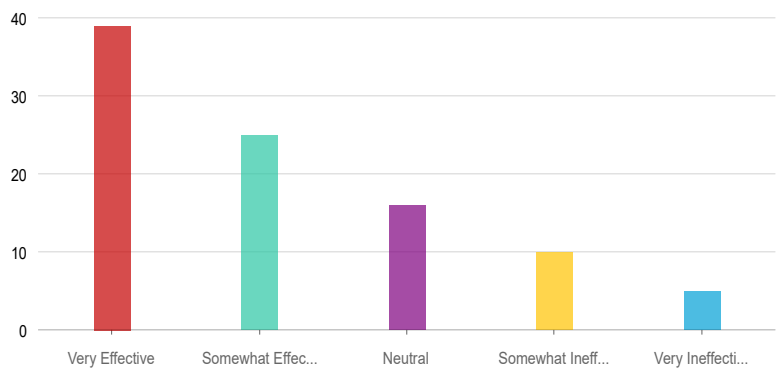


Answers	Count	Percentage
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Very Effective	24	25%
Somewhat Effective	40	41.67%
Neutral	24	25%
Somewhat Ineffective	6	6.25%
Very Ineffective	1	1.04%

Answered: 95 Skipped: 1

○ ○ Traffic Calming – Consider reduced design speeds, reduced speed limits, an...

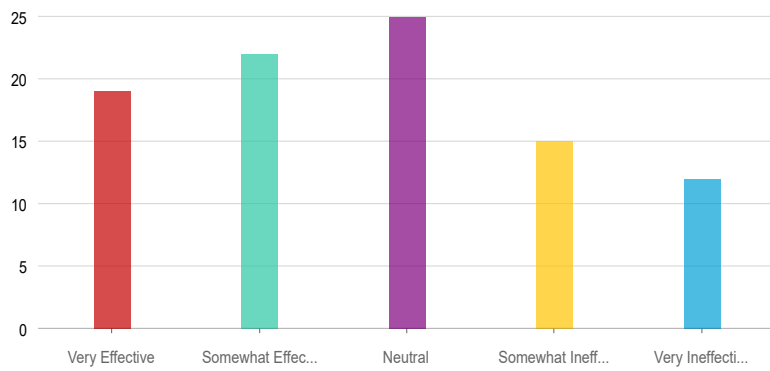


Answers	Count	Percentage
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Very Effective	39	40.63%
Somewhat Effective	25	26.04%
Neutral	16	16.67%
Somewhat Ineffective	10	10.42%
Very Ineffective	5	5.21%

Answered: 95 Skipped: 1

○ ○ Training and Education – Implement public awareness campaigns and...



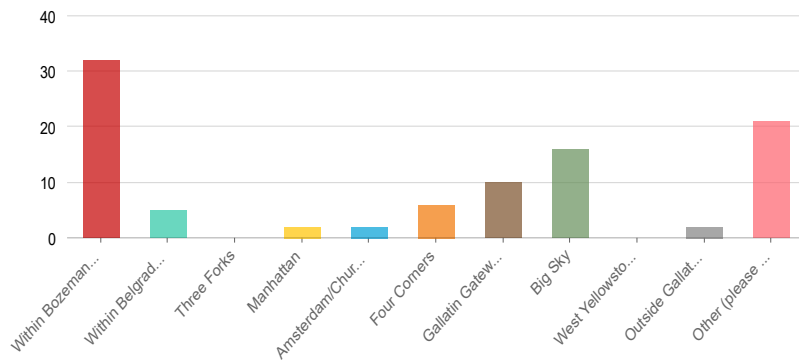
Answers	Count	Percentage
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Very Effective	19	19.79%
Somewhat Effective	22	22.92%
Neutral	25	26.04%
Somewhat Ineffective	15	15.63%
Very Ineffective	12	12.5%

Answered: 93 Skipped: 3

Demographics

- Where do you live within Gallatin County?

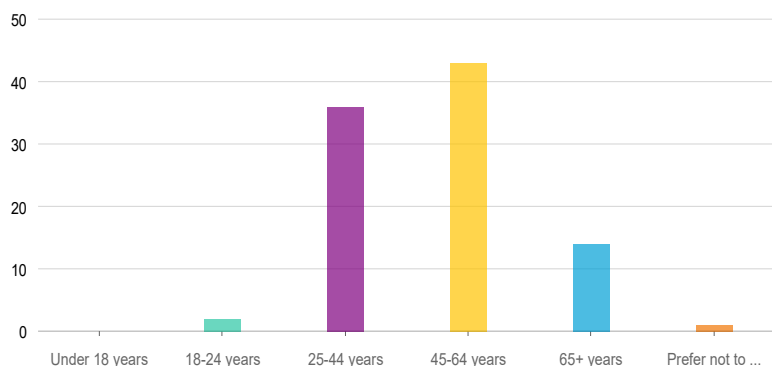


Answers	Count	Percentage
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Within Bozeman City Limits	32	33.33%
Within Belgrade City Limits	5	5.21%
Three Forks	0	0%
Manhattan	2	2.08%
Amsterdam/Churchill	2	2.08%
Four Corners	6	6.25%
Gallatin Gateway	10	10.42%
Big Sky	16	16.67%
West Yellowstone	0	0%
Outside Gallatin County	2	2.08%
Other (please specify)	21	21.88%

Answered: 96 Skipped: 0

What is your age?

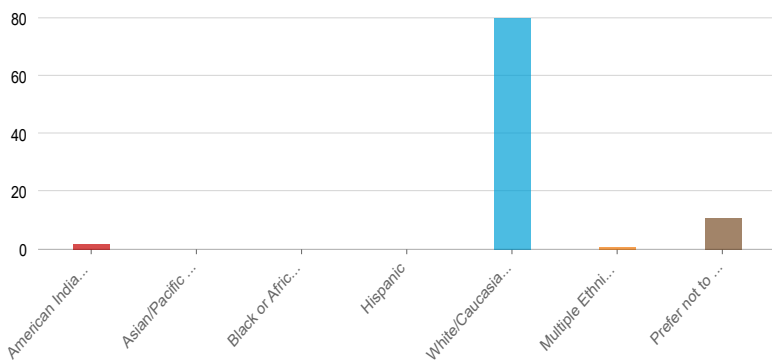


Answers	Count	Percentage
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Under 18 years	0	0%
18-24 years	2	2.08%
25-44 years	36	37.5%
45-64 years	43	44.79%
65+ years	14	14.58%
Prefer not to answer	1	1.04%

Answered: 96 Skipped: 0

Which race/ethnicity do you most identify with?

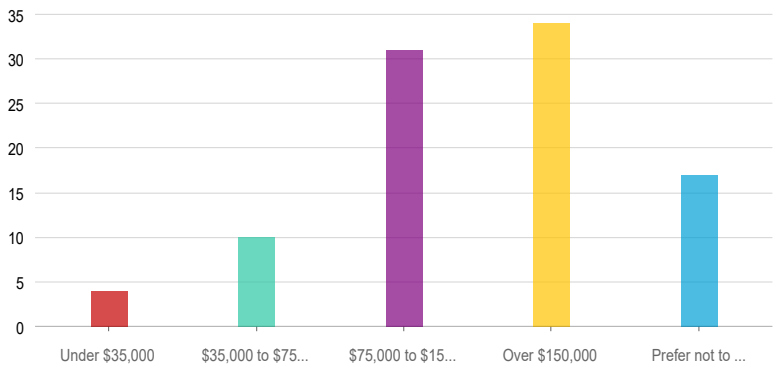


Answers	Count	Percentage
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American Indian or Alaskan Native	2	2.08%
Asian/Pacific Islander	0	0%
Black or African American	0	0%
Hispanic	0	0%
White/Caucasian	80	83.33%
Multiple Ethnicities/Not listed	1	1.04%
Prefer not to answer	11	11.46%

Answered: 94 Skipped: 2

What is your annual household income?



Answers

Count

Percentage

Under \$35,000	4	4.17%
\$35,000 to \$75,000	10	10.42%
\$75,000 to \$150,000	31	32.29%
Over \$150,000	34	35.42%
Prefer not to answer	17	17.71%

Answered: 96 Skipped: 0

Stay Involved!

A-2: Interactive Mapping Comments

ID	Draw Type	Comment Type	Safety Concern
1	Point	Vehicle Comment	This intersection is a safety concern with high speeds and a hot spot for crashes
2	Point	Vehicle Comment	Speed limit is way too high on Bridger Canyon Road and people far surpass it as if it is a suggestion. An off-road bike lane would be ideal here for, but absence of that lowering the speed limit would help with bike safety and wildlife-vehicle collisions
3	Point	Transit Comment	No turn arrow turning West onto baxter. Just yellow flashing arrow
4	Point	Vehicle Comment	Poor visibility at intersection. Please use daylighting at this intersection.
5	Point	Vehicle Comment	Due to increased traffic on 191 to/from Bozeman and the increased population serviced by this intersection it has become extremely dangerous to enter or exit multiple times per day, leading to many crashes that are increasing in occurrence.
6	Point	Vehicle Comment	Lack of a stoplight leads to dangerous access, leading to multiple accidents and fatalities
7	Point	Vehicle Comment	Getting on and off of 191 during rush hour needs a traffic light for safety. When school kids are getting dropped off in the morning, the line to get onto 191 is to the bottom of the hill in front of the school in Gallatin Gateway
8	Point	Vehicle Comment	One roundabout from 19th to cottonwood, very difficult and unsafe to take a left out of any neighborhoods.
9	Point	Non-Motorist Comment	no crosswalk
10	Point	Non-Motorist Comment	narrow bridge
11	Point	Vehicle Comment	heavy traffic on 191 and Cottonwood, intersection needs a traffic light or traffic circle
12	Point	Vehicle Comment	This is intersection is very poorly lit yet highly used. Better lighting, and potentially a traffic light or roundabout, could help drivers stay safe especially at night.
13	Point	Vehicle Comment	The approach to this intersection from east to west on Durston is steep and poorly lit.
14	Point	Vehicle Comment	Very poorly lit intersection and the site of a recent fatal crash.
15	Point	Vehicle Comment	Very poorly lit intersection
16	Point	Vehicle Comment	A VERY busy intersection that intersects with a highway. It seems to have the potential for serious/fatal crashes with how many people access this intersection due to Elk Grove.
17	Point	Vehicle Comment	Lack of traffic enforcement by either the sheriffs department or highway patrol. Definitive research demonstrates that assertive enforcement of traffic law reduces crashes. Of course the Three E's of traffic safety apply.
18	Point	Vehicle Comment	No right-hand turn lane from Huffine westbound onto Cottonwood northbound. Vehicles frequently "improvise" a right-hand turn lane by cutting onto the shoulder of Huffine to turn right at the Huffine/Cottonwood traffic light. Especially after snow.
19	Point	Vehicle Comment	Need a traffic light. Cars are always going 60+ mph down this road which makes it difficult to turn into traffic. Have almost been hit from behind pulling out here multiple times.
20	Point	Non-Motorist Comment	There needs to be a stop sign here. This is such a dangerous intersection for cars and for peds.
21	Point	Vehicle Comment	A green left turn arrow is needed here. There is almost always a line of cars turning left here (onto Huffine), and there are many near-accidents due to people trying to make it through before the light turns red.
22	Point	Vehicle Comment	Many drivers in the right turn lane (that turns onto Jackrabbit) are unaware that there is only one lane past the light. As a result, there are many near-accidents caused by drivers in the right turn lane trying to drive straight down Norris.
23	Point	Non-Motorist Comment	Pedestrian Crossing Should have Constant Flashing Amber Lights and push button LED Strobes for pedestrians because it is a 70 mph road
24	Point	Vehicle Comment	awful design that invites wrecks
25	Point	Vehicle Comment	scary intersection that needs a traffic circle
26	Point	Vehicle Comment	Heavily congested traffic, no traffic controls to mitigate entry on to 191.
27	Point	Vehicle Comment	No traffic controls, dangerous entry and exit. Very dangerous to turn South for long periods of time. People get frustrated and make poor choices. Tourist traffic cannot be trained to let people into traffic and locals suffer accidents.
28	Point	Vehicle Comment	Cell phone use. Cars park in the entry to Ruby Mt. Way. They don't respect the signs not to park in turn lane. Dangerous approach for residents and no way to get around the parked cars.
29	Point	Vehicle Comment	Need traffic control. Dangerous for locals and people cutting across to Bozeman.
30	Point	Non-Motorist Comment	No shoulder on road, or bike lane. Extremely dangerous for bikers
31	Point	Vehicle Comment	Speed limit is too fast!
32	Point	Vehicle Comment	Fire Department needs traffic light for emergency access to 191
33	Point	Transit Comment	Lack of protected lefts from any direction. Traffic gets backed up making people take risks. Accidents are caused by cars that finally get to the light and cut left to get through the intersection when oncoming traffic is too close to break in time.
34	Point	Vehicle Comment	This is intersection is very poorly lit yet highly used. Better lighting, and potentially a traffic light or roundabout, could help drivers stay safe especially at night.

ID	Draw Type	Comment Type	Safety Concern
35	Point	Vehicle Comment	Cobb Hill Death Trap. Remove the light that was put up at the BOTTOM of the hill. In the Winter there is no stopping, cars just slide right through.
36	Point	Vehicle Comment	The left turn traffic light(coming from South, turning West) doesn't turn on each cycle of the traffic lights. Please change it.
37	Point	Non-Motorist Comment	Dangerous Intersection for anyone who encounters it it peak school times.
38	Point	Vehicle Comment	Cars and peds do not know how to use this new light. Please provide better signage/education/enforcement here
39	Point	Vehicle Comment	Mill Street and 191 needs a four way, stop light..... only about a decade over due....
40	Point	Vehicle Comment	Traffic light left turn arrow from SR86 to NB Story Mill Road is not activated. Only flashes yellow. Have to compete with returning traffic from Bridger bowl and pedestrians. Multiple crashes and 1 pedestrian death (prior to light installation).
41	Point	Transit Comment	Poorly defined signage dangerous passing road rage area
42	Point	Vehicle Comment	Safety issue accessing 191 with increased traffic traveling at high rate of speed
43	Point	Vehicle Comment	Safety issue accessing 191 for Gallatin Gateway school traffic
44	Point	Transit Comment	Need a light at 191 and Mill street
45	Point	Vehicle Comment	Dangerous Intersection!!
46	Point	Vehicle Comment	191 and Mill St Gallatin Gateway
47	Point	Non-Motorist Comment	people crossing 191 at Mill St 191 intersection in Gateway
48	Point	Vehicle Comment	Traffic light needed
49	Point	Vehicle Comment	This intersection desperately needs a stoplight . The majority of traffic trying to get on and off the highway here are families with children going to and from the school. It needs to be made SAFE.
50	Point	Vehicle Comment	The speed limit is 70 here. Trying to get out during rush hour is dangerous. My longest wait was 12 minutes. Just to leave my own development.
51	Point	Transit Comment	Stop light needed
52	Point	Vehicle Comment	No right hand turn lane at huffine and gooch hill
53	Point	Vehicle Comment	Much needed light for Mill St and 191
54	Point	Vehicle Comment	Visibility is low, blind hill driving onto Cameron Bridge road, difficult to see on coming traffic the way the River Rd connects to Cameron Bridge road.
55	Point	Non-Motorist Comment	Crosswalk needs repainted again- It was repainted recently but the crosswalk is already fading away. Maybe a crosswalk light will help. This intersection has become very busy and people already have a difficult time crossing here on foot.
56	Point	Vehicle Comment	No traffic management at dangerous intersection. Used by local school, gas station and residential traffic. Big Sky construction train is non-stop from 6a to 7p making egress a life event. area.
57	Point	Vehicle Comment	There needs to be a 4-way traffic light here. With the increased vehicle travel between Bozeman and Big Sky, every time you try to cross or enter 191 becomes a life or death matter. We need to protect our children and local residents.
58	Point	Vehicle Comment	Dangerous intersection needs stoplight and dedicated turn lanes.
59	Point	Vehicle Comment	Intersection Mill St and 191 is extremely dangerous. Entrance to 191 significantly impaired by constant flow of traffic on 191
60	Point	Vehicle Comment	dangerous intersection
61	Point	Vehicle Comment	dangerous intersection
62	Point	Vehicle Comment	Blind approach to Cameron Bridge off of Thorpe. Low visibility of stop signs and multiple accidents occurring here. Need rumble strips or a roundabout.
63	Point	Vehicle Comment	Dangerous intersection
64	Point	Vehicle Comment	Poorly designed intersection
65	Point	Vehicle Comment	Manhattan has many uncontrolled intersections. Even on roads that have a decent amount of traffic. I've seen multiple near misses.
66	Point	Vehicle Comment	Traffic from Cruiser only sometimes stops before turning into or across 55-60 MPH traffic on angled corner leading to wrecks and sli. Traffic turning from Dry Creek onto Cruiser lead to backups in 55-60 MPH traffic causing rear end accidents all the time.
67	Point	Non-Motorist Comment	No shoulder. Not safe for pedestrians.
68	Point	Vehicle Comment	Please add signage, reflectors, and guardrails. Multiple cars in the ditch each year and a fatality this morning.
69	Point	Vehicle Comment	The ditch was moved over in the past couple of years which has helped with vehicles in the ditch, however, the reflectors were not placed again after the project was completed. Reflectors and a slow curve sign would sure help.
70	Point	Vehicle Comment	Hard to see corners and easy to slide into ditch
71	Point	Vehicle Comment	Stop signs on Thorpe are very difficult to see. Should have rumble strips for traffic on Thorpe to be notified oh stop signs
72	Point	Vehicle Comment	The curve in road due to the ditch is not marked. There should be reflectors and guard rail installed

ID	Draw Type	Comment Type	Safety Concern
73	Point	Vehicle Comment	Poor visibility for this intersection at night. It would be great to have better signage for this well-used intersection.
74	Point	Vehicle Comment	There is no speed limit on Highline Rd, with soon to be two gravel pits on this road and given its heavy traffic with no shoulder and lots of farm equipment that utilizes it, the speed limit should be set at 45mph like ALL other surrounding county roads.
75	Point	Vehicle Comment	Access to half of Manhattan is blocked when the train stops, blocking both north/south roads.
76	Point	Vehicle Comment	There have been too many accidents at this curve in the road caused by the ditch curve...latest was a fatality where driver over corrected and caught edge and rolled, either guard rails with proper signage needs to be installed, or road straightened.
77	Point	Vehicle Comment	Needs a street light
78	Point	Non-Motorist Comment	Lack of a cross walk. The park trail begins on one side of the street but to get to it from the other side you have to cross a very busy section of the street. The side walks converge here and on one side it slopes to the street, it needs a crosswalk.
79	Point	Vehicle Comment	Curves not marked, shoulder is blunt and steep, no reflectors or guard rails. Too many people miss this corner each year. Road could be straightened or a pipeline could be put in for the ditch to help eliminate the chance of going into the ditch.
80	Point	Vehicle Comment	Low visibility coming off of Kimm Road to the west. Hill could be taken down or the draw raised up to increase visibility.
81	Point	Non-Motorist Comment	No shoulder for bikes/pedestrians. No place for large equipment to safely pull over when there is a biker or pedestrian on the road, or for them to give equipment room. Consider a bike/pedestrian path or widening the road to give more of a shoulder
82	Point	Vehicle Comment	Light turns red quickly, no flasher to warn large trucks of changing light. too many red lights run here. Also no green turn arrow left or east on to cameron bridge.
83	Point	Vehicle Comment	S curves are dangerous and have no shoulder
84	Point	Vehicle Comment	Blind intersection
85	Point	Vehicle Comment	Quick s-curve with deep ditch, very slick in winter; recent death to community member on this curve
86	Point	Vehicle Comment	Should be a left turning lane to get onto cruiser and a thru traffic lane to head north of airport
87	Point	Vehicle Comment	Cameron Bridge, River Rd & Churchill Rd have no shoulders which make it hard to pull over or maneuver around farm equipment. Bicyclists frequent these roads and it seems highly unsafe when trying to pass them.
88	Point	Transit Comment	We need a stoplight
89	Point	Transit Comment	Traffic light needed to slow and break-up north/Southbound traffic. Steady traffic in both directions without gaps create hazards to motorists both crossing/merging and those of through-traffic.
90	Point	Non-Motorist Comment	Baxter needs to be widened to include 3' shoulder for bike lanes
91	Point	Vehicle Comment	Widen Baxter to include turn lanes on major side roads
92	Point	Vehicle Comment	The left turn light from Fowler needs to be activated. Long waits to turn left make drivers impatient.
93	Point	Vehicle Comment	People routinely ignore the one way paths at the north side of the intersection. Please pave this area and add lane lines
94	Point	Vehicle Comment	Site of numerous slide ins before and after the curve. Whole side of car falls into deep barrow pit on west and south side. Ice or no ice. New signage helpful but goes unheeded. Tow truck drivers all know this location.
95	Point	Non-Motorist Comment	There are some criminally overgrown trees lining the bike path here that are going to render it unusable in a season or two.
96	Point	Vehicle Comment	Cars can't get out
97	Point	Vehicle Comment	left turn lane missing onto airport road causing rear ends
98	Point	Vehicle Comment	Several recent accidents in this area, one fatal. Usually from drivers turning right from Thorpe onto Frontage. One turned in front of an approaching motorcyclist & he rear ended the truck& was killed.
99	Point	Vehicle Comment	Site of numerous accidents from southbound vehicles sliding into deep barrow pits on the west and south side. Whole cars go in on their side under icy and dry conditions. Blind corner for northbound traffic. It has been this way since the 1940's.
100	Point	Vehicle Comment	Site of numerous accidents from north and south bound vehicles, mostly from people impaired or unfamiliar with the road, especially at night. Northbound vehicles just blow off into the field or hit the barrow pit and roll.
101	Point	Vehicle Comment	We have been here since 1986. windbreak along road Site of numerous wildlife collisions, mostly deer, some birds – turkey, pheasant, magpie - in winter and spring. No signage for wildlife crossing. Lost several of our cats to car collisions too.
102	Point	Vehicle Comment	Talk of an interstate exchange W of Belgrade possibly located here. This would have major impacts to the farm community in terms of leaseable land, ditch infrastructure, fisheries in the river, disruption of existing fiber optic & natural gas lines.
103	Point	Vehicle Comment	Dangerous intersection that needs better signage and reduced speed limit for safer access.
104	Point	Vehicle Comment	Many people miss stop signs -- rumble strips should be added before signs to alert drivers they are approaching a stop sign
105	Point	Vehicle Comment	S curves with deep canal running near road -- should either straighten curves, and/or add guard rail to keep cars from going into canal if they lose control

ID	Draw Type	Comment Type	Safety Concern
106	Point	Vehicle Comment	When turning onto Cameron Bridge Road from Kimm Road, you cannot see cars to the west because of a large dip (hill) in the road. This dip should somehow be softened to allow drivers to be able to see oncoming traffic.
107	Point	Non-Motorist Comment	I have a mobility disability and ride an e-bike to assist me. Please review https://www.ada.gov/resources/opdmds/ so the sheriffs know my rights to be of a sidewalk on my bike for safety.
108	Point	Non-Motorist Comment	Enforce snow removal on sidewalks
109	Point	Non-Motorist Comment	Enforce parking so trailers are not blocking the viewability of corners as well as snowplows.
110	Point	Vehicle Comment	Weed control at intersections to increase visibility while driving
111	Point	Vehicle Comment	Enforce handicapped parking spaces and site businesses that pile snow in the handicapped crosshatched areas so that people in wheelchairs can get out of their vehicles.
112	Point	Vehicle Comment	Turning left from Huffine 191 south- there are too many cars for the turn lane; too many cars trying to get in or through from gas station, burger place or Shedhorn drive
113	Point	Vehicle Comment	Almost gotten run off the road multiple times where two northbound lanes merge in to one. Road lines should be designed so that faster drivers are forced to merge into slower traffic, not the other way around.
114	Point	Vehicle Comment	Speed limit is too high for this area
115	Line	Non-Motorist Comment	This roadway does not have safe features for bicyclists and pedestrians. At 55 mph, safety of all road users is ignored.
116	Line	Non-Motorist Comment	The design of this road does not adequately accommodate pedestrian crossings incentivizing pedestrians to "jay walk" across 5 lanes of 45-55 mph traffic. Our community has already seen fatalities from this design.
117	Line	Vehicle Comment	The wide roadway design encourages high speeds in a densely populated area with high numbers of access points. Hot spot for crashes endangering all roadway users.
118	Line	Non-Motorist Comment	Access to runners/bikers pretty much impossible around this rock outcropping and to continue to access other trails. People do it, but its scary.
119	Line	Vehicle Comment	People drive fast /take risks - reasonable drivers are in danger here (see the many white crosses)
120	Line	Non-Motorist Comment	Taking your life in your hands on 191. Extremely aggressive drivers, large vehicles, unnecessarily high speeds
121	Line	Non-Motorist Comment	No sidewalk, limited street lights - dangerous stretch for bikes/pedestrians, wheelchairs.
122	Line	Non-Motorist Comment	Popular bike route with fast driving cars, would be nice to have a bike lane
123	Line	Non-Motorist Comment	Very unsafe - no shoulders and people speed and don't pay attention.
124	Line	Vehicle Comment	People drive recklessly on this stretch.
125	Line	Non-Motorist Comment	no bike lane, shoulder (where there is one) full of debris
126	Line	Non-Motorist Comment	nowhere to safely ride a bike or walk
127	Line	Non-Motorist Comment	nowhere to bike safely, heavy traffic congestion
128	Line	Vehicle Comment	S. Cottonwood is substandard: too narrow, no shoulders, uneven roadbed, pothole patches. Need a complete rebuild, as the traffci volume has increased markedly in the last two decades
129	Line	Non-Motorist Comment	The road is in poor condition and has very narrow shoulders, making it dangerous for bicyclists and pedestrians.
130	Line	Non-Motorist Comment	Sourdough Road is regularly used by non-motorist recreationalists that are sharing a very narrow road with drivers who are often speeding. A dedicated path along Sourdough Rd would help alleviate the safety concern while improving access to trails.
131	Line	Non-Motorist Comment	Narrow road with more traffic. Passing bikes is becoming harder with traffic. People get impatient. Bike lane or increased shoulder would be nice.
132	Line	Vehicle Comment	191 is unsafe due to cars driving well below the speed limit and not using proper turn outs with 4+ cars following. There should be multiple sign stating that slower vehicles MUST use turn outs.
133	Line	Vehicle Comment	Head on collisions/Rollovers - Add guard rails and lower speed limit substantially
134	Line	Vehicle Comment	speed limit needs to be lowered...all the way to 4 corners. Awful as it is not with speeding and running red lights
135	Line	Vehicle Comment	Speed too fast!!! Slow traffic approaching Gallatin Gateway. 18,500 cars a day and NO way to slow traffic.
136	Line	Non-Motorist Comment	Needs bike lane. Extremely dangerous for bikers with no shoulder. Lots of bike traffic going to Spire
137	Line	Non-Motorist Comment	No shoulder, bike lane, or sidewalk
138	Line	Non-Motorist Comment	Bike lane swings between lined bike lane on roadway and separate multi-use path. Biking on the multi-use path when it is available inevitably becomes biking on a narrow, congested sidewalk. Recommend improving entire length of sidewalk to multi-use path
139	Line	Vehicle Comment	No Enforcement For Slow moving Vehicles
140	Line	Vehicle Comment	Slow traffic keep right signs needed along Huffine. Drivers constantly blocking the passing lane.

ID	Draw Type	Comment Type	Safety Concern
141	Line	Vehicle Comment	the left turn lane to Big Sky gets extremely backed up and bleeds into straight lane. the traffic also blocks cars turning off of Shedhorn/nearby parking lots, especially those turning left onto Huffine
142	Line	Vehicle Comment	lack of adequate signs warning cars that the right lane becomes a right turn only at the intersection. there needs to be more signage and indicators painted on the road to let cars know before they get to the light. cars go straight from right lane daily
143	Line	Non-Motorist Comment	There is a high density of pedestrians and bikers along Sourdough, and no path or shoulder. It would be great to have something like a bike path!
144	Line	Vehicle Comment	high density of driveways + high speeds
145	Line	Non-Motorist Comment	lack of adequate shoulder or other safe facility for cyclists
146	Line	Vehicle Comment	access management needed
147	Line	Non-Motorist Comment	unsafe for pedestrians, cyclists and others on unmotorized forms of transportation
148	Line	Transit Comment	Complete making Highway a 2 lane highway to the mouth of Gallatin Canyon. With the increased traffic going to and from the Big Sky area can benefit from a two lane highway to allow an efficient flow of traffic.
149	Line	Vehicle Comment	This entire stretch needs to be evaluated for adjustments in speed limits, traffic signals or circles and extra lanes. It is a very dangerous section between the high speed limits, wildlife and unprecedented amount of traffic.
150	Line	Transit Comment	Can the last section of McIlhattan Rd get paved?
151	Line	Non-Motorist Comment	Unsafe school zone without sidewalks
152	Line	Vehicle Comment	Venison Alley - needs a wildlife overpass, or lower speed limit at dusk through dawn
153	Line	Vehicle Comment	Road too narrow for all the traffic and new development. Needs to be widened and turn lanes into developments and Monforton School Road installed. Shoulder is nonexistent, sections get icy and no room for error with deep ditches in some places.
154	Line	Vehicle Comment	unsafe passing zone with a blind hill and a lot of driveways
155	Line	Non-Motorist Comment	speeding through residential/parks, too many close calls with children and pets
156	Line	Non-Motorist Comment	No path or sidewalk south of roundabout.
157	Line	Non-Motorist Comment	No bike/walking path to connect Penwell to Cruiser. Very narrow shoulder.
158	Line	Non-Motorist Comment	Narrow road, drivers speed. Non-motorized traffic will increase due to new apartments/homes being built.
159	Line	Non-Motorist Comment	High speed traffic, numerous intersections and lack of connected bike and pedestrian infrastructure on Huffine lane between 4-corners and Bozeman leads to high stress and danger for anyone trying to navigate this corridor outside of a motor vehicle..
160	Line	Transit Comment	There's no shoulder on the road just the line and then the ditch
161	Line	Non-Motorist Comment	Bicycles on narrow roads with blind hills and corners are a serious hazard to the safety of motorists and bicyclists. Bicycles should not be on this road, or others like it, including Gooch Hill rd.
162	Line	Non-Motorist Comment	There are too many bicycles on this route. No shoulder on the road. 40 mph on Kagy/Bozeman Trail. No marked speed limit on Tayabeshockup with multiple sight restricted dips and curves. Bicycle traffic is dangerous to both bicyclists and automobile driver
163	Line	Non-Motorist Comment	There is no non-motorized access through Bozeman Pass. Cyclists must detour several miles and hundreds of feet of gain over Jackson Creek Road to access Livingston/Park County
164	Line	Non-Motorist Comment	This stretch of Bridger Canyon is commonly ridden by mountain bikers who've done the Bangtail Divide trail. High speeds and ungenerous shoulder make this a hair-raising experience. An accommodation for cyclists along Bridger Canyon would help greatly.
165	Line	Non-Motorist Comment	For paved-road cyclists seeking to access Hyalite, this section of 19th from Nash Rd to Balsam Dr is an unavoidable sketch-fest.
166	Line	Non-Motorist Comment	U.S. 191 from Four Corners to Big Sky is a literal death sentence for cyclists and there is no alternative path for non-motorists. Same for the stretch to W. Yellowstone.
167	Line	Non-Motorist Comment	Shoulder here is suboptimal for cyclists. For recumbents or cyclists pulling a touring trailer full of fishing/camping equipment, the rumble strips are unavoidable with at least one wheel the whole way. Cars also go fast.
168	Line	Non-Motorist Comment	Trying to cycle this stretch from town to Bear Canyon Rd with a backpack full of climbing gear is spooky-dookie to say the least. A more generous shoulder would do much to rectify this.
169	Line	Vehicle Comment	Heavy wildlife use by animals coming across from the river to feed on fields mostly in winter and spring. Deep barrow pits, narrow road, no shoulders - paving only made the cars go faster.
170	Line	Non-Motorist Comment	There is walking and biking traffic, but not in large quantities. Not safe for either.
171	Line	Transit Comment	Heavy traffic—school buses, trucks with trailers—construction, horse & equipment trailers, belly dumpers & dump trucks, commuter traffic, slow moving ag equipment—tractors, manure spreaders, hay haulers, pipe trailers.

ID	Draw Type	Comment Type	Safety Concern
172	Line	Vehicle Comment	Youthful Drivers-speeding on motorbikes & ATV's. Latest craze is to accelerate & lock up the brakes to leave deep skid marks. 1 kid lost his life north of Arnesons when the truck rolled. Most of this is at night. More patrols needed.
173	Line	Vehicle Comment	Need to reduce speed limit. People regularly speed over 70 mph which has caused multiple fatal accidents. Speed should be reduced to 50 mph from the mouth of the canyon to 4 corners.
174	Line	Vehicle Comment	Highway 191 needs to be a four lane road from Gateway to the mouth of the canyon . The traffic also needs to have reduced speeds and turning lanes . The amount of traffic has increased significantly over the past few years and will continue to increase.
1		Reply	This intersection continues to be DANGEROUS and the source of accidents and near misses continually. 1975 when I moved to Gallatin Gateway there was a caution light at that intersection. Where did it go and why!!!?
2		Reply	60 mph speed in canyon, then 70 mph in widenedway zone, then 50 mph at Gateway intersection is absurd, as traffic often exceeds 70 mph passing through the Gateway 50 mph zone. One speed zone
3		Reply	One speed zone 55 mph from canyon thru Gateway north to Four Corners makes much more sense. Of course with a traffic light at Gateway.
4		Reply	is there not already a multi use path from story mill to the M?
5		Reply	Agreed, very dangerous
6		Reply	School busses, pedestrians (including young students) and traffic all meet here during peak hours. The two stop signs encourage people to take chances with variable speed traffic on Davis. Very sketchy, very unpredictable.
7		Reply	Agree with this concern - despite the solid white line noting the lane and shoulder, I have seen many vehicles use the shoulder as a turn lane in this intersection.
8		Reply	This intersection is heavily used and creates dangerous conditions to try to pull out during high traffic times. It desperately needs to be controlled. I have personally seen at least 3 accidents here this year alone.
9		Reply	This intersection is severely backed up during high traffic times and encourages dangerous pullouts during that time.
10		Reply	With increased traffic and with the projected increase of urban sprawl in the community a stop light is needed at this junction. Increased accidents have raised concerns for all that live in the area.
11		Reply	Need a stop light here. Heavy traffic to and from Big Sky is making entering the highway very dangerous.
12		Reply	Need a stop light at this junction. High traffic going to and from Big Sky is making it hard to enter onto the highway safely.
13		Reply	Agreed!
14		Reply	Yes!
15		Reply	191 and Mill St need a stop light. The unyielding flow of commuter traffic makes it very dangerous to try to get on 191 from any side street. A stop light at Mill st will improve safe access and create breaks in the flow of traffic .
16		Reply	Someone from the yellowstone club's employee housing is going to be killed on 191. There is an underpass walkway but no paved access to the underpass so the Yellowstone Club employees run across 191. Someone is going to get hit.
17		Reply	A stoplight at 191 would improve safety at that intersection and at all the intersections between 4 corners and the mouth of the canyon by creating breaks in the flow of traffic.
18		Reply	A light or slower speed. VERY dangerous intersection
19		Reply	This intersection needs a stoplight, especially with the proximity of the school and the yearly increase in traffic to/from Big Sky.
20		Reply	191 is no longer a country road with minimal traffic. Big Sky development will continue for the next decade
21		Reply	Road with excessive, cars way too far back from intersection.
22		Reply	This road should have guard rails or straightened to reduce chance of accidents, too mang vehicles have gone off the road into ditch.
23		Reply	The canal here has been moved much further off the road. I drive it most days. You have to be speeding and driving like a moron to "slide" into the canal there
24		Reply	Curve has been site of several MVA's over the last several years, fire district has suggested guard rails to no avail. Poor markings and angles make this a problematic road, especially when plows are infrequent
25		Reply	A traffic light is desperately needed. We've been told one is being installed year after year yet never done. Excuses range from no money to surveys needed. Ridiculous! The traffic to and from Big Sky has increased exponentially. Just put one in!
26		Reply	as a farmer- guard rails could make it difficult to move equipment- but reflectors should be installed
27		Reply	guard rails will make it difficult for farmers to move equipment. road should be straightened
28		Reply	guard rails will make it difficult for farmers to move equipment. road should be straightened
29		Reply	One turned the corner, accelerated and lost it to wind up in the ditch on the north side of the road. I was rear-ended at this location while waiting for traffic to clear so I could make a left turn onto Thorpe.

ID	Draw Type	Comment Type	Safety Concern
30		Reply	Need turning lanes added to frontage for this location, i see drivers passing cars waiting to turn on the right side in the shoulder.
31		Reply	New warning signage helps, but not if the driver's ignore it and the speed limits. Need for reflective arrow signage at all 90 degree turns.
32		Reply	Southbound vehicles go straight into our north field. One took out a wire gate, letting our cows out on the road. You could see where he turned around in the field and drove out, and took the wire gate with him!
33		Reply	New warning signage helps, but not if the driver's ignore it and the speed limits. Reflective arrows on all 90 degree turns could help.
34		Reply	New warning signage helps, but not if the driver's ignore it and the speed limits. Reflective arrows on all 90 degree turns could help.
35		Reply	New warning signage helps, but not if the driver's ignore it and the speed limits. Reflective arrows on all 90 degree turns could help.
36		Reply	New warning signage helps, but not if the driver's ignore it and the speed limits. Reflective arrows on all 90 degree turns could help.
37		Reply	Southbound vehicles go straight into our north field. One took out a wire gate, letting our cows out on the road. You could see where he turned around in the field and drove out, and took the wire gate with him!
38		Reply	An area not served by municipal water and sewer. Development in this area needs deep thoughtful planning by multiple entities – State, County, Belgrade-Manhattan Cities – before high density commercial development occurs and further impacts our roads.

A-3: Comments Outside Review

ID	Comment Name/Date	Comment
01	Meghan Hazer Alvarez 12/6/2024	<p>1) Is there additional information to shed some light on injuries/fatalities by road user group (i.e. which of these injuries/fatalities are pedestrians or cyclists versus motorist, or motorcycle versus vehicle)</p> <p>2) Is there more detailed information on contributing factors (for instance, is it left hand turns at intersections - or what is the difference between over correcting, environmental circumstances (which includes weather), road conditions, and drove too fast for conditions in this graphic? https://rpa-hln.com/wp-content/uploads/2024/12/GallatinSS4A_InfoSheets_BaselineData.pdf</p> <p>3) How are vulnerable road users considered versus public opinion in the use of survey data? For instance, "most people" could report that pedestrians/cyclist breaking rules is an issue - but maybe "most people" think bicycles are supposed to be on the sidewalk. In that (pretty reasonable) case - basing recommendations on the survey could result in proposed solutions that might not address the underlying problem (drivers not understanding rules related to pedestrians/cyclists). It seems like greater focus on contributing factors - and ... perhaps asking people who have had close calls or been involved in accidents what their experience is - may be important.</p>
02	Sean Allen 12/14/2024	I am the Advocacy Director for the Gallatin Valley Bicycle Club and I would love to be involved in SS4A in any way that I can. Please feel free to contact me.
03	Richard Wolff 12/15/2024	<p>S. Cottonwood Rd, from Stucky o 19th Ave and further south, is sub standard and needs immediate improvement,. In addition to rebuilding the road bed, widening the lanes, adding shoulders and filling in the ditches, the county should add a bike lane</p> <p>We need a bike lane along S. 19th ave from Patterson to the S. Cottonwood intersection</p>
04	Paul Boylan 12/16/2024	as a driver in Bozeman for 65 years i have some thoughts on what would improve safety. Slower speed limits add to the traffic problem and are not usually the answer. I would like to know how many deaths can be attributed to speed alone without alcohol or drugs being involved.
05	Daryl Monroe-Bilotti 12/18/2024	<p>We have lived off Highway 191 (first home Bear Creek Properties West) for 27 years. Years ago the speed limit from 4 Corners to Cottonwood Road was reduced to 55 mph. However, the speed limit from Cottonwood Rd to the mouth of the Gallatin Canyon remains 70 mph. This entire stretch is Elk and Deer crossing with an occasional Moose. The traffic on this only direct route to Big Sky and West Yellowstone has increased ten fold. Approximately 7 to 8 thousand vehicles per day!</p> <p>The 70mph speed limit needs to be reduced to a maximum of 50 mph. We have solicited the County and MT DOT for decades about this need, falling on deaf ears. We continue to witness crashes, animal slaughters, deaths along this corridor. A reduction in speed would allow a more efficient response time for vehicle safety! It's simple and doesn't require spending money unnecessarily for overpasses, etc.</p> <p>There should also be a signal installed at Gateway near Mill Street. Accidents and deaths could/would be prevented. There is also Gallatin Gateway School on Mill Street off 191.</p> <p>Perhaps less focus on Big Sky at 191 and 64 is in order to focus on those of us in Gallatin Gateway area!</p>
06	Meagan Dailey 12/18/2024	I am writing again to continue my effort to convince MDT to consider revisions to the design of the intersection Kagy Boulevard a Sourdough Road in Bozeman. With the announcement that Senator Tester (despite active effort by Mr. Gianforte to sabotage the funding) was successful to securing funds for Kagy infrastructure improvements (\$24 M), it seems prudent to reconsider prior decisions not to evaluate design improvements. It would be a catastrophic failure of the Department not construct a more functional intersection.
07	Janet Kraft 12/18/2024	Hi. I think Gallatin Gateway needs a traffic signal at Mill Street & 191. That is such a dangerous intersection.
08	Beth Pfaff 12/18/2024	<p>Please secure safe speed limits and bike, walk lanes on the loop from south third - goldenstein to sourdough and back Nash to 3rd. SO many people, walk bike and access the Gallatin front including Leverich canyon on thesis roads. SLOW down (speed limits reduced and signed), create access for non-vehicular traffic, esp. bikes.</p> <p>Work with Bridger ski foundation to limit their access to these rural areas with their mass use! its obnoxious and dangerous when their groups take up these roads as their personal training devices! Especially. Triple tree, 3rd and Leverich access roads</p>
09	Tom Conophy 12/19/2024	My main concern for safer roads in Gallatin County centers on the Four Corners to Big Sky corridor and in particular the intersection of:

ID	Comment Name/Date	Comment
		<p>Mill Road and 191 in Gallatin Gateway</p> <p>This intersection needed a stoplight yesterday. The growth of the Gallatin Gateway area and Big Sky employee housing has created a russian roulette style driving condition to make a right or left onto the 191 highway.</p> <p>No question that the traffic from Four Corners/Big Sky has grown exponentially and is a dicey drive Summer or Winter. This is due to the very heavy construction vehicles driven by ex-Formula 1 drivers that think the multi-ton dump trucks are agile race cars. Of course the vacationers into Yellowstone and beyond add to the dangerous conditions.</p>
10	Rae English 12/27/2024	<p>1) The bridge that was on Dyk Rd in the 1960's must be replaced as the culverts that replaced it are not adequate for spring runoff and not maintained by the county. Residents along the east section of the road are flooded in the spring. Residents have no protection from what the County has neglected.</p> <p>2) Camp Creek Road has an increasing population but the road doesn't allow for pedestrian traffic. Speed needs be monitored.</p>
11	Ruth Angeletti 12/28/2024	<p>The speed limit on 191 increases to 70mph just S of Cottonwood. There are extra relief lanes from the mouth of the Canyon to about Little Bear. This results in untenable speeds, reckless driving, passing without concern. Residents emerging from Ruby Mtn Way or Hawk Hill or others to the S must often wait 10 minutes to make ANY type of turn. Returning home from either direction is perilous with high speed drivers not paying attention. Lower the speed limit. Put up a speed sign. We've visited dozens of towns in MT, and most small towns slow drivers near residential areas. Why not for us????!!</p>
12	Ruth Angeletti 12/28/2024	<p>What about a bus from Gallatin Gateway to Bozeman/Belgrade and to Big Sky. It would be safer for all. This request is for residents, not for workers. The county and DOT seem to have abandoned those of us in the south end of the valley. Thank you</p>
13	Sharon Bohrer 12/31/2024	<p>I live alone and I don't have a running vehicle my granddaughter tries to help me get to my DR appointments on Wednesdays but that is usually the only time I can go anywhere and alot of times I run out of things like bread or Dog Food and I cant get into town to buy those things It would be nice to be able to maybe have someone give me a call if they are headed into Three Forks maybe I ride in there and get a ride back home. I can help you out with a little gas. In case you can my number is wrong in the phone book (406) 506-8600. Thank You in advance I am trying to either find a new home for one of my dogs or get a collar and a tie out to keep her out of the streets the little fogs I could control a lot better to try to keep them in the yard without her running free. Sorry for them running out in front of you. You can yell at them and tell them to get on the porch sometimes that works. Bear Bear and Boo Boo are the 2 little ones.</p>
14	Luke Petrus 1/2/2025	<p>I'm a student at MSU and a full-time cyclist with limited financial resources. Would love to see wider shoulders and lower speed limits become the norm in Gallatin County. Would be a waste of my education to end up a smear on the asphalt. :)</p>
15	Susan Duncan 1/2/2025	<p>North End of Thorpe Road from Frontage Road to Arnesons Meat Processing (last 90 degree corner before a long straight stretch east along the baseline between Township 1 North and Township 1 South. Intersection of Thorpe Road and Frontage Road - several recent accidents in this area, one fatal. Usually from drivers turning right from Thorpe onto Frontage. One turned in front of an approaching motorcyclist and he rear ended the truck and was killed. One turned the corner, accelerated and lost it to wind up in the ditch on the north side of the road. I was rear-ended at this location while waiting for traffic to clear so I could make a left turn onto Thorpe.</p> <p>First 90 degree corner south on Thorpe from Frontage Road (Allsop's Corner) Site of numerous accidents from southbound vehicles sliding into deep barrow pits on the west and south side. Whole cars go in on their side under icy and dry conditions. Blind corner for northbound traffic. It has been this way since the 1940's. New warning signage helps, but not if the driver's ignore it and the speed limits.</p> <p>Second 90 degree corner south on Thorpe from Frontage Road near 921 Thorpe Road Site of numerous accidents from north and south bound vehicles, mostly from people impaired or unfamiliar with the road, especially at night. Northbound vehicles just blow off into the field or hit the barrow pit and roll. Soutbound vehicles go straight into our north field. One took out a wire gate, letting our cows out on the road. You could see where he turned around in the field and drove out, and took the wire gate with him! New warning signage helps, but not if driver's ignore it and the speed limits.</p> <p>1050 Thorpe Road – my property – We have been here since 1986. windbreak along road Site of numerous wildlife collisions, mostly deer, some birds – turkey, pheasant, magpie - in winter and spring. No signage for wildlife crossing. Lost several of our cats to car collisions too.</p>

ID	Comment Name/Date	Comment
		<p>Stretch of north Thorpe Road from Frontage to Arnesons (about 3 miles)</p> <p>Heavy wildlife use by animals coming across from the river to feed on fields mostly in winter and spring. Deep barrow pits, narrow road, no shoulders - paving only made the cars go faster. There is walking and biking traffic, but not in large quantities. Not safe for either.</p> <p>Heavy traffic – school buses, trucks with trailers – construction, horse, and equipment trailers, belly dumpers and dump trucks, commuter traffic, slow moving ag equipment – tractors, manure spreaders, hay haulers, pipe trailers. It's hazardous for me to cross the road to get mail from my mailbox.</p> <p>This is an important north/south route between Amsterdam Road and Frontage Road for all kinds of traffic. Kind of in a class with Alaska Road South. There is talk of an Interchange on the Interstate west of Belgrade and this would be a likely location with major impacts to the farm community here in terms of leaseable land, ditch infrastructure, fisheries in the river, disruption of existing fiber optic and natural gas lines – and in an area not served by municipal water and sewer. Development in this area needs deep thoughtful planning by multiple entities – State, County, Belgrade-Manhattan Cities – before high density commercial development occurs.</p> <p>Youthful Drivers - speeding on motorbikes and ATV's. Skid marks on the road. Latest craze is to accelerate and lock up the brakes to leave deep skid marks. One kid lost his life north of Arnesons when the truck rolled. Most of this is at night. More patrols needed.</p>
16	David Kack 1/3/2025	Although U.S. 191 is not controlled by Gallatin County, it is the only road within the County that allows County residents in West Yellowstone and Big Sky to get elsewhere within the County (such as the County Seat, Bozeman). Therefore, U.S. 191 has to be noted in the Action Plan, as the County could get implementation funding for safety enhancements on U.S. 191 (they would, of course, have to work with MDT on any such enhancements, however).
17	Marilee Brown 1/3/2025	<p>This was difficult to use and blocked comments at specific points.</p> <p>In general, lack of turn lanes on busy highways and lack of shoulders causes many injuries and crashes.</p>
18	Amy Katz 1/3/2025	South 3rd from Kagy heading South does not have a safe bike lane. This is the route for children who might want to bike to Sacajawea Middle school. The bike lane is narrow and often has debris. Cars exceed the 25 mph speed limit.
19	Jeffrey Bennett 1/4/2025	<p>I'd like to see another major north/south Thorofare through Gallatin County between 19th & Jackrabbit to improve traffic flow, perhaps Love Ln to connect from Huffine all the way to another interchange on 190.</p> <p>There are a lot of huge drop offs on the sides of many country paved roads that are horrible for minor slide off, making them serious roll overs.</p> <p>The railroad crossing at Belgrade's Jackrabbit crossing really needs an underpass- should have been done years ago. It will be obsolete before it's finished.</p>
20	Doug Rand 1/5/2025	I live 1 1/2 miles south of Gallatin Gateway on the west side of 191 and have had life threatening incidents while driving in the immediate area the last few years. Traffic moves very fast here and is very crowded with lots of heavy trucking most of the day. The body count of the last two years from the intersection of Gooch Hill Road (just north of Gateway) and the mouth of Gallatin Canyon bears this out. I think 7 (?) people have been killed on this stretch in two years. The speed limit has to be lowered and enforced. The only enforcement that I think would work is speed cameras and automatic billing of fines by mail. That probably impinges on our "freedom" and will not happen. I am not hopeful that this situation will be improved. I look forward to hearing some ideas about this and appreciate the opportunity to comment.
21	Liz Ann Kudrna 1/5/2025	I could not figure out how the interactive map worked. But I have a strong belief that county roads need bike lanes and bike awareness signs. I have nearly been killed riding cottonwood or Gooch and others. Hoping some attention can go to this!
22	Lindsey Charlton 1/22/2025	I am the Administrative Assistant for Hebgen Basin Fire District and I was wondering if you are aware of any LEO programs, groups, nonprofits, organizations that may fund drivers ed for low income students? My sons class is eligible for drivers ed this next semester and some of the students were not at the meeting. One of his classmates was in tears when the teacher said it would cost \$300.00. She said her dad could never afford that for her and her brother and she almost left the meeting. She is one of the kids in our community that is low income and started working summers at age 12. A 14 year old kid that wants to take a course to be a safe driver should have access to this class regardless of their tax bracket. I was hoping you may know of some organization that may offer to help cover the cost or some of the cost. I feel like this course is very important for kids and all of them should take it. I reached out to the instructor to see how many every year do not take it just to see if there is a small group of lower

ID	Comment Name/Date	Comment
		income kids missing this opportunity. I am a single parent but I work 3 jobs right now so my son can do all the sports (paying fees, buying all the needed gear ...ect) and take extra classes like drivers Ed. I know not many families here have that option so despite working 60+ hours a week I do feel lucky. I am reaching out to different organizations across the state to try to find some kind of funding , any feedback would be a appreciated.
23	David Kack 3/13/2025	<p>Good to see you yesterday. Regarding "remote enforcement" or using red light and/or speed cameras, in 2009 the Montana Legislature amended MCA 61-8-206, largely due to the fact that Billings and Bozeman were going to install red light cameras.</p> <p>However, how I read the law/rule (see 61-8-206. Local traffic control devices, MCA) to say that "local authorities" cannot use an automated enforcement system. So, if I read it correctly, the State of Montana, including the Montana Highway Patrol, could use automated enforcement systems.</p> <p>While it would probably be good to have a lawyer review the section to see if they agree that it is applicable to only "local authorities," I don't see anyone jumping on this issue any time soon. However, given the enforcement issues on U.S. 191, perhaps the Highway Patrol may be intersted in using speed cameras in that area.</p>
24	Sean Allen 3/17/2025	I meant to ask you at the meeting last week and forgot, but what is your opinion on the status of federal funding for the project? A lot of programs and projects seem to be getting axed all together on the chopping block. I've had a few people ask me if there will be any funds available to actually implement changes in the infrastructure around Gallatin County.

A-4: Comments During Review

[April 4, 2025 through May 4, 2025]

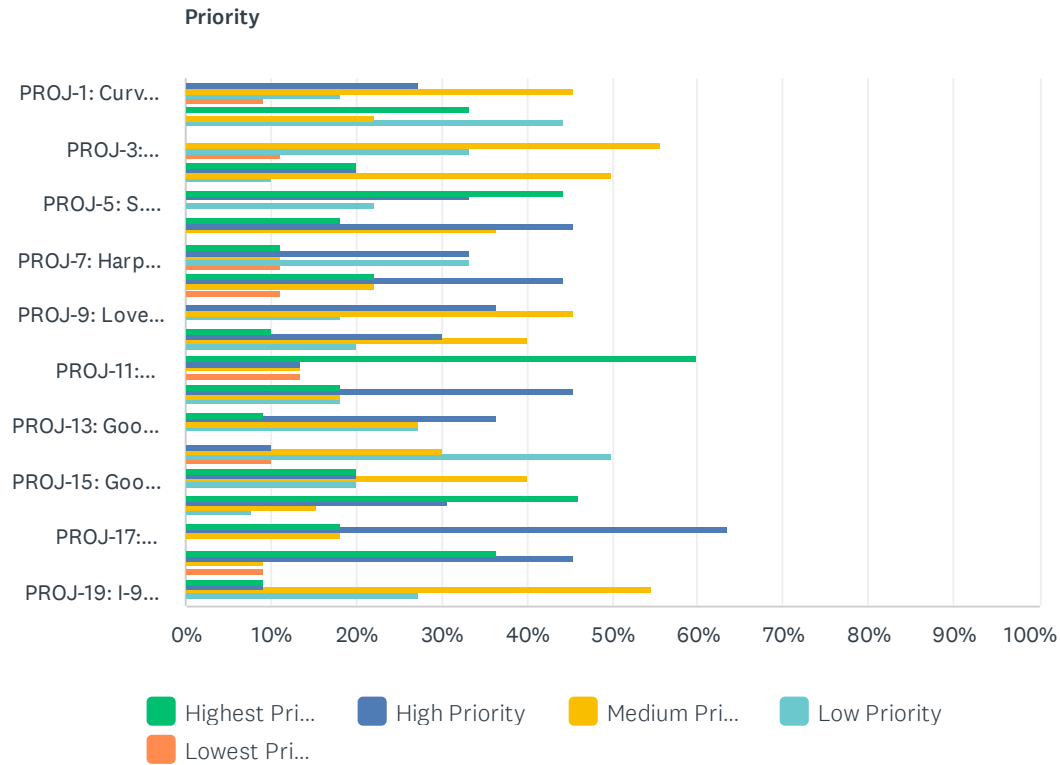
ID	Comment Name/Date	Comment
01	Riley Logan 4/4/2025	<p>I see that your plan includes a statement about what residents of Gallatin County most commonly requested in regard to transportation safety. In this section, I see a request for more facilities for cyclists and pedestrians, but your proposed projects seem to include almost no improvements in this area. I live along a fairly busy county road that suffers from a lack of shoulders, paths, and bike lanes, yet many folks still use the road for recreational purposes. I understand that funds must be used for high-risk areas; however, I would have liked to see a greater focus on county roads that have high recreational usage and the associated risks - an area which seems to be missing in your analysis and an area I see the great risks of every day. I hope this open house illuminates these shortcomings in the proposed plan and a greater focus on accessible paths for recreational users can be implemented.</p> <p>Thank you!</p>
02	Paul Boylan 4/4/2025	<p>Need to raise speed limits on major roads such as valley center, oak,durston, and the frontage road to airport. bicycle traffic should be reduced or eliminated Riders do not observe traffic rules. only have roundabouts or traffic lights at intersections.Dont need both.</p>
03	Kelli Coligan 4/4/2025	<p>As a Gallatin County resident and tax payer for over 20 years we are well aware of the impending safety issues on our streets and public roadways. We have seen the increase of homelessness, pan-handfling along roads. car camping along once our litter-free streets. And yet for some reason this was not even addressed in your project proposal. Unless I missed it...</p> <p>Until Gallatin county addresses the homelessness and car camping problems that have imposed very real safety issues to drivers and pedestrians alike monies should not be allocated to any further projects . As a matter of fact Gallatin County is aiding these situations by actually providing garbage cans at tax payers expense to those who camp along our public roadways. People are getting fed up of seeing once was a beautiful area being destroyed by these issues.</p> <p>Not sure what you were paid as project manager bynour hard earned tax dollars but believe this is simply ideologically driven to ignore the real public safety issues that homelessness, drug abuse, panhandling and car camping impose upon Gallatin County public roadways.</p>
04	Gary Bilotti 4/8/2025	<p>The speed limit on Highway 191 between Gallatin Gateway and the mouth of the Gallatin Canyon needs to be reduced to a maximum of 55 mph. 70 mph is high speed for a two lane road that carries thousands of trucks and vehicles to and from Big Sky each day!</p> <p>It is also a wildlife corridor (Deer, Elk, Moose, etc.).</p>
05	Dan Foley 4/11/2025	<p>I would like to provide feedback on "POL-2: Street Lighting Standards. Pilot the implementation of temporary street lighting at a high-risk intersection, such as Stuck'y' Road/Gooch Hill Road or S. Alaska Road/E. Valley Center Road, and evaluate the safety impacts." I think this will do very little for safety but will definitely serve to increase light pollution and further diminish the view of our night sky. Additionally i feel when traveling on a road (w/ no street lights) then entering a lit intersection and then looking back out of the light into the dark section of the road for cross traffic will make it more difficult to see for drivers. Basically you're just lighting up the intersection and not actually where a driver looking to make sure the road is clear. Street lights are a waste of money and energy and actively diminish the natural environment we are lucky enough to live in. Please remove street lighting as a "safety measure" because it is simply not and especially not in rural areas.</p>
06	Steve White 4/11/2025	<p>Regarding Proj-13, the cover photo [with the rolled auto] of your Safe Streets plan is my property. That summer, there were 1-2 accidents most weeks. We replaced our fences often. The Gooch Hill - Chapman intersection is well marked - including reduced speed and a lot of turn warnings preceding the turn. 99% of the accidents are vehicles east bound, turning north on Gooch. Rarely are there issues with autos south bound, making the turn near Chapman Road. I have never seen an accident where a south bound vehicle, exiting straight on Chapman, collided with any oncoming traffic at the corner. The major reason for vehicle (typically single car) accidents involve impaired drivers. That summer, I was shocked to see how many were non-English speaking drivers, who were not familiar with the road. Too often impaired drivers use Gooch Hill to avoid 191, and try to sneak back to Bozeman away from the major highways (where someone may report them, or the MHP are patrolling). The other factors include distracted drivers (cell phones, etc) and icy roads. We have even had drivers simply ignore the curve warnings (generally at night) and drive STRAIGHT off the highway, jumping the borrow pit, taking out our fence, dodging cows and continue driving around the field looking for a gate to get back on the road. The bottomline is I am not sure what the county will spend \$7K on, since nearly every accident is due to driver ignorance on a highway that has great signage, and is in good shape. The county has done their best to make it a safe road to drive. That said, when I was a county commissioner, I tried to convince the</p>

ID	Comment Name/Date	Comment
		road dept to replace the stop sign on Chapman with a Yield sign. No one stops when entering Gooch (straight), and the visibility is very very good. There is simply too many drivers who are not paying attention, or are clueless on how to drive winter roads IMHO..... Steve White
07	Jen MacFarlane 4/17/2025	<p>3.4.3 states that widening roadways will decrease accessibility and safety for younger and older people, but then goes on to recommend widening lanes. We know, from research, that widening lanes increases motorists speed. It also decreases accessibility for all road users other than automobile drivers. Speed is what injures and kill's people on our roadways.</p> <p>Our community has continually asked for safer facilities for people walking and biking. Writing a safety action plan that is automobile centric and does not clearly recommend slowing traffic (and design standards for slowing traffic), will not result in the accessibility and active transportation outcomes that the community has asked for in previous planning documents. Its the same old thing" that will get us the same results.</p>
08	Neil Cardwell 4/17/2025	The Bozeman to Belgrade frontage road improvements. Coordinating with the trail plans for both communities would rank high on my list, along with Cameron Bridge.
09	Jill Logan 4/20/2025	<p>Hi,</p> <p>Thank you for working to make Bozeman's streets safer.</p> <p>I love Sourdough Road, along with many, many other users. If it only had a bike/walking path, it would be so much more fun (and so much safer).</p> <p>Thank you for your time.</p>
10	Abigail Breuer 4/23/2025	<p>I was in touch with you at the end of last year. I believe I provided you with the information below on areas in Gallatin County with the highest risk of wildlife-vehicle collisions at that time, but cannot find the email to confirm that I did so.</p> <p>If it would be helpful to have a spatial layer with our wildlife-vehicle collision risk index for all road segments in Gallatin County at this point, please know it is available. I am part of a team, together with MSU-Western Transportation Institute, working on a Gallatin County Wildlife and Transportation Assessment (nearly published—awaiting final agency review). The road segments below have high risk of wildlife-vehicle collisions based on examination of data sources that relate both to direct human and wildlife safety (crashes, carcass records, salvage permits, and wildlife conflict reports) and ecological connectivity (wildlife movement, wildlife observation, and habitat suitability and connectivity).</p> <p>Frontage Road (County Route 205):</p> <p>(1) RM 12.8 - 15.0 (where it crosses the Gallatin River, Baker Creek, and Camp Creek</p> <p>(2) RM 24.2 - 24.8 (near intersections with Coulee Dr., Arete Dr., and Sacajawea Peak Dr.)</p> <p>(3) RM 25.8 - 26.9 (between intersections with E Valley Center Rd. and Springhill Rd.)</p> <p>E Valley Center Road (Country Route 235):</p> <p>(1) RM 4.8 - 6.0 (between intersections with E Valley Center Spur and Catamount St.)</p> <p>Thanks. I appreciate your work on behalf of Gallatin County.</p>
11	Marilee Brown 5/4/2025	I have been thinking about this for a couple of months. We need to change the laws on what can be sold in gas stations. Stop making it so easy to load up with small containers that can be easily drunk from on the road.

A-5: Project Prioritization Survey

Q1 Please indicate how you would prioritize each of the proposed project recommendations. See map for project locations. Note: you do not have to provide a response for all projects.

Answered: 17 Skipped: 1



Gallatin County SS4A Project Prioritization

Priority						
	HIGHEST PRIORITY	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	LOWEST PRIORITY	TOTAL
PROJ-1: Curve Signing Enhancements	0.00% 0	27.27% 3	45.45% 5	18.18% 2	9.09% 1	11
PROJ-2: Amsterdam Road/Royal Road	33.33% 3	0.00% 0	22.22% 2	44.44% 4	0.00% 0	9
PROJ-3: Cameron Bridge Road (Highline Road to Kimm Road)	0.00% 0	0.00% 0	55.56% 5	33.33% 3	11.11% 1	9
PROJ-4: Jackrabbit Lane/E. Valley Center Road	20.00% 2	20.00% 2	50.00% 5	10.00% 1	0.00% 0	10
PROJ-5: S. Alaska Road (Frank Road to E. Valley Center Road)	44.44% 4	33.33% 3	0.00% 0	22.22% 2	0.00% 0	9
PROJ-6: Love Lane/E. Valley Center Road	18.18% 2	45.45% 5	36.36% 4	0.00% 0	0.00% 0	11
PROJ-7: Harper Puckett Road (E. Valley Center Road to Baxter Lane)	11.11% 1	33.33% 3	11.11% 1	33.33% 3	11.11% 1	9
PROJ-8: Baxter Lane (Harper Puckett Road to Jackrabbit Lane)	22.22% 2	44.44% 4	22.22% 2	0.00% 0	11.11% 1	9
PROJ-9: Love Lane/Durston Rd	0.00% 0	36.36% 4	45.45% 5	18.18% 2	0.00% 0	11
PROJ-10: Gooch Hill Road (Huffine Lane to Durston Road)	10.00% 1	30.00% 3	40.00% 4	20.00% 2	0.00% 0	10
PROJ-11: Huffine Lane Shared Use Path	60.00% 9	13.33% 2	13.33% 2	0.00% 0	13.33% 2	15
PROJ-12: Stucky Road/Gooch Hill Road	18.18% 2	45.45% 5	18.18% 2	18.18% 2	0.00% 0	11
PROJ-13: Gooch Hill Road/Chapman Road	9.09% 1	36.36% 4	27.27% 3	27.27% 3	0.00% 0	11
PROJ-14: Axtell Anceny Road (River Road to River Camp Road)	0.00% 0	10.00% 1	30.00% 3	50.00% 5	10.00% 1	10
PROJ-15: Gooch Hill Road/US 191	20.00% 2	20.00% 2	40.00% 4	20.00% 2	0.00% 0	10
PROJ-16: US 191 Improvements	46.15% 6	30.77% 4	15.38% 2	7.69% 1	0.00% 0	13
PROJ-17: Bridger Canyon Improvements	18.18% 2	63.64% 7	18.18% 2	0.00% 0	0.00% 0	11
PROJ-18: Belgrade to Bozeman Frontage Road Improvements	36.36% 4	45.45% 5	9.09% 1	0.00% 0	9.09% 1	11
PROJ-19: I-90 Corridor Study	9.09% 1	9.09% 1	54.55% 6	27.27% 3	0.00% 0	11

Q2 Are there any specific project locations that we missed? Please indicate in the comment box below.

Answered: 6 Skipped: 12

#	RESPONSES	DATE
1	Sourdough/Kagy intersection - Is this DOT/City/county responsibility? it is rare when people stop for pedestrians- and there is a crosswalk! Sourdough Road, no shoulders I have been a target while running from my home to the GVLt trail systems - This is attempted vehicular homicide and if needed I will start packing while on my runs to protect myself. I am not joking. Unfortunately, this has happened far too many times, my partner has been driven at and feared for his life as well. We have called the sheriff department and if they go back to recorded conversations you will hear the fear- No one came out or called to have a conversation with us regarding our concerns.	5/2/2025 9:50 AM
2	Emphasize previous comments - road lines are non existent in some areas on 191 - speed limits must be lowered with the amount of daily traffic on 191 - too many animals are being killed on 191 - way too many accidents - mostly truck turnovers south of Big Sky on 191 - lowering speed would help as would rerouting semis -not allowing them on 191 and stricter speed limits and enforcement of limits would help	5/2/2025 12:08 AM
3	191 wildlife crossings, lane additions, off-ramps and on-ramps at Gooch and Cottonwood instead of level crossings	4/21/2025 12:56 PM
4	Amsterdam Road from Jackrabbit to Royal	4/16/2025 7:58 PM
5	This whole project appears to be a misnomer in name. The majority of these projects appear to support high-speed high-throughput car traffic to the expense of any other form of transportation. In addition, many of the changes will make the roads more dangerous by accommodating higher speed, less conscientious driving (i.e. allowing for increased driver inattentiveness through wider lanes, larger radius turns etc).	4/4/2025 4:11 PM
6	Sourdough Road is still in desperate need of a shared use path and wider shoulders (it basically has no shoulder). I am very disappointed to see that the first summarized point in your "what we heard" section was "more accessible facilities for cyclists and pedestrians are needed," yet I see only one project that even mentions a shared use path. There are so many roads and intersections north, south, and southeast of town that would greatly benefit from "more accessible facilities for cyclists and pedestrians," ranging from paths to bike lanes, that seem to be far from being heard. I hope the planning committee can adjust the suggested projects to include more regions than those west of Bozeman and include "more accessible facilities for cyclists and pedestrians."	4/4/2025 11:42 AM