

# GALLATIN COUNTY INTERSECTION IMPROVEMENTS

## APPENDIX G: Public Comments



ALASKA RD S / CAMERON BRIDGE RD

**G-1:** Outside Review

**G-2:** During Review (*July 10 – August 13, 2025*)



ALASKA RD S / E VALLEY CENTER RD



LOVE LN / DURSTON RD

# GALLATIN COUNTY INTERSECTION IMPROVEMENTS

## APPENDIX G-1: Public Comments Outside Review



ALASKA RD S / CAMERON BRIDGE RD



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LOVE LN / DURSTON RD



**Gallatin County Intersection Improvements Project**  
Comments Outside Review

ID	Name/Date	Comment
01	<b>LeRoy Gaub</b> December 4, 2023	Another intersection that is a safety hazard. Nelson road and Fox Lane. Fox lane needs a stop sign and Nelson also needs trees removed for visibility. Although this involves 2 roads it is essentially a 3 way intersection with no traffic control from and onto Fox lane, and no visibility for those on Nelson road whether they are turning left onto Fox or continuing on Nelson. No speed limits are posted for the dangerous intersection.
02	<b>Connor A</b> December 4, 2023	Hello,  Could we please attempt to find a better solution that throwing another round-about at the problem? No one seems to understand how to use them. I would prefer a traffic light that is programmed to function as a 4 way traffic light during the peak traffic hours of the day and as a 4-way stop or a 2-way stop 2-way yield during the off hours. For the Valley Center/Alaska 3-way intersection, maybe westbound traffic could have a solid straight green with a dedicated turn lane and light that would cause the eastbound traffic to stop?  Thank you.
03	<b>Corey Waterton</b> December 6, 2023	Hi Scott, I would like to recommend changing the intersections under consideration to roundabouts. I believe it should include Love Lane and Valley Center as well.  Allowing traffic to flow regularly without stopping onto valley center, cameron bridge, and love lane would decrease transit time for everyone commuting along those roads, and would decrease congestion in peak times.  Thanks, and I hope you have a great week!
04	<b>Karen Bashkiru</b> December 7, 2023  <i>Transcribed from a phone voicemail</i>	Hello, Scott. My name is Karen, and I was just reading in my news feed about the public comment meetings that are going to happen on intersections making upgrades and improvements for safety, for instance, at the intersection of love and Durst and I have one other concern that I just want to express to you, the intersection of Durston and Jackrabbit, where Durston, of course, does not go all the way through from love to Jack Rabbit. I wish it would. I think that would be very important for managing traffic as the cities grow. But people coming in and out of the quail run subdivision, which is rather large, and there are quite a lot of traffic coming in and out of there. It's very risky to make a left turn coming out of quail run on the Durst and extension and turning onto onto Jackrabbit. It's even kind of risky to make a right hand turn at certain times of the day. So I would ask that that intersection, first of all, I would ask that Durst and be extended as soon as possible, and then, if, in addition, and if not an extension, that there should be a traffic light at the intersection of the Durst and extension that comes out of coil run onto Jackrabbit. So anyway, I can't do your meetings, but I wanted to give you that input, input, and there's no need to call me back, although you can.
05	<b>Scott Macek</b> December 7, 2023	With regards to improving the County's 3 hot spot intersections, I suggest "Traffic Circles" at South Alaska/Valley Center, Valley Center/Love Lane and Love Lane/Durston Road. The current traffic circle at Love Lane/Baxter Road is extremely successful at handling traffic at peak and non-peak times in all weather conditions. As a resident living off Valley Center and Jackrabbit, I frequent the above 4 intersections daily, at varying times between 0500-0100.  Traffic circles are a positive win for both natural traffic flow and our environment. Traffic is allowed to flow continuously, unlike a Stoplight, from all directions, with maybe a momentary delay, 24 hours a day. This avoids mega buildups like those seen at South Alaska/Valley Center intersection. As you are aware, these buildups aggravate drivers thus making high risk decisions with their vehicles. The increased visibility of a traffic circle equals increased safety versus the stop signed intersection of Love Lane/Durston Road. Continuous flow solutions help our environment with vehicles unnecessarily sitting idle waiting for a stop light to change colors or stop and go in a line of traffic at a stop sign. Sitting idle for approximately 45 seconds at a stoplight, with no cross traffic, pollutes the air with CO2 from an ICE vehicle or wastes electricity from an EV.  Again, referencing the above intersections, please seriously consider Traffic Circles as the primary solution as they have been largely successful in our county.  Thank you for your time,

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06	<b>EJ Porth</b> December 7, 2023	<p>Thank you very much for accepting public comment related to the intersection improvements in the Triangle Area. I'm sure the Triangle Trail Plan is already at the front of your mind as you consider bike and pedestrian components of these intersections. While they may seem 'rural' at the moment, GVL, Gallatin County, Bozeman and Belgrade created the Triangle Trail Plan with the understanding that the area will be urban development within the next ten years. All community plans are expecting and frankly hoping that development remains concentrated in this area to create a denser, more walkable and livable community as we grow. We believe that making the necessary investments in pedestrian and bicycle infrastructure now will be the most cost effective for the taxpayer in the long run, and the safest option for the community.</p> <p>Safe crossings at intersections are incredibly important for a trail system to thrive. We heard from many people during our public comment in the Triangle Trail Plan that safety is a major concern. Each of the intersections below envisions commuter pathways on both sides of both roads. While we trust the experts at RPA and Gallatin County to propose specific ideas for safe crossings, it is paramount that these intersections are places where people can easily and safely navigate through the system. In as close as 10 years, this entire area is likely to be residential development and people of all ages will be traveling through this intersections by foot or bicycle to get to school, work and parks. When possible, at the busiest intersections, underpasses should be considered for safety.</p> <p>Love Lane and Durston-In the Triangle Trail Plan, this intersection is a four way crossing of commuter pathways along Durston and along Love.</p> <p>Alaska and Valley Center-This area is seeing quite a bit of development activity and has the existing Valley Center pathway along the south side of the intersection. There is also a pathway planned on the north side of Valley Center Road per the Triangle Trail Plan. A commuter pathway is planned to head north on both sides of Alaska Rd. as well.</p> <p>Cameron Bridge and Alaska- Similarly, the Triangle Trail Plan envisions a commuter pathway on both sides of Cameron Bridge and Alaska at this intersection.</p> <p>Please see Chapter 3 of the Triangle Trail Plan for Standards and Guidelines related to Crossings and Roadway Interfaces.</p> <p>Unfortunately, when we miss opportunities to include bike and pedestrian accommodations at the onset, we'll be stuck adding costly updates down the road, and potentially risking lives in the interim. While it may seem that improvements 'lead to nowhere' or 'aren't needed at the moment', developments in this area are being required to build portions of the trail and pathway system and over time, piece by piece, the system will connect and these crossings will be more and more important. We urge you to be visionary and plan ahead for the future residents of the Triangle Area.</p> <p>Matt Parsons, GVL Trails Director, and I would be happy to speak with you further. Thank you very much for considering GVL's comments! We appreciate all of your hard work planning to make this an amazing community for generations to come.</p>
07	<b>NaTosha Ward</b> December 9, 2023	<p>Hello,</p> <p>My name is NaTosha. I am writing you today because in April 2023 my husband was in a car accident at the intersection of Durston and Love Lane. At the time, Durston road had stop signs and Love was a through street. He was driving North on Love Lane and another car was coming down the hill on Durston. As everyone knows, there's a flashing light at the top the of Durston that shows a stop sign is coming up. "Stop Ahead" is painted on the road, though it's badly faded. Finally the stop sign at the bottom. The other car, never stopped. My husband was on his lunch break and called me via Bluetooth through the vehicle. Hearing the crash and his screams, and not knowing how severe it was, was the worst feeling. Both vehicles were totalled and my husband went to the emergency room via ambulance. He will suffer from his injuries for the rest of his life.</p>

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		<p>We drive that intersection at least once per week to get to our storage unit, because Baxter is still closed. The four way stopped has helped, but I've still seen multiple accidents there. Because of the hill coming down Durston, a stop light and stop sign can only do so much. People don't pay attention. Either the "Stop Ahead" needs to be repainted and the four way stop stays, or a round about should be installed. At least with the four way stop, if someone blows through it coming down Durston, everyone else has time to see it and remain stopped. My husband had the right of way and was going 35 mph, he didn't have time to stop by the time he finally saw them.</p> <p>Thank you for trying to do something to fix this dangerous intersection.</p>
08	<b>David Youngquist</b> December 10, 2023	<p>I am writing to comment on the proposed project to improve 3 intersection in Gallatin County.</p> <ul style="list-style-type: none"> <li>- Alaska Road South / Cameron Bridge Road</li> <li>- Alaska Road South / East Valley Center Road</li> <li>- Love Lane / Durston Road</li> </ul> <p>I believe there is an intersection in the middle of these 3 that more importantly needs improvements than those 3.</p> <ul style="list-style-type: none"> <li>- Love Lane / East Valley Center Road</li> </ul> <p>I live in Vally Grove Subdivision. I drive on Love Lane and East Valley Center Road almost every day of the week, sometimes multiple times a day. I have first hand knowledge of the traffic flow through all of these intersections. Monday - Friday, 7AM-6PM, it is common to see 10-15 vehicles backed up on Love Lane waiting to turn onto East Valley Center Road, sometimes even more. I am not inflating these numbers either. I see more traffic more often backed up at this intersection than any of the other 3.</p> <p>The recent addition of an All-Way stop at Love Lane / Durston Road is working well. I rarely see long lines of traffic backed up at this intersection. No further improvements are needed here.</p> <p>In summary, from my experience the Love Lane / East Valley Center Road intersection has the most congestion and should be a higher priority for improvements than the other 3 intersections listed in this project.</p>
09	<b>Alice Hanks Allen</b> December 10, 2023	<p>I live on Baxter Lane. As you know, it was closed for many months, thus increasing the traffic on Durston tremendously. Even with Baxter Lane closed, the 4-way stop at Durston/Love Lane worked very, very well with not much delay in traffic.</p> <p>Now that Baxter is open and the traffic is regularly flowing through to Love Lane, I STRONGLY believe it is a total waste of County time and money to construct a roundabout at Durston and Love Lane. The 4-way stop is working perfectly, with no more than 2 or three cars waiting their turns!</p> <p>Please do not waste the County's money constructing a roundabout at Durston and Love Lane. IT IS NO LONGER NEEDED!!!</p>
10	<b>Julie Ligtenberg</b> December 11, 2023	<p>Having to use the Cameron Bridge/Alaska Rd S, and also Alaska Rd S and E Valley Center Rds on an almost daily basis, I'm glad to see these problem areas recognized. I think 50 mph on Alaska S is too high, due to the large amount of gravel trucks turning on and off the roads. The gravel trucks are a large problem as there are so many of them. I believe a 4 way stop at both intersections would slow the traffic, allowing for easier access instead of traffic stacking up for long periods of time at the intersections.</p>
11	<b>Pat Wilson</b> December 11, 2023	<p>I live near the intersection of Love and Durston. Since the four way stop was installed, I have seen a significant and welcomed improvement in traffic flow and safety.</p> <p>Thank you for that improvement.</p> <p>During the winter the hill section on Durston can be quite slippery so I cannot see that a roundabout would be realistic. Since the four way stop has worked so well and would be the least costly, it seems the best solution.</p> <p>The improvement funds can be spent on a much needed roundabout for airport traffic at Valley Center and Alaska.</p> <p>Thank you for any improvement in these areas.</p>

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12	<b>Unknown</b> December 13, 2023  <i>Transcribed from a phone voicemail</i>	<p>Hi, Mr. Randall, my husband and I live here in the Gallatin County for close to 40 years now, and we know that you're the project manager for county roads, I believe, and you've been, I think, asking some feedback on some of the intersections and things in the area here of the Gallatin Valley. We just wanted to mention my husband was a truck driver for 46 years, and I've been driving since I was 18, and I'm in my 60s. And we think these roundabouts are crazy. They we call them stupid circles. They're very unsafe. People race into them try to run you off the road. Do the craziest thing. They're texting while they're going through them. It's bad enough that people run red lights. But it's also scary to think about more of these roundabouts anywhere in our valley. So just wanted to make mention I'm not able to make the meeting. I believe that is this week or tomorrow, maybe Thursday. I think can't get to that. But just wanted to mention to you that some of us really think these roundabouts are terribly crazy and they're scary makes me try to go a different way. I try to find a different route when I'm going somewhere. So thank you for your time, and just pray that you'll take that into consideration and appreciate you listening to this message. Thank you, sir. Bye. Bye.</p>
13	<b>Barb Marx</b> December 18, 2023	<p>Hi, Scott – Here are our written comments relative to the intersection improvements near us that are being proposed. These pretty much mirror the verbal comments we gave at our meeting last July.</p> <p>I am also attaching correspondence regarding recent developments along Alaska Road where we took the opportunity to comment, pointing out the safety concerns on Alaska Road and asking for improvements.</p> <p>Thank you for the opportunity to comment.</p> <p>Please feel free to contact us if you have questions or something needs clarification.</p> <p><b><u>Alaska Road/East Valley Center Road</u></b>  This intersection is of primary importance to us as we travel through it several times per day. We do not feel a roundabout is any kind of a solution in this area. Comments regarding the success of roundabouts are flawed in that they don't take into consideration the specific type of traffic using Alaska Road. There is too much large truck traffic (all sizes of gravel and delivery trucks, as well as agricultural equipment, trucks and trailers) to safely negotiate the roundabouts. Small commuter traffic tries to "beat" the slow pace of the large trucks into the roundabouts and continue to unsafely pass and cut off the slower trucks in the double lanes of the roundabouts. We are also concerned about the impacts to the adjacent agricultural land that will need to be used to construct a roundabout. (We are landowners on the west side of this intersection). In this intersection the Spain and Ferris ditch flows underneath Valley Center/Alaska at an angle. Disruption of this valuable irrigation feature is not desirable.</p> <p>We prefer a traffic signal to improve safety and mitigate other concerns. Adding turn lanes will not improve traffic flow or safety without some type of traffic control signal light. We agree that all-way stop signs will not improve this intersection; interrupting traffic flow on Valley Center will only serve to frustrate the flow of traffic and the intent of traffic control.</p> <p>While a short-term need is traffic control at this intersection, a longer-term consideration needs to be given to widening Alaska Road to accommodate the influx of traffic and to mitigate the steep road ditches on each side. IF widening is considered, it should expand to the east to avoid powerlines, and agricultural building and improvement conflicts on the west.</p> <p><b><u>Alaska Road/Cameron Bridge Road</u></b>  Another intersection we frequently use for any travel to the north, we do not favor a roundabout here, either. Same combination of traffic uses this intersection, but with a heavier concentration of gravel trucks since there are three gravel pits operating off this intersection onto Alaska Road. This intersection also experiences, in addition to the gravel truck traffic, delivery trucks, agricultural equipment and trucks and trailers. The diversity in traffic makes it slower and more congested for the small commuter cars racing to get to their destination. Improper and unsafe passing in the roundabouts create added safety hazards, not mitigating them. We are also concerned about impacts to fencing. . . . since 2015 with increased traffic on Alaska, we continually experience property damage to fences due to traffic running off the road. We are also concerned about the impacts to the agricultural land (we own the land to the west), and don't wish to see an unnecessarily large amount of ground taken out for traffic control.</p> <p>We prefer a traffic signal or all-way stop signs to control the traffic at this intersection.</p> <p><b><u>Love Lane/Durston Road</u></b>  We don't feel a roundabout will be functional at this intersection, either. The steep slope of Durston to the east leading into a roundabout at that intersection is a recipe for disaster. Unnecessary amount of agricultural land given up for the roundabout on the southeast and northeast corners is a concern. The all-way stop put in for temporary measures, seems to be working GREAT. . . . let's keep it!!</p>

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ID	Name/Date	Comment
		<p>July 10, 2020</p> <p>Gallatin County Commission 311 West Main Street Bozeman, MT 59718</p> <p>Re: Black Diamond Minor Subdivision, Tract # of COS No. 1462; SW ¼ S19T15R5E PMM Gallatin County, Montana</p> <p>Dear Commissioners:</p> <p>We have reviewed the preliminary plat drawings for the Black Diamond Minor Subdivision mailed to us as adjoining landowners. We have provided comments to the Belgrade City-County Planning Board prior to their June 29 hearing (copy provided to you in Planning Board staff report).</p> <p>We noted a couple of inaccuracies on the plat map. We are not the owners of record on the property to the south of the proposed subdivision. Additionally, the note regarding a 50' wide public road easement on the "West Side of South Alaska Road" should be corrected to read "East Side of South Alaska Road".</p> <p>While we do not oppose the commercial subdivision in nature, we have some concerns about it.</p> <p>The traffic on South Alaska Road, particularly in the mile immediately north of its intersection with Valley Center Road, is already heavy for a road with no shoulders and no double striping within that mile to prevent cars passing. Traffic from three gravel pits close by, coupled with airport traffic and "commuter" traffic, make South Alaska road, particularly in this mile, an unsafe public road. Four commercial lots adding to this congestion from Black Diamond Minor Subdivision will further compromise the safety of the road. We have repeatedly (in 2015 and again in 2017) asked the County Commissioners via letter to address the unsafe conditions on South Alaska Road by reducing the speed limit and double striping the road, particularly in front of our farm building to provide some safety. We have suggested that it's time to bite the bullet, buy the right-of-way, and widen the road to improve the safety. We again ask the commission to consider additional safety measures on this heavily traveled road.</p> <p>We also note that our farming operation involves cattle, noise, slow moving equipment, and smells associated with a livestock and farming operation. Any development close by, particularly to the east with the prevailing west winds, should be made aware of these operations so that no disharmony occurs.</p> <p>A branch of the Mammoth Ditch traverses the property in the northwestern corner. It should be noted that any disturbance to this waterway needs to be vetted with the ditch company.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,</p> <p>Robert D. and Barbara L. Marx 776 East Valley Center Bozeman, Montana 59718</p>
		<p>July 18, 2022</p> <p>Gallatin County Commission 311 West Main Street Bozeman, MT 59718</p> <p>RE: Yellowstone Airport Storage proposal for additional storage units within Black Diamond Subdivision</p> <p>Dear Commissioners:</p> <p>We are taking this opportunity to submit comments relative to the proposal to develop 3 additional lots within the Black Diamond Minor Subdivision No. 528, located on the east side of South Alaska Road, between East Cameron Bridge Road and E. Valley Center Road. These additional lots would house up to 975 storage units within 26 buildings.</p> <p>Our comments are parallel those we submitted in July of 2020, when the first notification of this commercial development came to adjacent landowners.</p> <p>While we do not oppose the commercial subdivision of this property into storage units, we have a major concern regarding traffic. The current storage facilities on the far eastside of that development have generated additional traffic onto South Alaska Road, since its inception in 2020. With these additional three lots being developed into storage units, we are concerned about the huge traffic increase onto an already unsafe road. We have the same concerns as in 2020: The traffic on South Alaska Road, particularly in the mile immediately north of its intersection with East Valley Center Road, is already heavy for a road with no shoulders. Traffic from three gravel pits nearby, coupled with airport traffic and "commuter" traffic, make south Alaska road, particularly in this mile, an unsafe public road. We have asked repeatedly (in 2015, in 2017, and again in 2020) via letter to the Gallatin County Commission to address the safety issues on this road. The double striping done in 2021 is an improvement, but needs to be enforced; cars still pass. We suggest that it's time to seriously consider a widening of this road. We ask the commission to consider additional safety measures on this heavily traveled road. A decrease in speed limit should also be considered.</p> <p>A branch of the Mammoth Ditch traverses the property being developed in the northwestern corner. The preliminary site plan shows a 100 foot noninterference setback to be maintained for this ditch and we request that be observed in final plans.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,</p> <p>Robert D. and Barbara L. Marx 776 East Valley Center Bozeman, MT 59718</p>
		<p>July 24, 2022</p> <p>Gallatin County Commissioners 311 West Main Street Bozeman, MT 59715</p> <p>Re: Public Safety, Alaska Road</p> <p>Dear Commissioners:</p> <p>As property owners along Alaska Road, we noticed that fresh paint markings noting traffic requirements occurred on that road late last week. The recently redone paint on Alaska Road DID NOT MAINTAIN the double striping of that road, barring vehicles from passing. Why???</p> <p>The safety on Alaska Road has long been an issue. Back in 2015, 2017, again in 2020, in writing, we brought to your attention that additional improvements were needed on that road. Because of increased traffic with the opening of the I90 Airport Exit, along with approved development along that road, there continues to be huge increases in traffic on an already unsafe road. Three operating gravel pits in the near proximity utilize that road. In the summer of 2021, a concrete plant was erected along that road, so now we have additional concrete mixers with a score of gravel trucks.</p> <p>Just last week, we submitted comments to you regarding the approval of the Airport Storage expansion, an addition of 970+ storage units., creating another blast of traffic for Alaska Road. We noted the need for additional safety improvements as part of our comments.</p> <p>We ask you, once again, to <b>restore the double striping</b> on Alaska Road, to prevent vehicles from passing. This is of huge importance in front of our farm buildings, between the "farm machinery" warning signs to keep vehicles from passing when they do not have full site distance of machinery and/or vehicles ahead of them.</p> <p>We ask that you continue to protect the agricultural interests remaining in this valley. Safety concerns are some of our highest priorities!</p> <p>Sincerely,</p> <p>Robert and Barbara Marx 776 East Valley Center Road Bozeman, MT 59718</p>
14	Rebecca L Coursey January 1, 2024	How can I make comments? I live in Valley Grove Subdivision and would like to share thoughts since I drive all of these intersections regularly.

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		<p>Also it would be good to consider the Love Lane and E Valley Center intersection. The traffic backup there at times in the day is enormous, with people then trying unique and dangerous ways of circumventing stopped vehicles trying to turn, from either road.</p> <p>Overall I support traffic circles along E Valley Center because it helps slow the traffic and sustain more of a residential feel and flow instead of another high speed easy road to get across town, which E Valley Center has become in the last 3 to 5 years. Keeping traffic flow works much better than stop and go accumulation of sitting cars.</p> <p>Some years ago I spent time in both Ireland and Scotland, renting a car in both places. There are traffic circles everywhere, however it works! The flow continues, we drive more slowly and consciously too because one has to watch and evaluate each other, and keeps our roads more village human being safe. The new traffic circles on Cottonwood/Baxter and Cottonwood Blackwood, the MSU one, and the Davis/Oak all work very well. Thank you for conscious planning and conversation.</p>
15	David Youngquist January 8, 2024	<p>You have left off of the project an intersection that needs improvements MORE than the other 3 on the project: Love Lane / East Valley Center Road. I live close to that intersection and drive through it almost every day. Traffic backs up 10-15 vehicles deep on Love Lane waiting to turn onto East Vally Center Road often. When I am stopped on East Valley Center waiting to make a left turn onto Love it is common for traffic to drive on the shoulder of East Valley Center to pass me on my right side. I think this intersection is a bottleneck and an accident waiting to happen.</p>
16	Philip Schladweiler February 5, 2024	<p>When the Black Bull Run Golf Course Development initially underwent County review in 2005 there was a problem with the Durston Road/Love Lane intersection. Specifically, the extension of Durston Road (to the west of Love Lane) did not line up with the existing right-of-way (east of Love Lane). To remedy this, and other concerns that both we and the Developers had, we met several times with the Developers and, with the assistance of a lawyer, entered into an Agreement to grant them an easement to allow the extension of Durston Road to line up to the existing right-of-way so as to meet County Standards for intersections. The Agreement states that "The specific amount of property to be granted shall be the minimum amount necessary to permit the extension of Durston Road to line up to the present, existing right-of-way so as to meet County standards for intersections." We also agreed to advise the county of this agreement and to withdraw our objections to the proposed subdivision.</p> <p>In the process of aligning the Durston/Love intersection the County took an unknown amount of our land, including an approximately 8 to 10 foot wide by 90 to 95 foot long slice out of our garden, plus 4 mature apple trees.</p> <p>For their part, the Developers agreed to: provide landscaping where requested; build a sound mitigating fence as outlined; install/replace, as necessary, livestock fencing where we share a common boundary with the Developer; provide written right-of-way easements off the south side of Durston Road (as extended) for ingress/egress and utilities (constructed to County-required standards with culverts and gates installed at each access point).</p> <p>Some years later, the Developers replaced the fence on the south side of Durston Road extended, because the untreated wooden fence posts that were initially used were starting to fail. What I did not notice until much later was that the fence had not been replaced along our common boundary with the Developers, as our 2005 Agreement stipulates. It instead was moved 4 feet onto our property. Effectively, what happened was that the County (knowingly or not) confiscated some of our property and incorporated it into the right-of-way along the south side of Durston Road extended. This was done without any notice, written agreement of any kind, or compensation.</p> <p>Fast forward to this year when the County notified us that they intended to again modify this intersection (and two others). A neighbor told us that the County plan was to build a roundabout at these three intersections, to the tune of six million dollars apiece. I called both the County Commission Office and County Road and Bridge Office on 12 June. My message to each of them was that we strongly opposed a roundabout at the Durston/Love intersection. Further discussions with the Road and Bridge Office confirmed the six-million-dollar figure, and pointed out that the County Transportation Plan recommended a roundabout at Durston/Love. I got the distinct impression that this was the only option that they were going to seriously consider.</p> <p>If the County builds a roundabout at the Durston/Love intersection they will take out a significant portion of the sound mitigation fence installed on our property per the terms of our 2005 Agreement, plus another substantial chunk of our garden. I also have concerns about the current infrastructure for gas, electrical, telephone, fiberoptics, and irrigation systems that will all have to be dealt with. A big one in my mind is the irrigation ditch that runs diagonally under this intersection.</p>



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ID	Name/Date	Comment
		<p>Although we no longer (since 2016) own much of the land south of Durston Road extended, we do not want to agree to anything more regarding the Durston/Love intersection until the terms of our existing (2005) Agreement are adhered to. Most importantly, the fence along the south side of Durston Road extended must be returned to the common boundary between our property and Black Bull which the Agreement specifically requires. Someone also needs to verify whether the right-of-way easements off the south side of Durston Road extended have been constructed and meet County-required standards as outlined above. For the present time we are only talking about the two western-most of these, and not the one closest to the intersection.</p> <p>We reiterated our strong opposition to a roundabout at this intersection at a 27 July 2024 meeting with representatives of the County Road and Bridge Office and Robert Peccia and Associates which you attended. We have not changed our opinion in the interim.</p> <p>The all-way stop presently in effect at Durston/Love seems to be working just fine. Traffic flow is much improved, with few, if any, backups. We therefore are strongly in favor of maintaining the all-way stop going forward. This will require little if any additional work by the County, with the added benefit of saving the taxpayers millions of dollars!</p>
17	<b>Beth Greger</b> February 22, 2024	<p>Why hasn't there been any progress in getting a traffic signal put up on 191 and Mill Street in Gallatin Gateway? I know one has been approved so where is it? This intersection is a death trap? Are you waiting for the appropriate number of people to be injured or worse killed? Please don't use the excuse of no funding available...that is laughable. Maybe the Yellowstone Club could have been made to put it in when their housing development was pushed through at the Gateway Inn and also at the corner of 191 and Cottonwood road? Come on people, get it together and get this done. Hwy 191 is a nightmare.</p>
18	<b>Heidi Fox</b> May 13, 2024	<p>Thank you very much for sending me this update! I appreciate all of the work you are putting into these intersections. I think Alaska is a worthy area, as that road is being used A LOT!</p> <p>We very much appreciate your keeping the 4 way stop at Durston &amp; Love. It seems to be making that intersection SO MUCH SAFER. Although I realize it is a temporary fix--it seems to be a good alternative for the meantime. I rarely see cars backed up at that intersection, so the 4 way stop seems to be working just fine.</p> <p>Thanks again for your continued updates.</p>
19	<b>Leslie Bartle</b> May 13, 2024	<p>Thank you for this update. As a homeowner very close to the Love Lane/Durston intersection, the all-way stop has been a game changer! It's so much safer in my opinion, especially since our older daughter now has her driver's license. Trying to teach a new driver how to judge drivers' speed to determine when to enter that intersection was tricky and terrifying, so when the stop signs went up, it was a hallelujah moment! I appreciate all you are doing to help keep us safe. Keep up the good work and take care over there!</p>

## Public Comment Summary

Community input on potential improvements at Love Lane/Durston Road, Alaska Road South/Cameron Bridge Road, and Alaska Road South/East Valley Center Road reflects a wide range of perspectives on what solutions would work best. At Love Lane and Durston Road, many residents noted that the recently installed four-way stop is functioning well, reducing crashes and improving traffic flow without significant delays. Some question whether more costly measures would be necessary and raise concerns about land impacts, irrigation ditches, and winter driving conditions. Others, however, suggest that in the long term a different type of control, such as a roundabout or signal, might be more effective in addressing growth.

For the Alaska Road intersections at both East Valley Center and Cameron Bridge, the comments highlight tension between different user groups. Some community members feel that traffic signals or additional stop control would better manage the heavy mix of gravel trucks, farm equipment, and commuters, while others pointed to examples of continuous-flow designs, like roundabouts, as ways to improve efficiency and reduce emissions from idling vehicles. Several landowners emphasized concerns about property impacts, safety risks when cars attempt to maneuver around slow-moving trucks, and the need to carefully evaluate alternatives.

Beyond the three identified intersections, many residents urged the county to consider Love Lane and East Valley Center Road as a higher priority due to frequent congestion, long backups, and unsafe passing behavior. Additional intersections such as Nelson Road/Fox Lane, Durston Road/Jackrabbit Lane, and US 191 at Mill Street were also flagged as hazardous and in need of attention. A recurring theme across all feedback is the need to balance safety, cost, traffic flow, and community impacts. Some participants expressed skepticism about new infrastructure like roundabouts, while others emphasized the importance of forward-looking designs that support not only vehicles but also pedestrians and cyclists.

# GALLATIN COUNTY INTERSECTION IMPROVEMENTS

## APPENDIX G-2: Public Comments During Review (July 10 – August 13, 2025)



ALASKA RD S / CAMERON BRIDGE RD



ALASKA RD S / E VALLEY CENTER RD



LOVE LN / DURSTON RD

**Gallatin County Intersection Improvements Project**  
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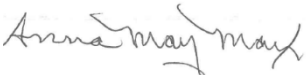
ID	Name/Date	Comment
01	<b>Barbara Marx</b> July 14, 2025	As a landowner on both corners of the Alaska Road intersections, we do NOT support roundabouts. This area experiences an abundance of gravel trucks, long semi-loads of gravel and ag products, as well as trucks and trailers. Our experience with the airport roundabouts is that they are too tight and are not conducive to the types of construction and agriculture traffic experienced in this area. There is definitely some traffic signal/control needed to improve safety, but it is NOT Roundabouts!
02	<b>Ashlie Gilbert</b> July 15, 2025	<p>Good morning,</p> <p>I am a resident of the West Post Subdivision (West of Alaska, East of Jackrabbit) and am wholly in support of roundabouts at Alaska and East Valley Center and at Cameron Bridge.</p> <p>I am an avid cyclist but refuse to bike on Alaska unless it is very late in the evening, adding these traffic improvements would certainly help me feel more safe on Alaska and thus to commute by bike, contributing to fewer cars on the road. I've seen cyclists use Alaska to get to the central and North part of Belgrade as well, and feel that the roundabouts would be beneficial to others. I see there is a shared use path along Alaska in some of the drawings, if this could be constructed I would be over the moon. Ultimately, a trail connection tying the City of Belgrade to the shared path on East Valley Center would be a tremendous infrastructure improvement promoting multi-modal transportation between Bozeman and Belgrade while increasing safety and well being.</p> <p>Thank you for your hard work, this is very exciting.</p>
03	<b>Lee Williams</b> July 15, 2025	<p>In reference to the following three:</p> <ul style="list-style-type: none"> <li>• Love Lane / Durston Road: A roundabout is recommended as the preferred alternative, offering substantial long-term safety benefits, operational efficiency, and strong community support.</li> <li>• Alaska Road South Corridor: Roundabouts are recommended at the Cameron Bridge Road and East Valley Center Road intersections to improve safety, ensure consistent design, enhance operational performance, and promote cost-effectiveness through economies of scale.</li> <li>• Preliminary Design: To position Gallatin County for upcoming discretionary grant funding opportunities, preliminary design efforts were advanced for the Alaska Road South corridor and associated intersections.</li> </ul> <p>I feel that roundabouts would be a significant improvement for traffic flow and safety at each location.</p> <p>I would also like to propose either traffic lights or roundabouts at 1. River Rock Rd. &amp; Amsterdam Ln. and 2. Royal Rd. &amp; Amsterdam Ln.</p> <p>On a side note, at the Intersection of Frank Rd. and Jackrabbit Ln. The flashing yellow arrows do nothing. Please consider making them dedicated green for turning, then yellow.</p> <p>(My personal opinions and do not reflect the opinions of L&amp;L, it's owner, or any other employees or management.</p>
04	<b>Amy Burkenpas</b> July 15, 2025	<p>The intersection for East Valley Center and Alaska Road South affects my families farms on both Valley Center AND Alaska Road South and I feel a stop light is the BEST option. There is farming, equipment being moved, and also large trucks going through this area. For the safety of ALL a stop light with turn lanes should be put in this intersection.</p> <p>People struggle with roundabouts as it is and with the heavier equipment rolling through it makes it more complex. Don't make things harder for the farmers! PLEASE just install a stop light!</p> <p>Think about the expense to put in a roundabout in that spot... There is a canal that flows through, a house right along the corner of Alaska Road South, some farm land that is used. You would need to re design that section of how a roundabout would fit...</p> <p>Install a stoplight with turn lanes!</p> <p>THANK YOU!!</p>



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ID	Name/Date	Comment
05	<b>Chad Mozol</b> July 15, 2025	<p>Hello,</p> <p>I just wanted to submit a comment in strong support of the proposed improvements in the preliminary engineering report. I know that there are people in the area who are anti-roundabout, but they are safe, effective intersections especially at locations such as these that see a lot of turning movements. I think now is a good time for the county to consider building these while relatively cheap right of way is available and subdivisions haven't built up around these intersections yet. I do think there is another location that should be considered for improvement. The Valley Center and Love Ln intersection has a lot of left turns in the PM peak hour and gets pretty backed up. It is maybe not as much of a priority as the other three, but I think it warrants consideration.</p> <p>Thanks,</p>
06	<b>Dawn Kreuz</b> July 15, 2025	Living on Alaska Rd between Valley Center and Cameron Bridge Rd, we definitely need a traffic signal. A traffic light would be preferred. Safety is in jeopardy for all in its current situation. People disregard the stop signs.
07	<b>William Hecker</b> July 15, 2015	I drive dumptruck, commonly using Alaska Rd., Valley Center, and Love Ln. I dont think roundabouts work in truck routes. We can negotiate them with truck aprons, however the cars cause a problem that planners dont account for. While the speed limit in a roundabout may be 15 mph, cars and pickups commonly do 30 or more around them. The increased speeds make it extremely difficult and dangerous to enter in a truck.
08	<b>Brian Peoplis</b> July 15, 2015	Fully support fixing these awful intersections, especially Valley Center. That turn is a deathtrap, I've almost witnessed multiple accidents there.
09	<b>Marcie Knoff</b> July 15, 2025	<p>Hello ~</p> <p>Thank you for the opportunity to be able to comment on the draft report for the improvements on Alaska Rd and Love Ln.</p> <p>Alaska Rd - a round about seems like it makes sense for the East Cameron Bridge location - Valley Center is a huge road - less convinced this is going to make sense there. At least design a round about that allows all lanes to maneuver.</p> <p>Also, the four way stop at Durston and Love Ln seems to be working fine - why is there NO plan for Love Ln and Valley Center - this intersection is JUST as bad as the Alaska Rd interface with Valley Center - makes no sense to be focusing on the Durston intersection.</p> <p>Thank you~</p>
10	<b>Elizabeth Oltrogge</b> July 15, 2025	<p>Hello,</p> <p>Thanks for the work on improving infrastructure here in Bozeman. I drive this way from Huffine and Fowler from Kuntz Trailer Park to the FedEx Grounds building Monday through Friday and take Alaska Rd and Cameron Bridge Rd.</p> <p>When coming down North Cottonwood and then to Harper Pucket Rd, it seems to bypass the car congestion and traffic signs. But sometimes I do need to take those alternate routes and agree with roundabouts.</p> <p>Perhaps in the future the Harper Pucket Road will be more streamlined route to and from Belgrade but now it seems to be a good kept secret.</p> <p>Bozeman Resident,</p>
11	<b>Melanie Young</b> July 16, 2025	With the existing roundabouts in the area, installation of more roundabouts rather than lights would be AWESOME. While these intersections have busy times and crashes and backups are very common, they also have a lot of time when traffic is minimal and traffic lights would mean the entire system would have to cycle through for one car to turn left whereas with a roundabout they could just join the flow of traffic.

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12	<b>Jim &amp; Anne May Marx</b> July 16, 2025	<p>July 16, 2025</p> <p>Scott Randal Robert Peccia &amp; Associates 3147 Saddle Drive Helena, MT 59601</p> <p>Levi Ewan Gallatin County Rd Department 205 West Durston Bozeman, MT 59718</p> <p>We are taking this opportunity to provide written comments to your invitation for public comment regarding the Intersection Improvement Project for Gallatin County. Throughout your process of open houses, public meetings and one-on-one meetings, we have participated fully and voiced our opinion. We want to once again provide that feedback to insure our voice is heard.</p> <p>As an adjoining landowner on two of the three intersection projects, we have repeatedly indicated that we do NOT support the roundabout preferred alternative. We have had daily (5-6 times per day) experience with the roundabouts near the airport feeding into Alaska Road. They are too tight, are not conducive to large vehicle traffic, speed limits within them are not enforced and as a result, are not safe. There is a large amount of gravel truck (long loads included) traffic as well as agricultural equipment and trucks and trailers traversing this route. There seems to be a "hands off" policy to enforcement of any speeds because of the airport traffic coming into the southbound traffic pattern, and the traffic flow ends up to be a free-for-all and a race to negotiate the maze of roundabouts to a destination.</p> <p>We definitely agree that the safety of Alaska Road traffic needs drastic improvement. A traffic signal at Alaska/Valley Center and a potential turn lane would be advantageous over a roundabout. The east/west stop signs at Alaska/Cameron Bridge seem to handle most of the traffic flow adequately without drastic change, certainly a roundabout is</p> <p>NOT warranted here. The roundabout concept is the biggest waste of real estate and we do NOT support them!</p> <p>Before any further project development, we suggest further dialogue regarding the advisability of roundabouts. We understand grant money may be available for these roundabout designs where money for other traffic control measures may not be available; that is not a justifiable reason to install roundabouts in these areas.</p> <p>Sincerely,  </p>
13	<b>Shayna Rushford</b> July 17, 2025	<p>I don't think a round about is a better idea than a stop light on the Alaska/Cameron Bridge and Alaska/Valley Center intersections due to the large amount of out of state traffic on that stretch of road. Tourists don't understand how slow you have to through a round about in order to maintain traction in the winter months. A stop light forces them to slow down and take the (specifically Alaska/Valley Center) turn more safely on their way to big sky. Also the traffic from every direction is fairly uneven, round abouts can still cause bottle necks when a line if vehicles come from one direction, which happens quite frequently on Valley Center. Lastly, many gravel trucks, trash collectors, and tractors drive on S Alaska and E Valley Center. Very few people give these large equipment vehicles right of way to maneuver traffic circles, and often times the circles are constructed with too small of a diameter for these long trucks to get by without going out of their lane, damaging signs, and/or accidentally dumping gravel on the roadway.</p>
14	<b>Janice Cartwright</b> July 18, 2025	<p>Roundabouts seem to be working elsewhere. Just be sure to make them big enough that large vehicles don't run all over the sides and curbs.</p>
15	<b>Dave Gregg</b> July 21, 2025	<p>Hello there,</p> <p>I am a citizen of Gallatin County and I'd like to express my support for roundabouts at the following intersections:</p> <p>Alaska South/Cameron Bridge Alaska South/East Valley Center Love Lane/Durston</p> <p>This would greatly improve traffic flow and, most critically, safety.</p> <p>Thank you for your work!</p>

**Gallatin County Intersection Improvements Project**  
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ID	Name/Date	Comment																									
16	<b>Olivia Hall</b> July 21, 2025	<p>I'm writing with concern about the intersection at Kagy Blvd that connect Church Ave and Sourdough Rd in Bozeman. This area is especially dangerous — I've personally had a near head-on collision there, and I've witnessed other drivers almost crash as well.</p> <p>The visibility is limited due to the hill and sharp angles, and the traffic flow makes it hard for cars to turn safely or for pedestrians to cross. I understand the layout might be complicated to fix, but I hope the city or county is considering long-term safety improvements — even something like a traffic light, a flashing pedestrian beacon, or clearer crosswalk markings would make a big difference.</p> <p>A lot of people walk and drive through that area every day, and it feels like an accident waiting to happen. I appreciate anything that can be done to improve safety at this intersection.</p>																									
17	<b>Daniel Foley</b> July 22, 2025	<p>The project and focus as it is currently set up will not address the traffic flow in this area as it does not include improvements of Valley Center / Love. The focus intersections should be 1) Alaska Road South / East Valley Center Road, 2) East Valley Center / Love Ln, and 3) Love Ln / Durston Rd. NOT - Alaska Road South / Cameron Bridge Road or the corridor along Alaska. Love / Durston works fine with a 4 way stop, the two East Valley intersections could be improved with roundabouts. Adding stop lights would be extremely undesirable.</p> <p>Engineering report states, "there is still moderate pedestrian and bicycle use in the project area, as indicated in Table 2.2". Table 2.2 shows that of the total traffic measured 0.12% of the total traffic is pedestrian or bicycle, how can this be considered "moderate"??</p> <table><tr><th colspan="5">Table 2.2: Multimodal Traffic Volumes</th></tr><tr><th>Intersection</th><th>Vehicles</th><th>Pedestrians</th><th>Bicycles</th><th>Trucks (%)</th></tr><tr><td>Alaska Rd S/Cameron Bridge Rd</td><td>9,291</td><td>2</td><td>10</td><td>992 (11%)</td></tr><tr><td>Alaska Rd S/E Valley Center Rd</td><td>11,761</td><td>3</td><td>9</td><td>1,003 (9%)</td></tr><tr><td>Love Ln/Durston Rd</td><td>9,457</td><td>1</td><td>17</td><td>172 (2%)</td></tr></table> <p>Pedestrian and Bicycle traffic should not be considered as it is such a small fraction of the road use. Please do more to accommodate large trucks compared to ped/bike traffic as it is actually applicable to this area. Please don't waste a bunch of money making ADA compliant crosswalks and bike lanes with all this lighting ect.. for them to be used twice a week for three months a year.</p> <p>Thanks and have a good day.</p>	Table 2.2: Multimodal Traffic Volumes					Intersection	Vehicles	Pedestrians	Bicycles	Trucks (%)	Alaska Rd S/Cameron Bridge Rd	9,291	2	10	992 (11%)	Alaska Rd S/E Valley Center Rd	11,761	3	9	1,003 (9%)	Love Ln/Durston Rd	9,457	1	17	172 (2%)
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18	<b>Mike Woodberry</b> July 24, 2025	I think round a bouts at all three of those intersections makes perfect sense.																									
19	<b>Jaclyn Lewis</b> July 24, 2025	This project is well overdue! I can't wait to see the finished project. Thank you for all of your hard work!																									
20	<b>Roger Fischer</b> July 25, 2025	Riding a bicycle between Bozeman and Belgrade is incredibly dangerous within the existing infrastructure. It's important to me as a cyclist that these projects include input from the cycling community. Dedicated bicycle lanes (not sharrows) and wider lanes are crucial. Please think about the safety and comfort of cyclists as well as motorists in this project. Thank you.																									
21	<b>Sarah</b> July 25, 2025	Along East Valley Center Road is a great bike/pedestrian path. The Alaska Road South Project Corridor is a logical place to put in additional bike/pedestrian infrastructure directly between Bozeman and Belgrade. There are really no other feasible alternatives for safe non-motorized travel on relatively direct way (e.g. Jackrabbit and the Frontage road to the airport are nonstarters from a safety perspective).																									
22	<b>Rachel Rockafellow</b> July 25, 2025	Please ensure that safe pedestrian/bicycle infrastructure is included in the Alaska Road South redesign.																									
23	<b>Dale Olson</b> July 26, 2025	The plan needs to include bike/pedestrian paths! Give the busy nature of Alaska, it would not be safe for walkers or bikers without a path.																									
24	<b>Anne Olson</b> July 26, 2025	Alaska road is avoided by bike riders because it is not safe, is narrow, and has a lot of traffic. Please add bike lanes and walkways to provide access for bike riders and pedestrians. Thank you																									
25	<b>Christine Brunner</b> July 26, 2025	<p>We live right near all three. Alaska and Valley definitely needs either a light or a circle. Duration and Love also needs help.</p> <p>Thank you</p>																									

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ID	Name/Date	Comment
26	<b>David Youngquist</b> July 27, 2025	Unfortunately, this report/project ignores the need to improve/change the intersection at Love Lane / East Valley Center Road. I drive through that intersection almost every day. It is common to see 5-10, even up to 15, cars backed up on Love Lane trying to get onto E. Valley Center at certain times of the day. It is also hard/dangerous for semi-trucks or anyone towing something to make the turn because Love Lane is narrow. If flow is improved at other locations, that will only make this intersection more busy. Also, right now there is a development going in next to that intersection which will make traffic there even worse.
27	<b>Kira Bauerle</b> July 27, 2025	As a Gallatin County landowner/resident and an Alaska road business owner (who travels down Love Lane) I support improvements at all of these intersections. Love Lane & East Valley Center also needs major improvement. I would be content with lights at all of these intersections until more funding is available or proof is shown that roundabouts are needed. The intersection of Gooch Hill & Blackwood Rd is also a major safety concern. And the intersection at at Gooch Hill & Huffine needs full turn lanes on Gooch Hill.
28	<b>Misty Lundberg</b> July 27, 2025	Yes to all of the roundabouts! I drive these roads every day and holy cow would these intersections benefit greatly from these upgrades!
29	<b>Daniel Foley</b> July 28, 2025	This project will be a waste of time and money if it does not include love lane @ east valley center. Please reconsider the inclusion of love @ Durston as the stop sign has improved flow and safety already. You're so close to making this "middle of the valley" route between complete but as this stands you will have more delays and more people making unsafe turns at the love E valley intersection.
30	<b>Rebecca Biles</b> July 28, 2025	Yes please! I prefer traffic lights, but even roundabouts would be a huge improvement for all these intersections. I live in Belgrade and work in Bozeman. Thanks.
31	<b>Breanna Hume</b> July 28, 2025	Roundabouts are a really problematic idea in our climate. They are difficult to plow and often get icy during the winter. Please just put lights in.
32	<b>Zachary Brandt</b> July 29, 2025	Thank you for choosing roundabouts over light controlled intersections! These are far more convenient to use! My main question would be why is the Alaska/Cameron Bridge intersection taking precedence over the Alaska/Love intersection that experiences similar back up to Alaska/Valley Center? It is also a key artery for commuting from Bozeman to Belgrade and back. When designing the roundabout landscaping, can you please include center landscaping that people can't drive up and over? It is very prevalent throughout the county to see tire tracks from people driving through the gravel centers of roundabouts. Not only is this disrespectful of public property (and tax dollars), but it degrades the already limited aesthetic of the plain, gravel centers.  This is likely outside the scope of this project, but are there any plans to complete the separated path on Valley Center out to 19th? That is a very dangerous stretch of road and the final missing piece to have a safe pedestrian/bike route to Belgrade. Thank you!
33	<b>Harry Brandt</b> July 29, 2025	I like the three proposed traffic circles on Alaska and love lane. They will save lives as long as our disgruntled residents can get over their hatred of traffic circles because they can't handle change. People need to slow down all over the county. Thank you for addressing this!
34	<b>Brendan Walker</b> July 29, 2025	As someone who drives through literally all of these intersections on a daily basis, I think all of these are excellent ideas with the exception of the Alaska Frontage and Cameron Bridge intersection. I would prefer that to be a stop light. I have nothing against roundabouts unlike most people in this part of the country but feel that the volume of traffic going through that intersections is significantly higher on Alaska Frontage compared to Cameron Bridge and a roundabout there would just jam traffic. If you're looking for an alternative place for a roundabout, I think the Love Ln and Valley Rd intersection would be a great addition to this group of projects. It has slightly less traffic than the Alaska and Valley intersection but will probably keep getting worse until it needs to be upgraded anyways. I grew up in Fargo, ND when they were playing the same kind of infrastructure catch up game that Gallatin County is facing right now so appreciate the public outreach on these projects.
35	<b>Cassie Slawson</b> July 29, 2025	I think the round a bouts are a great option for those intersections! Thank you for your work in improving traffic. Have you also looked at Love Lane and Valley Center intersection? I am in full support of the plans presented.
36	<b>Carolyn Roose</b> July 30, 2025	It is my understand that the County is looking at having roundabouts installed at S Alaska/Valley Center, Valley Center/Love Lane and Love Lane/Durston. My concern is that the majority of people do not know how to drive through them. I have seen too many times that some drivers are just barreling through them. This is more apparent on the smaller roundabouts. There is no consistency with the roundabouts. The best roundabout is the one at Fowler and Davis. I feel that the recently installed 4-way stop signs at Durston and Love Lane is perfect and should not be converted to a roundabout. How many accidents has this intersection had since it is now a 4-way? If the numbers are considerably lower, keep it the way it is. The big problem with this intersection is that when you are driving east or west on Durston a persons field of vision is obstructed with the solid black fence on one side and on the other side, the overgrown vegetation on the hill side. Thanks for hearing me out.



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37	<b>Megan Kamps</b> July 31, 2025	I think roundabouts are wise for the flow of traffic but they have to be wide enough to get farm equipment through since valley center is surrounded by farm land on both sides of the road. If they're not wide enough, farmers can't get their machinery through which makes it hard to make a living
38	<b>K. Chica</b> July 31, 2025	I support these new roundabouts!
39	<b>Daniel Foley</b> July 31, 2025	This project should not move forward if it does not include Love Ln and E Valley Center. These intersections were selected based on crash data from 2017-2019 prior to the 4 way stop being installed at Durston/Love. For this reason this intersection should be removed the scope of the project and Love/E Valley Center should be included. E Valley Center at Love has a high crash rate and regularly see long delays north bound on love at E valley center. People regularly make dangerous left turns from love on e valley center and the crash severity is significantly higher since there is not a traffic control device on e valley center.
40	<b>Megan McGrade</b> July 31, 2025	Roundabouts take up so much space and no one knows how to use them. As an insurance adjuster locally I see a lot of wrecks that come from roundabouts (improper merging and so forth) and unprotected left hand turns. Left turn lanes when used properly seem to be more effective. The back up on Alaska and Valley Center and also Cameron Bridge could be reduced by not allowing the gravel trucks to make those turns. There's no reason why trucks leaving knife river can't take frank road to jackrabbit and use the lighted intersections instead of backing up the other roads. The pit at Cameron bridge road also has a straight shot to a light at jackrabbit instead of waiting to turn and then turning onto valley center. Keeping truck traffic on main routes with lights will reduce that pressure significantly. Enough with the roundabouts and over complicated thought processes
41	<b>Jake Ahmann</b> July 31, 2025	I would support the addition of roundabouts at the three listed intersections. As someone who drives Alaska Road South for work from time to time, it is frequent that I will be stopped at the Alaska Road/East Valley Center for 20+ minutes due to the traffic. A roundabout would add a safe means of navigating the intersection while keeping traffic flowing.
42	<b>Andrew Williamson</b> July 31, 2025	Writing in support of the planned roundabouts and the eventual overhaul of Alaska South. Installation of a stop light at the intersection of Love Lane and Valley Center Drive needs to be completed in conjunction with the roundabouts to avoid a bottleneck point. Road improvements along Alaska South and Love Lane should consider installation of an offset shared use trail to improve pedestrian safety and connectivity in these areas.
43	<b>Dan Dykstra</b> July 31, 2025	I would like to see roundabouts at these locations. They improve safety for motorists and pedestrians. If protected left turns are on the table, frank rd, Cameron bridge, and the rest of Belgrade DESERVES protected left turns. Constant lines at frank on jackrabbit to turn.
44	<b>Jennifer Dankoff</b> July 31, 2025	Yes, please add Roundabouts to these three intersections!! Roundabouts in these locations would greatly improve traffic flow, reduce commute time, and increase safety for sure.
45	<b>Dick Greene</b> July 31, 2025	I don't have any major complaints about roundabouts other than some, like Cottonwood/Baxter the center is built up high (assuming to prevent someone driving through) but it cuts off the visual of being able to see someone entering the roundabout directly across from me. Have had several close calls where I was forced to continue on Cottonwood instead of continuing on Baxter. I don't know if Gallatin County has many multiple lane roundabouts (other than Alaska at the I90/airport and Cottonwood/Baxter), but that should be a goal to not impede visibility from any direction. Billings has many multi lane roundabouts, but seems to have the visibility issue pretty well taken into consideration. I drive East Valley Center from Jackrabbit to 19th many times each week. At Alaska Rd, how will you deal with the farm road south of E. Valley Center and for snow removal? Thanks
46	<b>Randy McDowell</b> July 31, 2025	Why is Love Lane and Valley Center intersection not being considered for improvement? It needs improvement alot more than Love Lane/ Durston or Alaska/Cameron Bridge. I live on Candlelight and Love Lane backs up all the way to Candlelight during peak times. Thanks
47	<b>Daniel Schafer</b> July 31, 2025	I live off McMillan Lane. To leave my property I have to turn onto Alaska Road South. This can be dangerous because of the heavy traffic and speeding traffic. After the construction on "Airport Blvd" the speed limit was increased to 50 mph at this intersection. I also frequently use the intersections at Cameron Bridge Rd and East Valley Ctr Rd where the roundabouts are proposed. When I follow the suggested speed limit of 25 mph at the Cameron Br Rd intersection other drivers often ride my bumper. I believe the roundabouts would help reduce speeding, increase safety and improve traffic flow at all 3 locations. I support the roundabouts being constructed. Thank you.

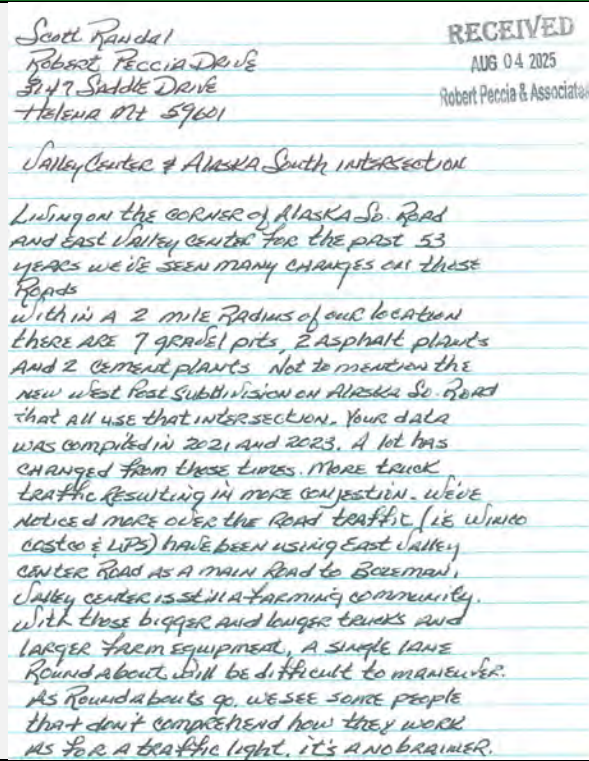
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Comments During Review (July 10 – August 13, 2025)

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48	<b>Dawn Kreuz &amp; Barbara Marx</b> July 31, 2025	<p>July 31, 2025</p> <p align="center"><b>RECEIVED</b> AUG 04 2025 Robert Peccia &amp; Associates</p> <p>Scott Randal Robert Peccia &amp; Associates 3147 Saddle Drive Helena, MT 59601</p> <p>Levi Ewan Gallatin County Rd Department 205 West Durston Bozeman, MT 59718</p> <p>We are taking this opportunity to provide written comments to your invitation for public comment regarding the Intersection Improvement Project for Gallatin County. Throughout your process of open houses, public meetings and one-on-one meetings for the last several months, we have participated fully and voiced our opinion. We want to once again provide that feedback to insure our voice is heard.</p> <p>As an adjoining landowner on two of the three intersection projects, we have repeatedly indicated that we do NOT support the roundabout preferred alternative. We have had daily (5-6 times per day) experience with the roundabouts near the airport feeding into Alaska Road. They are too tight, are not conducive to large vehicle traffic, speed limits within them are not enforced and as a result, are not safe. There is a large amount of gravel truck (long loads included) traffic as well as agricultural equipment and trucks and trailers traversing this route. There seems to be a "hands off" policy to enforcement of any speed limits or double striping because of the airport traffic coming into the southbound traffic pattern, and the traffic flow ends up to be a free-for-all and a race to negotiate the maze of roundabouts to a destination.</p> <p>We definitely agree that the safety of Alaska Road traffic needs drastic improvement. While it may appear that roundabouts move traffic through an intersection quickly and fluidly, we encourage you to look more closely at the variety of larger size vehicles (commercial and agricultural) trucks and trailers frequenting the Alaska/Valley Center</p> <p>intersection. A traffic signal at Alaska/Valley Center and a potential turn lane would be an alternative over a roundabout. The east/west stop signs at Alaska/Cameron Bridge seem to handle most of the traffic flow adequately without drastic change, certainly a roundabout is NOT warranted here. The roundabout concept is the biggest waste of real estate and we question their effectiveness.</p> <p>We agree traffic needs to move fluidly through the Alaska/Valley Center intersection so as not to back up traffic to the north as it often does now, restricting access to Alaska from our farm. We are concerned about our access to Alaska Road because of traffic backed up all the way past our farm buildings. Please explore this more fully.</p> <p>We again ask the question regarding protection of the Spain &amp; Ferris irrigation canal that runs diagonally across the Valley Center/Alaska Road intersection. Have proper discussions and permitting been accomplished with the ditch company??</p> <p>Before any further project development, we suggest further dialogue regarding the advisability of roundabouts. We understand grant money may be available for these roundabout designs where money for other traffic control measures may not be available; that is not a justifiable reason to install roundabouts in these areas.</p> <p>Sincerely,</p> <p><i>Dawn M. Kreuz</i> Dawn M. Kreuz</p> <p><i>Barbara L. Marx</i> Barbara L. Marx 776 E. Valley Center Bozeman, MT 59718</p>
49	<b>Keegan Noland</b> August 1, 2025	Please put in roundabouts.
50	<b>Kendra Callantine</b> August 1, 2025	<p>Good morning,</p> <p>I'm a resident near Valley Center Road and Love Lane, and I regularly travel through both the Valley Center/Alaska and Love Lane/Durston intersections. I wanted to share a few observations and thoughts regarding the proposed changes.</p> <p><b>Love Lane &amp; Durston:</b></p> <p>Since the installation of the four-way stop, this intersection has improved significantly. Given how well it functions now, I question whether the additional cost and impact of constructing a large roundabout is necessary. Could this intersection remain as is?</p> <p><b>Valley Center &amp; Alaska:</b></p> <p>This intersection sees heavy traffic, and I understand the concern. However, I wonder if a four-way stop could be tested here before investing in a full roundabout.</p> <p>In both cases, it's worth noting that large farm equipment and semi-trucks frequently use these routes, and roundabouts can be challenging for such vehicles. My husband is a truck driver and the roundabouts throughout Montana are not conducive for these vehicles. Stop signs or signals may offer a more practical and cost-effective solution. In my view, it's okay—and often safer—for drivers to stop and wait at a sign or light.</p> <p>I'm happy to discuss further if needed. You can reach me at (XXX)XXX-XXXX.</p> <p>Thank you for your time and consideration,</p>
51	<b>Michelle Knickerbocker</b> August 1, 2025	Can we please stop with the roundabouts. People do not know how to use them. The concept of right of way, speed limit, and turn signals seems to be beyond their comprehension. If an intersection needs regulation, just make it a 4-way stop or a traffic light.
52	<b>Karl Janovits</b> August 1, 2025	Durston west of Love Lane is NOT a thru street. Too many people already short cut thru Black Bull and Middle Creek. Do not put a roundabout there. the current four-way stop works very well.
53	<b>Tim Marx</b> August 1, 2025	Too much traffic on Valley center to get a gravel truck, a lumber truck or a grain truck into a traffic circle. Stop lights would be much better and take a lot less ground.

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54	<b>Tanya Samborsky</b> August 4, 2025	<p>As a resident of Middle Creek Parklands I have lived in the area since 2012 and am very familiar with the problems of the Love Ln/Durston Rd intersection. My perspective of the situation may be different from that of others that have spoken out as I worked as a Dispatcher for the Gallatin County 9-1-1 Communications Center for 25 years (retired in 2020) and as such I worked day and night shifts so my commute through that intersection was during different times and thus I experienced different issues. I would like to clearly state that shifting the intersection to an "all way" stop has been life changing - I no longer worry that I'm going to die in a crash as I drive East or Westbound on Durston Rd through that intersection. Prior to the all-way stop it felt like a real life version of the game Frogger (an old video game from back in the day).</p> <p>While your report correctly notes that the East side of Durston Rd is indeed a hill, I don't know if the appropriate nuance of that was noted specific to winter conditions. As a hill the East side of Durston Rd gets a lot of sun which can cause slippery conditions even though the County Road department does a damn good job at keeping it sanded. The West side of Durston Rd at Love Ln also gets sun causing ice build up for Eastbound traffic BUT that part of the intersection is not maintained by County Roads, I believe it falls to the Black Bull Subdivision to maintain as that portion of the intersection is NEVER sanded at all, however it does get plowed. The fence for the property on the Southwest corner blocks the sun so once the ice has formed it takes a very long time to clear meaning vehicles headed Eastbound on Durston Rd either slide through the intersection or are very slow to cross because of lack of traction. County Roads has a large number of roads to maintain and not a lot of staffing to do so thus in Dispatch you didn't call County Roads out in the winter unless the situation was one of immediate life threatening danger. County Roads perspective was one of, "it's Montana, it's winter, there will be snow / ice - deal with it" which with the miles of road they're responsible for and their limited numbers is a stance that makes complete and utter sense. I've always been amazed (and grateful) that they get plowing / sand down for Durston Rd / Love Ln as swiftly as they do and with the current layout of the intersection the snow can be shifted off the road so the lanes aren't minimized in size.</p> <p>I grew up in Canada where traffic circles (aka: roundabouts) are common so the concept isn't new to me but I find it almost comical at the rate that they are being implemented in the area. My concern about a roundabout at Durston Rd/Love Ln comes down to size - to facilitate fire engines/tankers, semi trucks, construction/farm equipment and school buses it would need to be near the size of the roundabout at Baxter Ln/Love Ln which I don't see the intersection as supporting. I was recently driving in Bozeman where the City has implemented spray painted traffic circles (with upright posts) seeming everywhere but the most recent one I came across was at the intersection of Hunter's Way / Tschache Ln and at the time I was approaching it from the South (heading Northbound), a large delivery truck was also approaching from the West (headed Eastbound). I speculate that the truck was attempting to get to either Lowe's or Home Depot (it had a load of lumber) but the traffic circle was too small for it to be able to navigate the turn easily so it had to do a multi point turn to not run over the vertical posts surrounding the spray painted circle, which took quite some time to do, meaning to avoid a collision I simply had to put my car in park and wait for the truck to work its way round. I fear that the size of circle the County will install will be too small causing issues for larger vehicles to navigate which in the instance of fire department apparatus could cause life-impacting delays.</p> <p>Additionally, with winter coming soon I wonder how the traffic circle will be maintained. Will County Roads be able to easily plow / sand the area? Will whomever is tasked with maintaining the West side of Durston Rd perhaps actually sand near the intersection? Will whatever mitigation to the hill actually improve conditions so that vehicles won't slide through into the circle or potentially another vehicle? With the 4 way stop currently in place there is clear view to see if the vehicle headed Westbound on Durston Rd is able to stop or not, with the traffic circle in place would another driver know/see that a vehicle was sliding into their way and be able to react accordingly? Will the West side of Durston Rd still have the ice build up issues meaning a vehicle might slide into the circle or another vehicle from that direction? When plowing, will there be a place for the snow to be removed to, or will it build up in the middle of the circle causing visibility issues? We get a lot of wind in the area causing snow drifts which can also have an impact so no clue how a circle would affect that.</p> <p>I just wanted to reach out to voice concerns I have especially regarding fire department apparatus and school buses MUST be able to navigate a roundabout easily as well as concerns about winter impacts for the intersection.</p> <p>Thank you for your time -</p>

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55	Anne May Marx August 4, 2025	<p> <i>Scott Randal</i>  <i>Robert Peccia Drive</i>  <i>5417 Saddle Drive</i>  <i>Helena MT 59601</i>    <i>Valley Center &amp; Alaska South Intersection</i>    <i>Living on the corner of Alaska So. Road and East Valley Center for the past 53 years we've seen many changes on these roads</i>  <i>within a 2 mile radius of our location there are 7 gravel pits, 2 asphalt plants and 2 cement plants. Not to mention the new West Post Subdivision on Alaska So. Road that all use that intersection. Your data was compiled in 2021 and 2023. A lot has changed from those times. More truck traffic resulting in more congestion. We've noticed more over the road traffic (ie windo cargo &amp; lips) have been using East Valley Center Road as a main road to Bozeman. Valley Center is still a farming community. With those bigger and longer trucks and larger farm equipment, a single lane roundabout will be difficult to maneuver. As Roundabouts go, we see some people that don't comprehend how they work as for a traffic light, it's a no brainer.</i> </p> <p>  </p> <p> <i>Traffic signals with turn lanes would alleviate most of the problem we have today. Just as they have on Jack Rabbit Lane. There are 5 signals on Jack Rabbit and they seem to be working well. So with all this we recommend a traffic light to be installed</i>    <i>THANK YOU</i>  <i>Anne May Marx</i> </p>
56	Lindsey August 6, 2025	I think roundabouts on the 2 places of Alaska make SO much sense! Those 2 intersections are terrible and dangerous. The proposal would make them much safer and smoother to navigate. Thank you
57	Adair Walker August 7, 2025	<p>Good Morning!</p> <p>I think Love/Durston has GREATLY improved with the addition of the 4 way stop and don't see the need for a roundabout there; similarly with Cameron Bridge/South Alaska - no need. That said, my primary reason for reaching out: I think you need more than a roundabout at Valley Center/S Alaska. A signal would seemingly be the best fit there for the amount of traffic piling through there - rush hour is a nightmare over there!</p>
58	Amy Norris August 7, 2025	Thank you for the work on improving safety and traffic!!! Appreciate it
59	Porter Young August 7, 2025	I would really like to see Amsterdam Road be improved in order to better handle the heavy traffic the area has been seeing the past few years. Between Amsterdam & Jackrabbit and Erwin Bridge, most intersections are in need of dedicated right & left turn lanes, better marked traffic patterns and better marked pedestrian crossings. Specifically, west-bound Amsterdam desperately needs a dedicated right turn lane that runs from the I90 east-bound off ramp 298 to the Town Pump driveway apron. This would allow trucks exiting the interstate to make their way to the fuel station without entering into thru-traffic, whereas currently truck traffic making the turn into traffic greatly slows down the flow of vehicles from when they enter until they turn into the Town Pump. The other location that desperately needs attention is the Thorpe Road & Amsterdam Road intersection. Both west-bound and east-bound Amsterdam are constantly backed up by vehicles making left turns. Both north and south-bound Thorpe have left turn lanes and it sees far less traffic. Every other intersection on the aforementioned stretch of Amsterdam need attention but those are the big ticket items. I can elaborate on the rest if desired. Thanks!
60	Aaron Canen August 7, 2025	I drive this route almost every day. Alaska Road South / East Valley Center Road is easily the most pressing issue. Once addressed, it will likely increase traffic, as some people currently avoid it during high-volume times due to its current construction. I would say a roundabout would fix it, but traffic is only going to keep increasing. A traffic light is probably going to be the best option!
61	Steve White August 7, 2025	There needs to be an improvement to Love Lane and E Valley Center Road. At least consider a dedicated Right Turn lane on Love Lane (turning to the East).
62	Sean Allen August 7, 2025	<p>Maybe I didn't look in the right place so I apologize if this is in the draft. My concern is whether there will be bike/pedestrian paths along E Cameron and S Alaska. There should be a path connecting West Post to Valley Center and Jackrabbit to S Alaska.</p> <p>Thanks</p>



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63	<b>Scott Lease</b> August 7, 2025	I am in favor of the improvement you have listed especially for the Alaska Way corridor and the Alaska/Valley Center intersection and the Alaska Way/Cameron Bridge intersection. The sooner the better as I use these routes daily both in vehicles and on the multi use bicycle paths. We have lived on Mary Rd for 35 years and experienced the large increase in traffic on these routes. Please move forward on the improvements as soon as possible.
64	<b>Patrick Gale</b> August 7, 2025	I have lived in valley grove for the last 18 Years. I fully support roundabouts at Love and E Valley Center, Alaska and E Valley Center and Cameron Bridge and Alaska. The current lights on South Alaska that were added in the last year are terrible. They slow down traffic when no one is using it and long term will cause red light running and more accidents. Hope you can get the funding necessary to fix these terrible and unsafe intersections.
65	<b>Aspen Kallen</b> August 8, 2025	The light at jackrabbit and Amsterdam/S. Alaska rd desperately needs a left turn orange flashing arrow. The updated 3 lanes is great, but people traveling from the Amsterdam side of the road will still turn left ovetop of people going straight, often causing close calls.  A light at valley center and S Alaska would be great and possibly at valley center and love lane as well!  Also desperately need a light in front of the brew town pump on huffine.
66	<b>Jamie Okes</b> August 8, 2025	I feel that Valley Center and Alaska should be a light since you will have to take out farm land and there is a creek that runs through there. Don't take away their land. The others would be fine as round a bouts.
67	<b>Philip Schladweiler</b> August 12, 2025	I want to (again) strongly oppose a roundabout at the intersection of Love Lane and Durston Road. There are also some errors that need to be corrected before this document can be considered a final product. Thank you.
68	<b>Philip Schladweiler</b> August 12, 2025	I would like to reiterate my vehement opposition to a roundabout at the intersection of Love Lane and Durston Road (see previous correspondence with Scott Randall regarding this subject). Thank you.
69	<b>Deb Smit</b> August 12, 2025	Yes! We desperately need improvement on these tiny little roads. Shoulders on the roads would also really be helpful! Please make it big enough! Round abouts are super for moving traffic! We live on W. Cameron Bridge and it is simply too narrow for the way people drive. 45 mph is a good idea, but certainly not enforced... Thanks!
70	<b>Anna May Marx</b> August 13, 2025	<p><i>Levi Ewan Gallatin County Road Dept 205 W. Durston Bozeman MT 59713</i></p> <p><i>Valley Center &amp; Alaska S. intersection</i></p> <p><i>Living on the corner of Alaska So. Road and East Valley Center for the past 53 years we've seen many changes on these roads</i></p> <p><i>Within a 2 mile radius of our location there are 7 gravel pits, 2 asphalt plants and 2 cement plants. Not to mention the new West Real Subdivision on Alaska So. Road that all use that intersection. Your data was compiled in 2021 and 2023. A lot has changed from these times. More truck traffic resulting in more congestion. We've noticed more over the road traffic (ie. Winco Costco &amp; LPS) have been using East Valley Center Road as a main road to Bozeman. Valley Center is still a farming community. With these bigger and longer trucks and larger farm equipment, a single lane roundabout will be difficult to maneuver. As roundabouts go, we see some people that don't comprehend how they work as for a traffic light, it's a no brainer.</i></p> <p><i>Traffic signals with turn lanes would alleviate most of the problem we have today. Just as they have on Jack Rabbit Lane. There are 5 signals on Jack Rabbit and they seem to be working well. So with all this we recommend a traffic light to be installed</i></p> <p><i>Thank you Anna May Marx</i></p>

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71	<b>Molly Walker</b> August 13, 2025	The intersection at cruiser and dry creek should NOT become a roundabout. I see it's not on the list but I've heard rumors. It will cause so many accidents in the winter, it should instead be a light and have a warning sign for stopping when the light is about to turn red. It will help with traffic flow during rush hours but still stay safe for everyone.
72	<b>Mike Geil</b> August 13, 2025	Has too be stoplights. Please listen to the people that live in the area. Ag equipment and trucks (including the gravel trucks) won't be able to get into a roundabout during peak times. The roundabout is such a crazy idea that it was not used at frank and Alaska, or valley center cutoff. The idea of a roundabout would make as much sense as putting one at jackrabbit and valley center. Also please ensure all access points into fields are included into the plans. The growth that is being expected may never happen in the area.
73	<b>MDT</b> August 13, 2025	<p>I have circulated the Gallatin County Intersections Improvements Preliminary Engineering Report to MDT subject-matter experts, and they've provided comments for your review. Please let me know if you'd prefer I submit feedback via the project website rather than share it directly through email.</p> <p><b>Scope of Review</b> The reviewers limited their evaluation to the East Valley Center segment, as it falls under Secondary Routes within the MDT network.</p> <p><b>Functional Classification Discrepancy</b> The report uses a functional classification system that differs from MDT's established categories. We found this inconsistency unclear and recommend alignment or a clearer rationale for the alternate classification approach.</p> <p><b>Support and Funding Challenges</b> From the Secondary Roads perspective, the proposed intersection improvements are generally supported, however, securing funding through STPS programs will be difficult due to existing prioritization constraints. CMAQ or CR funding could be viable alternatives for on-system intersection upgrades.</p> <p><b>Cost Estimate Concerns</b> The report asserts that multiple roundabouts cost the same as—or less than—traffic signals in this context. In MDT's experience, roundabouts typically carry a higher price tag.</p> <p><b>MDT Coordination Requirement</b> Any proposed improvements within MDT right-of-way or on MDT-maintained routes must be coordinated directly with MDT. Early engagement is recommended to align project scope, design standards, and funding mechanisms.</p>

## Public Comment Summary

Public input on the recommended roundabouts at Love Lane/Durstun Road, Alaska Road South/Cameron Bridge Road, and Alaska Road South/East Valley Center Road reflects both strong support and significant opposition. Many residents are in favor of roundabouts, pointing to their ability to reduce crashes, improve safety, and keep traffic moving smoothly compared to traffic signals that can cause delays during off-peak times. Cyclists and trail advocates are especially supportive when roundabouts are paired with bike and pedestrian infrastructure, emphasizing the importance of safe and connected routes between Bozeman and Belgrade. Several commenters also highlighted the success of existing roundabouts in the county, such as the one at Baxter Lane/Love Lane, and encouraged moving forward before further development makes improvements more expensive.

At the same time, a large number of residents and especially adjacent landowners voiced concerns about roundabouts, particularly at the two Alaska Road South intersections. They argue that the heavy presence of gravel trucks, semis, and agricultural equipment makes roundabouts difficult and dangerous, especially when cars speed through rather than yielding. Property impacts,

including those to farmland, irrigation canals, and fences, were also cited as major drawbacks, especially at Alaska Road South and East Valley Center Road. Winter safety was another recurring theme, with some noting that icy conditions, snow removal challenges, and poor visibility could make roundabouts hazardous. Many stressed that traffic lights with turn lanes would be a safer and more practical solution, while others pointed to the current four-way stop at Love Lane and Durston Road as evidence that lower-cost alternatives can be effective.

A repeated point across many comments was the omission of the Love Lane/East Valley Center Road intersection from the project. Residents frequently described it as more congested and dangerous than Love Lane/Durston Road, with long backups, unsafe passing, and high crash risk. Many argued that if improvements proceed at other locations without addressing Love Lane and East Valley Center Road, traffic problems there will only worsen.

Beyond the three proposed intersections, commenters raised additional locations they felt also need improvements, including River Rock Road/Amsterdam Road, Royal Road/Amsterdam Road, Frank Road/Jackrabbit Road, Gooch Hill Road/Huffine Lane, and US 191/Mill Street. Cyclists and pedestrians consistently urged the county to prioritize dedicated infrastructure along Alaska Road South and East Valley Center Road, describing the corridors as the only realistic safe connection between Bozeman and Belgrade.

Overall, the feedback illustrates a divided community. Supporters see roundabouts as a forward-looking investment in safety and efficiency, while opponents question their suitability for truck-heavy, agricultural corridors and prefer signals or stops. Nearly all commenters, however, agree that action is needed and that Love Lane/East Valley Center should be considered a priority alongside or even ahead of the proposed sites.