


# Appendix A:

## Comments During Review

**Supplemental Planning**  
Oct 15, 2025 - Nov 15, 2025

ID	Comment Name/Date	Comment
<b>Outside Review</b>		
01	Zachary Brandt 5/8/2025	<p>I know the comment period has closed but I unfortunately just became aware of this program. I have a couple of comments if they can still be considered by any chance.</p> <ol style="list-style-type: none"> <li>1. The crosswalks at the intersection of Jackrabbit and Valley Center don't seem to respond to the traffic light buttons on the corners. I wait for a protected crossing for 3 full light cycles this morning before having to just chance it across the east crosswalk when no turning traffic was coming.</li> <li>2. Having some bike path connection between Bozeman and Belgrade would be huge in terms of biker safety. The path down Huffine isn't continuous, Baxter is a death sentence, the Valley Center path stops at the I-90 underpass, and Frontage has limited to no shoulder.</li> <li>3. A general speed limit review and reduction on "back roads" seems warranted. The high speed limits and the tendency of drivers in this area to regularly go 5-10mph over makes cycling on many of our roads far more dangerous than it needs to be.</li> <li>4. Would it be possible to review the benefits of legalizing Idaho stops for cyclists in the county? Research suggests this increase safety for cyclists, reduces delays for motorists, and reduces collisions between the two.</li> </ol> <p>Thank you!</p>
02	Katie Ruffing 10/1/2025	<p>Hi, I was wondering if there was any data on the car accidents in Gallatin County related in any way to headlights that are too bright. I personally struggle on those single lane county roads with oncoming traffic and bright headlights. I understand that for the drivers safety on the poorly lit sections, brights are vital. But it may be worth considering including an ordinance addressing excessively bright headlights that temporarily blind you. Thank you!</p>
<b>During Review (10/15/2025 – 11/15/2025)</b>		
03	Mary Anne Skinner 10/15/2025	<p>The junction of Alaska and Valley Center is a nightmare anytime of day. Poor lighting, no shoulder, limited visibility due to how the road sits adjacent to the natural features and the other road, and frequently has accidents. Part of the issue is the narrow strip Alaska sits on, but the traffic has increased with the access to Jack Rabbit with the Town Pump. It's a thoroughfare for people leaving work and avoiding the interstate with limited to NO traffic control. Don't get me wrong, I enjoy the 45 MPH speed limit; however, I don't enjoy seeing accidents and not feeling safe to make a turn off of Alaska or onto Alaska.</p>
04	Wade Campbell 10/15/2025	<p>i live at 11150 Gooch Hill Rd. which is at the top of the hill after a curve. Traffic coming from 191 (especially evening rush hour, mostly contractors presumably coming from Big Sky) DOES NOT slow down on this curve, making coming out of my driveway onto Gooch Hill a great opportunity for a T-bone accident. Virtually NO ONE slows down to the 35 mph speed limit posted at the approach to this section. Also, why is Gooch Hill Rd speed limit in the 3 miles coming from 191 set at 50 mph -- much of this road is hilly, curvy, and narrow -- when I go 50 mph, I most often get passed!!!</p>
05	Beth Greger 10/16/2025	<p>Love Lane, Gooch Hill and Baxter Lane are the immediate concerns right now? Really? No urgency to address the horribly dangerous Hwy 191 from Four Corners to the mouth of the canyon? For some inexplicable reason this stretch of road has been ignored for years! Yet the increase in use has gotten out of control. I have spoken to DOT, they give ridiculous excuses as to why they just can't do anything. Popycock! It is all highly suspicious. One Gallatin county commissioner told me they have been trying for years to get DOT to put a much needed traffic signal in at Mill Street and 191. It is always put off with no explanation. Now they say 2027! WHAT??? Please, a signal must be put in as soon as possible at this intersection. There is a school, fire department, post office etc that has to use this dangerous intersection. I am quite certain, at this point, safety is the last thing on Gallatin County or DOT's mind.</p>
06	Steve White 10/18/2025	<p>I recently learned that you are taking comments on the final draft of the 'Safe Streets for All' plan until Nov 15, 2025. Please accept these comments, and add them to the final draft for consideration.</p> <p>As an introduction, our family has owned property on Blackwood - Gooch Hill Road for 125 years. I presently own the land on the SE quadrant of that intersection, and our family owns the NW quadrant. For 12 years I was a county commissioner, and am well informed of the challenges of that intersection. For a number of years I pressed the road dept to address the safety of that area. BUT, to no avail (weird, since I was a commissioner.) In the last several years we have seen a number of accidents, as your</p>

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		<p>report highlights. BUT, from my personal experience, the vast majority of those accidents are the result of careless driving, and not necessarily the intersection design.</p> <p>Unfortunately Gooch Hill Road seems to have a lot of impaired drivers. Many of the accidents involve drunk drivers, and drivers who do not even speak English. As an example, last year a foreign contractor driver (did not speak English) was driving a large dual rear wheel pickup, pulling a 24' contractor trailer on Blackwood heading west to Gooch. He never even slowed down and collided with an innocent driver of Gooch. His truck and trailer took out our corner AND the power pole. (No Insurance either) Many of the other accidents are the result of drivers running the stop sign and colliding with drivers on Gooch. This is not an issue of visibility, it is simply drivers who ignore the stop signs. I have witnessed many trucks and cars (east and west bound) that simply do not even attempt to slow down. They just drive across Gooch, and fortunately do not hit any other cars. Totally frustrating.</p> <p>Tragically, a year ago there was a death at that intersection. It was a person who pulled out of the driveway south of the intersection on a big Harley. He was high on drugs and alcohol and gunned his bike. At a high rate of speed he hit a car that did not see him until the last second. Again, the driver was a foreigner, and the bike was going very very fast. It was a terrible accident.</p> <p>Adding to the traffic on that intersection is a retail store on Blackwood, that increases local traffic. At times their customers are actually parked on the roadway shoulder while shopping. Zoning does permit the store, but it is in operation and has a negative safety impact to the intersection. It has their store signage at the intersection.</p> <p>The solution for that corner is not a round-about. That would be a tremendous hardship for our ranch. We move stock across Gooch between 'quadrants' during the year. A round-about would make that impossible. Your report did not include the fact that under that intersection we have THREE irrigation ditches with culverts. I would not be interested in providing/selling our land for the round-about.</p> <p>This intersection is very similar to others in the area that have few accidents, and a fair amount of traffic. Those intersections enjoy signage that makes them much safer. Why that signage has not been added to Blackwood is a mystery. I have attached sign images from the Patterson-Fowler intersection. It is a 4-way stop, and has warning signs 700' in advance of the stop signs. Another example is Thorpe and Cameron. There are warning signs on Thorpe of the upcoming stop sign on Cameron. Both of those intersections have terrible visibility and the accidents are not common. There has been a warning sign on Durston and Love for years, and it has worked well. The hill dropping down to Love has always been an issue, but the warning sign helps and the 4-way stop seems to be working. All these roads have similar speed limits.</p> <p>Also, the small narrative sign that was installed on the stop sign post on Gooch (read by Blackwood Road drivers) is simply a distraction and nobody has time to read it. They are using their time at the stop sign to look for traffic. That sign should be in advance of the intersection. AND the blinking red light ON the stop sign simply does not provide drivers a warning. In the daytime it is not visible. Some stop signs have red LEDs around them, and that seems to be better.</p> <p>Regarding the Blackwood-Gooch Hill intersection, there needs to be more research regarding the demographics of the drivers and accidents. As mentioned above, the accident issues are often the result of drivers ignoring the law and signage. And in many cases they are impaired. I would strongly suggest that warning signs be installed 700-800' in advance of the stop sign. I am clueless why they are not there. Also, remove the intersection narrative on the stop sign post, and place it ahead of the intersection.</p> <p>Thanks very much for taking the time to read and consider my comments on the Blackwood - Gooch Hill intersection. I appreciate it greatly.</p>

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07	Dale 10/20/2025	Why is there not a ban on the use of hand-held devices? My son was killed due to a driver using a cell phone.
08	Stewart Chumbley 10/21/2025	<p>Intersection between law road and gooch hill now has blind corner when traveling west on gooch hill with the land owner on the north side of the road building a berm.</p> <p>As a homeowner living off of law road who commutes to Bozeman daily on gooch hill road these proposed improvements and plans look appropriate.</p>
09	V McGuire 10/27/2025	Please, please, please consider traffic calming measures for 191 between Bozeman and Big Sky. Directing slower traffic to use turnouts to let others pass merely encourages fast, reckless driving--you should instead be messaging patience and slower, careful, considerate driving. Passing is not safe here! Nobody needs to risk others' lives to save five minutes getting through the canyon.
10	Richard Greene 11/5/2025	What about traffic hazards at Alaska and East Valley Center?
11	Jen 11/3/2025	Naming the supplemental planning document “non motorists safety” shows that safety for people outside a motor vehicle is not really a priority. It is a true example of motonormativity. 1) it dehumanizes the people who should be the focus of the conversation, 2) it shows priority for the automobile as if it were alive. How we use language frames the conversation. Words matter. Please revise the name to “safety for people who use active modes of transportation”.
12	Machael And Travis Eickman 11/7/2025	Hello! I live along Gooch Hill Rd, South of Stucky, on the corner of Comfort Lane and Gooch. Although I do not agree that most drivers adhere to the posted speed limit of 50 mph, I do think the roundabouts would be a great way to slow drivers down and move traffic more safely in those problem areas for sure. A speed limit decrease would be prudent in the interim. Chapman Rd in my opinion, would be better with a STOP and not a road change that would accommodate 50 mph. Drivers pick up speed through that area and a stop makes more sense IMO
13	Noreen Breeding 11/9/2025	<p>I live at the south end of Tayabeshockup Rd. and have been encouraged to see that the bicycle traffic problems on the Triple Tree - Tayabeshockup loop is on the list for remediation. Although it is not the highest priority, it is a very dangerous situation, not just for bicyclists, but for motorists, also. The section of Kagy Blvd./Bozeman Trail east of Highland Blvd. is part of the loop and even more dangerous. Why isn't it on your map and list? Maybe its priority should be elevated.</p> <p>Just today, I turned onto Bozeman Trail from Tayabeshockup behind a large semi-trailer hauling a full load of beehives. Large RVs and semis are common on Bozeman Trail from Bear Canyon exit of I-90 to S. 19th Ave. There is no shoulder on the road and the speed limit is 40 mph. Traffic is heavy at times.</p> <p>Tayabeshockup Rd. is so dangerous because there is no posted speed limit and line of sight disappears multiple times in 2 miles due to hills and valleys and the grand curve on a hill between two valleys. Multiple times I have had to creep behind a bicyclist (or group of bicyclists) barely moving up a hill until I</p>

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		<p>could see that vehicles were not coming from the other direction. Not all motorists are that patient. Neither are the deer crossing the road.</p> <p>There are frequently numerous cars parked along the road belonging to people walking dogs or doing archery target practice on state land.</p> <p>In the interim, before a physical path for bicycles is built, warning signs for bicyclists should be installed, telling them to stay close to the shoulder of the road, wear bright clothing, turn on bike lights. None of the bicyclists I have encountered are commuters. They are all riding for pleasure. Today, in the 20 minutes and 2 trips I made on Tayabeshockup Rd., I met 6 bicyclists which is a lot for a supposedly rural road. In summer there are usually many more plus the roller ski racers.</p>
14	Joe Hauck 11/12/2025	<p>Hello!</p> <p>Thank you for the opportunity to comment on the draft SS4A Supplemental Reports. The five focus areas all make good, logical sense. I especially appreciate the focus on non-motorist safety in the County; this is of special interest to the City of Belgrade as well. My only suggestion is regarding the Priority Level scale in the figure: the way I understand it is that higher priority projects have lower scores (whereas the project scores on the second page show higher priority projects with higher scores). I found this scoring scheme somewhat difficult to digest (assuming I'm understanding it correctly). Thank you for your time and for your great work on the SS4A project!</p>