



## US 191 Corridor Study

Four Corners to Beaver Creek



## APPENDIX 1:

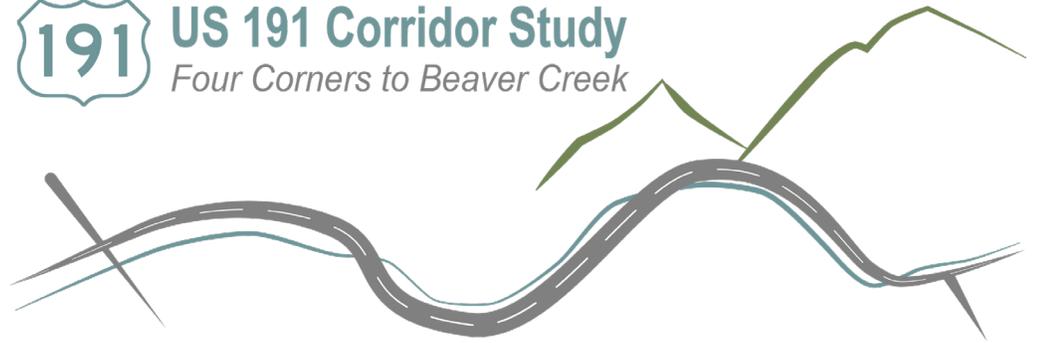
### Consultation, Coordination, and Public Involvement

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**US 191 Corridor Study**

*Four Corners to Beaver Creek*



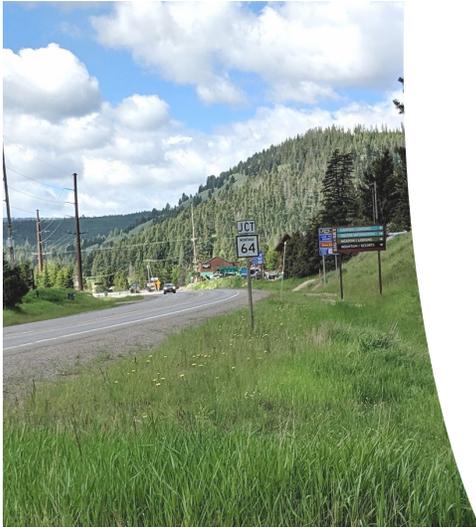
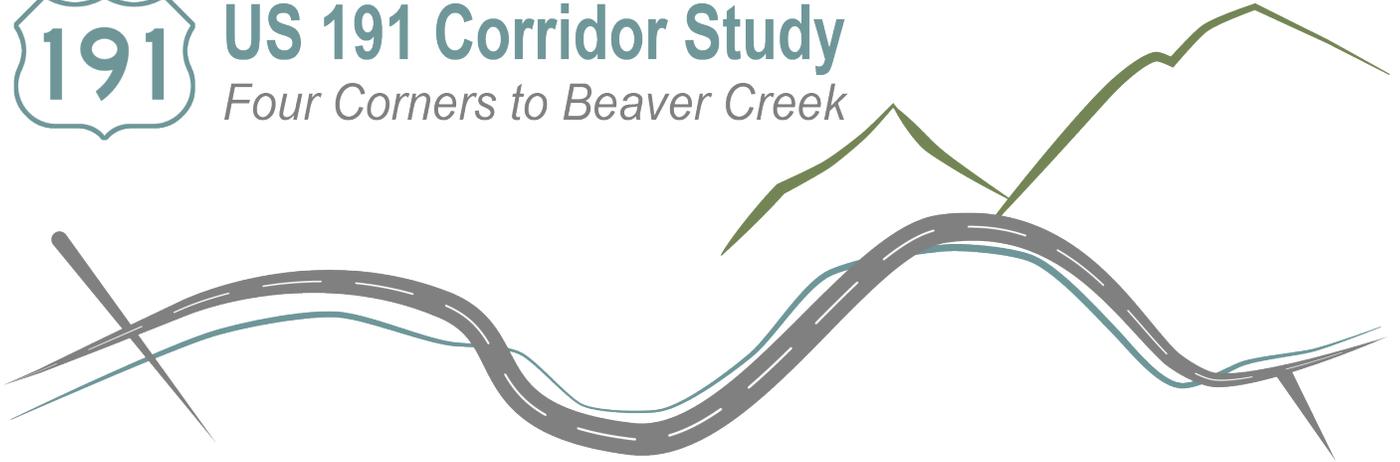
## **Appendix A:**

### *Public and Agency Involvement Plan*



# US 191 Corridor Study

*Four Corners to Beaver Creek*



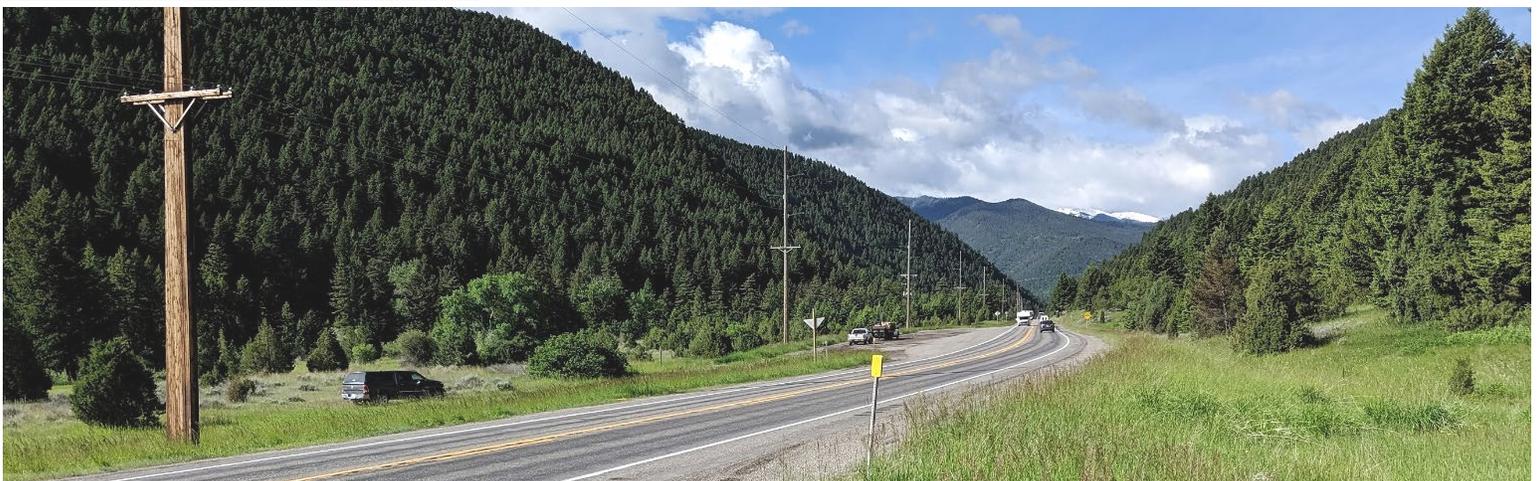
# Public and Agency Involvement Plan

Technical Memorandum  
October 4, 2019

Prepared for:  
**Montana Department of Transportation**



Prepared by:  
**Robert Peccia and Associates**





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# Public and Agency Involvement Plan

## 1.0. INTRODUCTION

The Montana Department of Transportation (MDT) is developing a corridor study of US Highway 191 (US 191) between Four Corners and the junction with Beaver Creek Road. The purpose of the *US Highway 191 Corridor Study* is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to address identified needs while considering public and agency input, environmental considerations, and financial feasibility. The study will be a collaborative process with MDT, the Federal Highway Administration (FHWA), local jurisdictions, resource agencies, and the public to identify transportation needs and potential solutions.

An initial step in the transportation planning process is to develop a *Public and Agency Involvement Plan* (PAIP) to guide public and agency involvement opportunities throughout the corridor planning process. The corridor study process encourages early communication with interested parties to help identify needs, constraints, and opportunities to determine reasonable improvements given available resources and local support. Community, stakeholder, agency, and other interested party involvement are important components in any successful planning process. The PAIP identifies several traditional and non-traditional strategies to encourage meaningful participation and engagement. The PAIP aligns with MDT's established processes as outlined in its *Public Involvement Plan*<sup>1</sup>.

### 1.1. Purpose of the PAIP

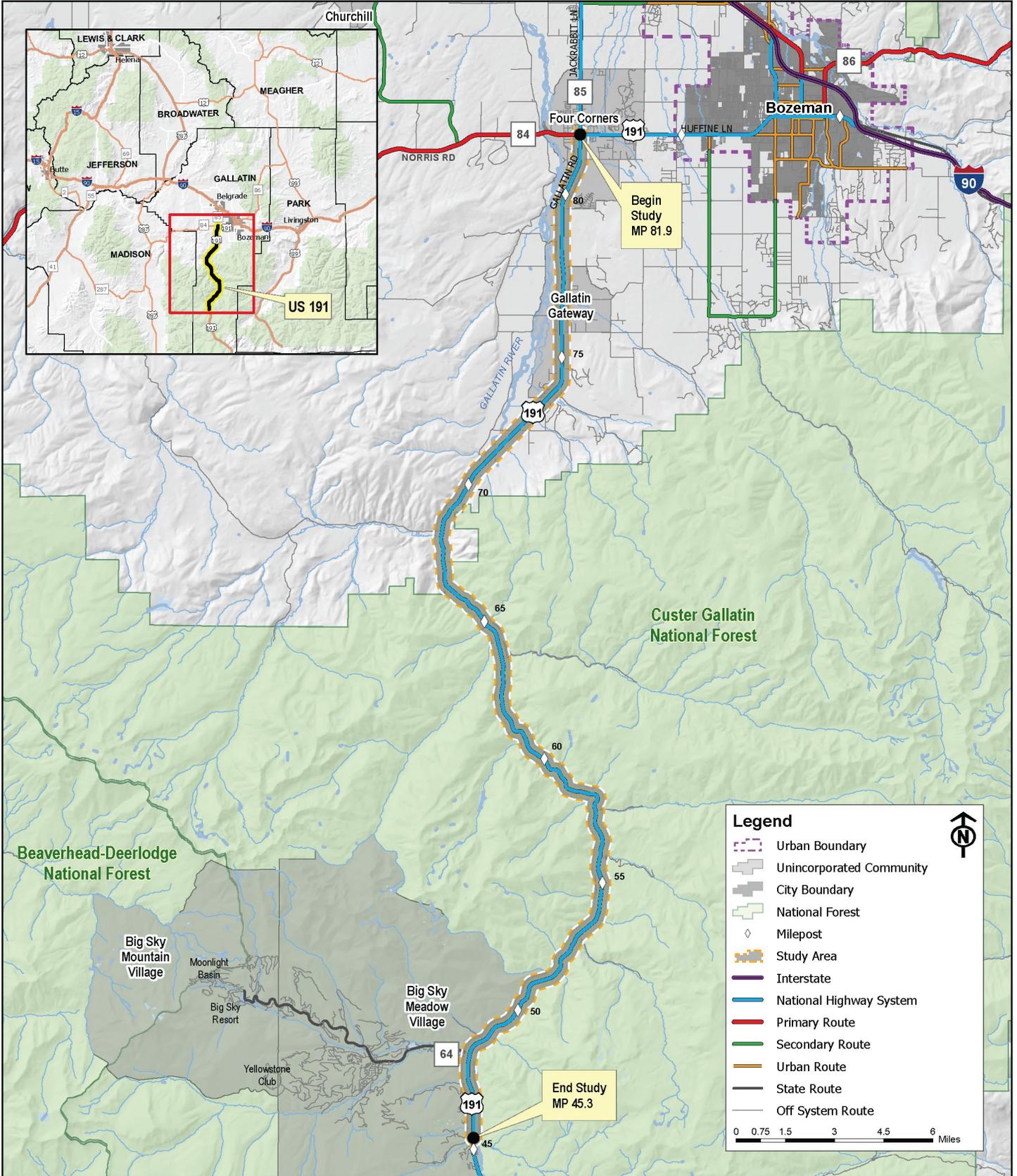
The purpose of this PAIP is to guide the implementation of strategies to provide opportunities for public and stakeholder review and comment at key decision points in the planning process. The PAIP identifies the appropriate strategies to be used, defines the sequencing within which the various strategies will be implemented, and charts out a course of action to be followed as the planning process commences. The methods described in this PAIP are not intended to restrict consideration or use of other methods to include the public and stakeholders. Early and continuous public involvement in all major actions and decisions is paramount to the success of the planning process.

### 1.2. Study Area

The study area for the corridor study includes US 191 between the intersection of US 191/Huffine Lane/Norris Road/Jackrabbit Lane in Four Corners (milepost [MP] 81.9), and the intersection of US 191/Beaver Creek Road near Big Sky (MP 45.3). US 191 is a National Highway System route which connects the greater Bozeman and Belgrade areas to West Yellowstone and Yellowstone National Park. The study corridor serves the unincorporated communities of Four Corners, Gallatin Gateway, and Big Sky. The roadway accesses individual residences, rural subdivisions, ski areas in the Big Sky area, and numerous trailheads, campgrounds, and recreation areas along the Gallatin River on public lands in the Custer Gallatin and Beaverhead National Forests. The study area boundary is shown in **Figure 1**.

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<sup>1</sup> Montana Department of Transportation, *Public Involvement Plan*, available at: <https://www.mdt.mt.gov/publications/docs/manuals/pubinvhb.pdf>



**Figure 1: Study Area**



## 2.0. PARTICIPATION PROCEDURES

Active participation and input will be encouraged throughout the planning process. Key audiences that will be engaged include both internal and external stakeholders. Internal stakeholders are those involved in the planning process and tasked with making decisions both through the planning process and through implementation. External stakeholders include everyone with interest or expertise related to the study corridor. Local officials, regulatory agencies, organizations, advocacy groups, and the public represent stakeholders that have initially been identified for outreach. This list is not all-inclusive and additional stakeholders may be identified as the process evolves and as needs for specific input are recognized. The following sections discuss the primary contacts for the study, anticipated key stakeholders, and other interested parties to be included in the planning process.

### 2.1. Plan Contacts

Contact information for the MDT and Consultant project managers will be provided in all information that is published. This information is provided below:

**Katie Potts**

Montana Department of Transportation  
*MDT Project Manager*  
2701 Prospect Ave  
PO Box 201001  
Helena, MT 59620  
406.444.9238  
[kpotts@mt.gov](mailto:kpotts@mt.gov)

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Robert Peccia and Associates  
*Traffic and Transportation Manager*  
3147 Saddle Drive  
PO Box 5653  
Helena, MT 59604  
406.447.5000  
[srandall@rpa-hln.com](mailto:srandall@rpa-hln.com)

### 2.2. Advisory Committee

The development of the corridor study will be overseen by an Advisory Committee (AC) comprised of MDT staff, FHWA, and local representatives. The AC will guide work and review deliverables produced by the planning team. Up to nine AC meetings will be held to review materials and discuss project status. Meetings will be scheduled approximately every six weeks and will align with key project milestones. The meetings will track progress and address study development issues and questions. The meetings are important for the exchange of technical information and ideas during the development of the study. The following topics are anticipated to be covered at the AC meetings:

- AC Meeting 1: Project work plan and Public and Agency Involvement Plan
- AC Meeting 2: Environmental Scan
- AC Meeting 3: Draft Existing and Projected Conditions
- AC Meeting 4: Final Existing and Projected Conditions and public meeting
- AC Meeting 5: Needs and Objectives
- AC Meeting 6: Preliminary recommendations
- AC Meeting 7: Improvement Options Memo and public meeting
- AC Meeting 8: Administrative Draft Corridor Study Report
- AC Meeting 9: Public Comments Review (if necessary)

The AC will consider all public comments received for the duration of the planning effort. Public comments received on the draft *Corridor Study Report* during the public comment period will be logged into a public comment matrix for consideration by the Steering Committee. The public comment matrix will be included in an appendix to the final report.

## 2.3. Stakeholders

Everyone's opinions and experiences are important to the planning process. Stakeholders, the public, local officials, and other interested parties will be engaged throughout the planning process. A stakeholder contact list will be developed and will include individuals, businesses, or groups identified by the AC. The intent of the stakeholder contact list is to identify individuals and groups with potential interest in the planning process so they can be actively engaged. Input from a diverse range of stakeholders is important to the planning process and the outcome of the corridor study.

Identified stakeholders will be encouraged to either submit public comments or participate in the public meetings. The intent of engaging these partners is to obtain meaningful public input about the major transportation issues and concerns and to promote collaboration from these groups in future improvement projects on US 191. Potential stakeholders are listed below, the list is intended to capture general stakeholder groups and does not include the individual organizations within these groups. The stakeholder list will continually be updated throughout the planning process.

- Adjacent landowners and businesses
- Big Sky Resort
- Big Sky School District #72
- Bozeman Yellowstone International Airport
- Community of Big Sky (Big Sky Chamber of Commerce)
- Community of Four Corners
- Community of Gallatin Gateway
- Conservation and Wildlife Organizations
- Emergency Medical Services (EMS)
- Four Corners Community Foundation
- Gallatin County
- Gallatin Gateway School
- Gallatin Valley Land Trust
- Irrigation Companies
- Law Enforcement
- Local Contractors/Realtors
- Lone Mountain Ranch
- Montana Motor Carriers Association
- Moonlight Basin
- Recreational outfitters and guides
- Skyline Transit System/Big Sky Transportation District
- Utility Companies
- Yellowstone Club
- Others yet to be identified

## 2.4. Public Comments and Input

Public comments and input will be solicited and considered throughout the planning process. An official comment period will be provided after the release of the draft *Corridor Study Report*. Additionally, comments and concerns received at meetings and through individual discussions will be shared with the AC throughout the planning process. These comments will be categorized by common themes to help establish critical areas of concern to be addressed in the corridor study.

## 3.0. OUTREACH AND ENGAGEMENT OPPORTUNITIES

Information regarding the planning process will be provided to the public and interested parties. Public and stakeholder input will be solicited and encouraged at every stage of the planning process. Several public engagement strategies are proposed to work together to reach the most people possible and elicit meaningful participation. This section provides an overview of the outreach methods that will be used to gather input from the various stakeholders and the public.

### 3.1. Media Outreach and Coordination

Meeting announcements will be developed and advertised at least three weeks prior to informational meetings. The ads will announce the meeting location, time, and date; the format and purpose of the meeting; and the locations where documents may be reviewed (if applicable). The Bozeman Chronicle, Explore Big Sky, and Belgrade News will carry the display ads. Meetings may also be announced on local radio and/or television stations. If other organizations are interested, links can be provided for their webpages to point to the study.

RPA will also develop and distribute a newsletter before each informational meeting. The newsletters will describe work in progress, results achieved, preliminary recommendations, and other relevant topics. Newsletters will be distributed to the local government representatives of the Advisory Committee, the MDT Bozeman Area Office, and select stakeholders for distribution and posting to their respective internet and social media sites. Print copies of newsletters will be available at the informational meetings and electronic versions will be available on the project website.

### 3.2. Electronic Media

The project team recognizes that people lead increasingly busy lives. Allowing the public to provide input on their own schedules has been proven to increase the quantity, quality, and diversity of input. Electronic media allows for focused and expansive outreach while allowing the public to participate at their convenience to encourage meaningful feedback. Multiple electronic public engagement tools will be used to solicit input and provide information. These include maintaining a project webpage, providing social media updates, employing interactive mapping and commenting tools, and publishing informational materials. The following sections discuss these electronic outreach tools in more detail.

#### **Project Website**

A project website will be used to encourage public interaction and to provide study information. The website will be hosted by MDT and be updated as needed throughout the study process. The website will contain various information including contact information, meeting announcements, newsletter/flyers, frequently asked questions (FAQs) about the corridor study process, a description of the study, finalized documents, and interim memorandums. The website will be the main tool for developing and maintaining an online presence and will be updated frequently. The project website will offer a means to submit online comments to MDT over the duration of the corridor study.

#### **Social Media**

Periodic updates will be provided to MDT's social media platforms. The updates will announce meetings and will give notice when updates are made to the website.

#### **Wikimap Commenting Platform**

To supplement MDT's traditional online commenting system, an interactive 'wikimap' commenting platform will be used. The wikimap will allow the public to provide feedback on the performance of the existing transportation corridor in many of the same ways as a paper map would serve during a public meeting. Visitors to the platform will be able to leave notes and identify areas of concern just as if they

were present at an official project event. This feature will be a convenient way to provide feedback for a large portion of the study area population and those with a general interest in the project. We will also use the wikimap to present our draft improvement options and recommendations in a user-friendly format. A link to the wikimap will be provided on the project webpage so users can view the online platform and comment accordingly.

### **Interactive Mapping**

ArcGIS Online Story Boards will also be used to supplement the project website. The Story Boards will be used to present data, constraints and opportunities, and more in a simple, graphical manner. Information will be conveyed in various formats such as maps, images, video and web content to disseminate information and engage the interested audience. The information can be shown in a sequence of steps to demonstrate how the project team arrived at key decisions such as the improvement options for the corridor study. A link to the Story Boards will be provided on the webpage.

### **Electronic Outreach**

A contact list of stakeholders and interested parties will be maintained and updated as needed throughout the planning process. The contact list will consist of email addresses for those wishing to receive periodic updates on the corridor study. Email addresses will be collected for identified stakeholders, individuals who make public comments, and those wishing to stay informed about the planning process. Outreach to the contact list will include periodic updates as needed, distribution of newsletters, meeting announcements, and other important news regarding the planning process. The outreach will describe work in progress, results achieved, and other related information.

## **3.3. Targeted Outreach and Meetings**

Targeted outreach is intended to obtain meaningful input and dialogue about the project, to share information, and to identify important considerations for the project. The goal is to reach as diverse a cross section of interests as possible. The following sections discuss the anticipated targeted outreach events and strategies.

### **Informational Meetings**

Two public open houses will be held during the corridor study process. Each open house will be held at two locations: one in the Big Sky area and in the Four Corners/Gallatin Gateway area. The open houses will be held in two separate locations in order to better serve the communities along the corridor and to encourage greater participation from roadway users and residents. The informational meetings will be formatted as open houses with extended hours to allow for convenient attendance and to help facilitate anticipated larger groups.

The meetings will take place at two key points during the planning study. The first informational meeting will occur after the existing and projected conditions have been evaluated for the study area. The purpose of this meeting will be to explain the corridor study process, disseminate the information available to become and stay involved, and discuss preliminary issues and concerns identified within the study area. The meeting will allow members of the public to share information about existing conditions and provide input for developing the needs and objectives for the corridor.

The second informational meeting will occur after initial recommendations are identified. The purpose of this meeting will be to present the improvement options considered and to discuss the preliminary recommendations. Members of the public will be encouraged to provide feedback on the improvement options and preliminary recommendations.

### **Resource Agency Meeting/Involvement**

A resource agency meeting will be scheduled and held at the MDT Planning office in Helena. Skype arrangements will be provided at the MDT Bozeman Area Office, as appropriate. The purpose of the meeting will be to present the findings of the draft *Environmental Scan* as well as the initial findings of the *Existing and Projected Conditions Report*. The resource agencies will be asked to help identify avoidance areas, mitigation considerations, and opportunities. In an effort to heighten resource agency participation, RPA's project manager will personally contact and invite each identified resource agency to the workshop and convey the importance of the exercise to the overall success of the corridor planning process.

### **Special Stakeholder Meetings**

Special meetings, presentations, phone calls, and discussions with select stakeholders may occur throughout the project. This targeted stakeholder outreach is intended to share information about the project and encourage meaningful input and dialogue about the project. If necessary, stakeholder groups requiring special meetings will be identified as the project evolves.

## **3.4. Easy Access and Visibility**

All information published regarding the corridor study will provide contact information for the project managers. Comments can be submitted throughout the planning process via the website, through the interactive commenting platform, or by contacting the individuals listed previously. The following describes considerations to be made throughout the planning process.

### **Information**

Technical and planning level information related to the data or content used in the development of the study will be available in memorandums, project updates, newsletters, graphics, and other miscellaneous materials. The materials will be made available on the project website.

### **Consideration of Public Input**

Input and comments from stakeholders and the public will be considered by the AC throughout the planning process. Public comments received on the draft *Corridor Study Report* will be documented and included as an appendix.

### **Considerations for Traditionally Underserved Populations**

Additional efforts are necessary to involve traditionally underserved segments of the population, including disabled, minority, and low-income residents. The following steps will help with these efforts:

- Plan meeting locations carefully: Open houses will be held in locations that are accessible and compliant with the Americans with Disabilities Act. If a targeted population is located in a certain geographic part of the county, then the meeting location should be close to the area for convenience.
- Seek help from community leaders and organizations: To facilitate involvement of traditionally underserved populations, we will consult with community leaders and organizations representing these groups about the most effective ways to reach their constituents.
- Be sensitive to diverse audiences: At public meetings, the project team will attempt to communicate as effectively as possible. Presenters will avoid using technical jargon, and staff will wear appropriate dress and adhere to professional conduct.

## 4.0. OVERALL STUDY COMMUNICATION

This PAIP establishes guidelines and procedures for encouraging public and stakeholder participation. The following communication strategies will be used to share information and seek input.

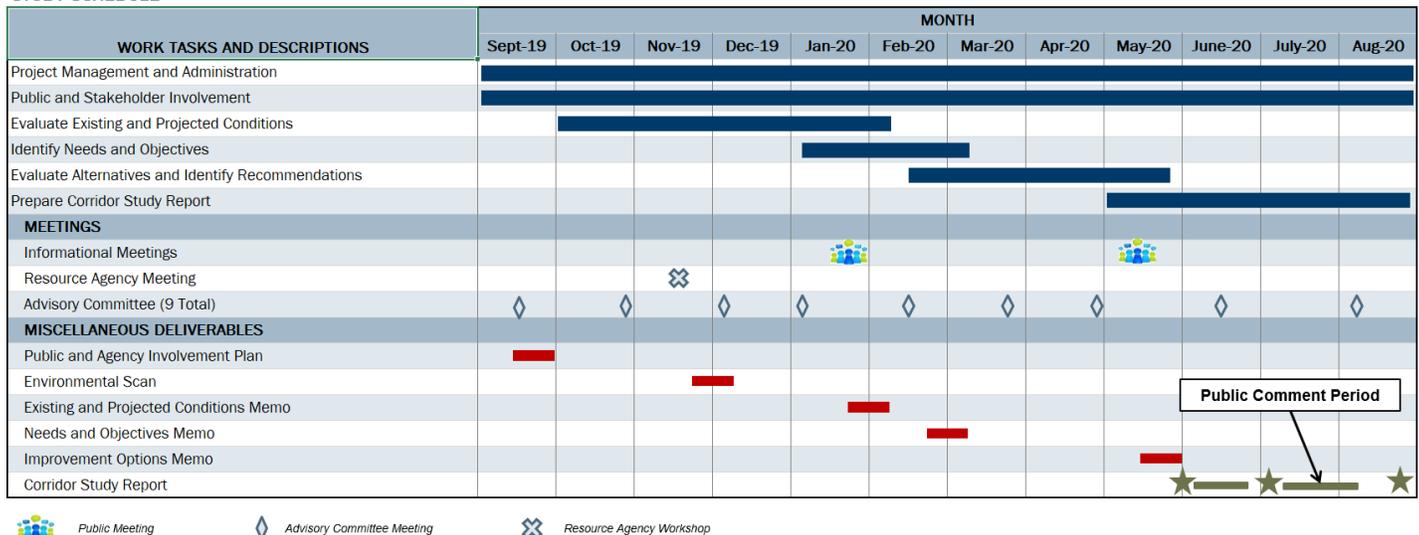
- A project website will be developed to include information about the planning process.
- An interactive commenting platform and online mapping will be created and shared via the project website.
- Once reviewed by the AC, technical memorandums will be posted to the website.
- Newsletters will be provided in advance of public informational meetings.
- Targeted outreach will occur with resource agencies and if needed, stakeholders.
- Public comments and input will be collected and considered throughout the study.
- Social media posts will be shared through MDT's social media sites as appropriate.

## 5.0. PLAN SCHEDULE

Adherence to the schedule is important to stay on track and to keep all participating parties engaged. The anticipated schedule follows a 12-month time frame. It is anticipated that a public draft *Corridor Study Report* will be completed by June 1<sup>st</sup>, 2020. This will allow time for internal review and a 30-day public review and comment period with all work to be completed by early August 2020. **Figure 2** contains the anticipated schedule.

### US Highway 191 Corridor Study

#### STUDY SCHEDULE



**Figure 2: Study Schedule**

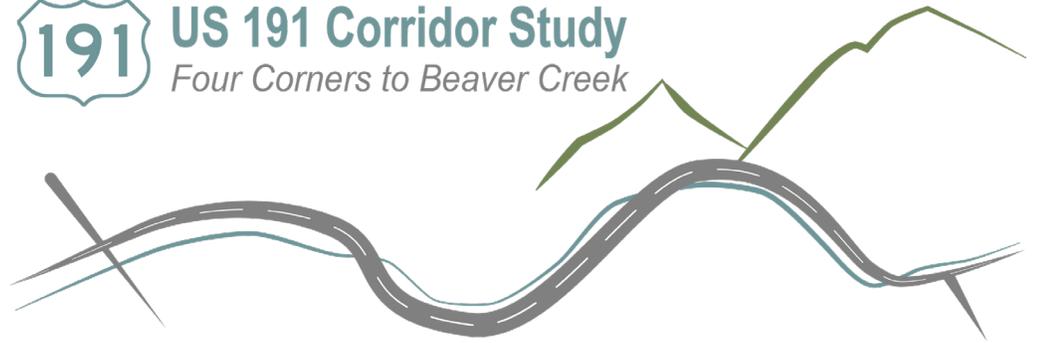
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**US 191 Corridor Study**

*Four Corners to Beaver Creek*



## **Appendix B:**

*Public Meeting #1*

*Summary*

# MEETING SUMMARY

Informational Public Open House #1

## MEETING OVERVIEW

MDT hosted a set of informational meetings in January 2020. To better serve the public, the meetings were held at two locations on consecutive dates. The purpose of the meetings was to provide information to interested parties about the scope of the study, share existing conditions data, collect feedback, and answer questions. The meetings were formatted as open houses which enabled attendees to view exhibits, talk with study representatives, and submit comments.

## MEETING DETAILS

<b>Location:</b>	Gallatin Gateway Community Center 145 Mill Street, Gallatin Gateway, MT	Warren Miller Performing Arts Center 45465 Gallatin Road, Big Sky, MT
<b>Date:</b>	January 28, 2020	January 29, 2020
<b>Time:</b>	3:00 PM – 6:30 PM	3:00 PM – 6:30 PM

## OUTREACH AND PUBLIC NOTICE

Public notice was given in multiple formats ahead of the open houses. Advertisements were placed in the Lone Peak Lookout local newspaper. The Bozeman Daily Chronicle also posted an article announcing the meetings. Direct invitations were mailed to 358 adjacent landowners. Electronic invitations were sent to over 125 identified stakeholders and study contacts. Electronic notice was also posted to the study website and Gallatin County’s website.

## ATTENDEES

Approximately 122 members of the public signed in at the open house meeting in Gallatin Gateway, and 45 signed in at Big Sky. Sign-in sheets are attached to these notes. Additional people attended each meeting but did not sign in. The following study representatives participated in the meetings:

- |                    |                             |                    |
|--------------------|-----------------------------|--------------------|
| • Bill Fogarty*    | District Administrator      | MDT Butte District |
| • Joe Walsh        | District Projects Engineer  | MDT Butte District |
| • Katie Potts      | Planning                    | MDT                |
| • Ryan Hammon*     | Statewide and Urban Planner | FHWA               |
| • Jeff Patten      | Operations Engineer         | FHWA               |
| • Scott McFarlane* | Commissioner                | Gallatin County    |
| • Scott Randall    | Project Manager             | RPA                |
| • Kerry Pedersen   | Transportation Planner      | RPA                |
| • Sarah Nicolai    | Transportation Planner      | RPA                |

\* Attended Gallatin Gateway meeting only.

## MEETING MATERIALS

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At each meeting, a series of stations displayed exhibits with charts, maps, and facts about the study. Attendees also received a copy of the study newsletter with additional study information and a link to the study website. The following summarizes the materials used at the meetings. Copies of the meeting materials are attached at the end of these notes.

- **Introduction Station**

- Exhibit 1
  - Infographics described the goals, purpose, and process of a corridor study.
  - A study schedule illustrated key milestones and timeframes.
- Exhibit 2
  - A study area map showed the study corridor.
  - A timeline outlined past planning efforts relative to the corridor.
  - Charts and infographics illustrated population and economic trends.

- **Existing Conditions Station**

- Exhibit 3
  - Mapping illustrated posted speeds and passing zone lengths in the corridor.
  - A table outlined access point location, length, type, density, and skew angle.
  - Bullets listed maintenance, operations, and emergency services facts about the corridor.
- Exhibit 4
  - Mapping illustrated deer and large mammal carcass locations reported in the MDT carcass database over the past 10 years.
  - Bullets listed facts about geological, biological, and water features within the study area.
- Exhibit 5
  - Mapping illustrated traffic operations and geometric conditions in the corridor.
  - Charts presented historic traffic volumes, as well as daily and seasonal traffic volume variation.
  - Photographs provided examples of geometric challenges in the corridor.
- Exhibit 6
  - Mapping illustrated crash density, severity, and type within the corridor.
  - Charts presented information on monthly and yearly distribution of crashes.
  - Infographics listed facts on the number and type of crashes that occurred during the analysis period.

- **Comment Station**

- A roll plot displayed aerial imagery of the corridor. Meeting attendees attached sticky notes or wrote directly on the roll plot to indicate their comments about specific locations in the corridor.
- A computer and screen enabled meeting attendees to add or respond to public comments using the interactive commenting map tool.

## SUMMARY OF PUBLIC COMMENTS

The table below summarizes comments provided by attendees at both open house meetings. Comments were collected through conversations with individuals, notes posted to aerial imagery of the corridor, and written comments submitted on comment forms. The table summarizes comments received and are not intended as recommendations made as part of the Corridor Study. Topics are listed alphabetically and may reflect multiple individual comments.

**Table 1: Summary of Public Comments**

Topic	Comment Summary
<b>Billboards</b>	Billboards are unsightly, distract drivers, and create light pollution at night. Restrictions are desired throughout the corridor.
<b>Clear Zones</b>	Parking and mailboxes within the roadway clear zone create sight obstructions and safety issues. Mailboxes should be relocated away from US 191. Parking and other obstructions within the US 191 right-of-way should be restricted and enforced.
<b>Driver Behavior</b>	Some drivers in the corridor follow too closely and make unsafe passing maneuvers on curves and around vehicles that have stopped or slowed to make turning movements.
<b>Emergency Services</b>	Emergency vehicle access onto US 191 is difficult due to heavy traffic volumes. Traffic signals would be beneficial to improve access and create gaps. Opening Jack Creek Road for public use would provide an alternate route for emergency access.
<b>Enforcement</b>	Increased enforcement is desired to address excessive speeds, unsafe passing maneuvers, slow-moving vehicles that fail to use turnouts, use of truck compression brakes, and impaired drivers.
<b>Funding</b>	Some attendees expressed interest in development impact fees and consideration of tolls to fund corridor improvements.
<b>Gallatin River and Gallatin Canyon</b>	Attendees expressed a desire to protect the Gallatin River's water quality, habitat, and the scenic value. Wild and Scenic River and Scenic Byway designations were noted as being desired.
<b>Maintenance</b>	Overall, attendees expressed appreciation for MDT maintenance efforts. Additional snow plowing of pullouts/turnouts is desired.
<b>New Alignments</b>	A tunnel from Four Corners to Big Sky or a bypass route east of US 191 was suggested to provide additional capacity.
<b>Passing Zones &amp; Lanes</b>	Some passing zones are too short to pass safely; striping should either be extended or changed to reflect no passing. The Castle Rock area should be striped as no passing due to the number of access points. Additional passing lanes are generally desired where feasible in either alternating three-lane or in four-lane configurations, although some attendees noted passing lanes encourage drivers to exceed speed limits.
<b>Pedestrians &amp; Bicyclists</b>	A continuous bicycle path is desired. Safer pedestrian accommodations are desired near schools, on the west side of US 191 at Gooch Hill Road, and at Lava Lake Trailhead.
<b>Roadway Width</b>	The roadway is too narrow in places. Wider shoulders are desired to improve safety and accommodate agricultural vehicles. A stacked "double-decker" structure to accommodate four travel lanes was suggested in the canyon. Outside of the canyon, a wider section with three, four, or five lanes was noted as a potential to increase capacity, although some attendees would rather maintain the current roadway section due to concern about increased vehicle speeds and need for additional right-of-way.
<b>School Buses</b>	School bus pickups occur in the US 191 driving lanes and shoulders. Dedicated bus pullouts are needed to improve safety for school children.
<b>Signage</b>	Additional signage through the canyon is needed to remind slow vehicles to use turnouts in accordance with state law. There are signs at each end of the canyon, but more is needed. Signage should also be added to notify drivers of upcoming emergency call stations and recreational areas ahead so drivers have time to make safe turning movements from the travel lane.

Topic	Comment Summary
<b>Speeds</b>	Speed limit variations throughout the corridor, from nighttime to daytime, and for trucks and passenger vehicles can be confusing and illogical for drivers. Some people desired a lower, uniform speed limit throughout the corridor, while others were concerned about the speeds being too slow. The use of speed cameras was suggested.
<b>Traffic Volumes</b>	Increasing traffic volumes were noted as causing safety and congestion concerns. Mitigation should be considered for traffic impacts resulting from new developments, including the proposed Gateway Village north of S Cottonwood Rd and the Quarry development south of MT 64. Opening up Jack Creek Road as a public highway should be considered to provide alternate access to Big Sky and reduce traffic on US 191. Cameras should be installed to enable drivers to view current traffic conditions.
<b>Transit</b>	Additional transit options are needed to reduce single-occupancy vehicles. A direct route from Bozeman to Big Sky is desired to serve Big Sky workers. Large employers in Big Sky should offer carpooling or transit options. Transit should also serve Big Sky residents wanting to travel to the Bozeman area for shopping, medical, entertainment, and air travel needs. Riders may be amenable to increased fees to offset improved service.
<b>Trucks</b>	Noise from trucks is excessive due to truck compression brakes and increasing truck volumes. The potential for spills into the Gallatin River is also a concern. Attendees suggested encouraging trucks to use other routes. Some members of the public also expressed a desire to ban trucks from using the corridor.
<b>Turning Movements and Access</b>	<p>Turning movements to and from intersecting roadways and driveways on US 191 are difficult due to high traffic volumes. During peak hours, residents experience excessive delays waiting for a break in traffic to turn onto the highway. Turns from US 191 to adjacent properties are also difficult due to heavy oncoming traffic and passing vehicles. Attendees requested consideration of traffic signals, dedicated right turn lanes, and center turn lanes. Specific locations noted include:</p> <ul style="list-style-type: none"> <li>• Cobb Hill Road</li> <li>• Violet Road or Blackwood Road</li> <li>• Zachariah Lane</li> <li>• Gooch Hill Road</li> <li>• Mill Street</li> <li>• S Cottonwood Road</li> <li>• Hawk Hill Road</li> <li>• Ruby Mountain Road</li> <li>• Little Bear Road</li> <li>• Luhn Lane</li> <li>• Lava Lake Trailhead</li> <li>• Indian Ridge Trailhead</li> <li>• Castle Rock / Rockhaven Camp</li> <li>• Beaver Creek Road</li> </ul>
<b>Turnouts / Pullouts</b>	Some turnouts are too short to safely enable stopping and should be lengthened to accommodate trucks. Additional turnouts are needed throughout the corridor. Designated cell phone turnouts would be beneficial to discourage drivers from parking on the shoulder and blocking access roadways. Formalized turnouts to serve recreational access points are also desired.
<b>Weigh Station</b>	The existing weigh station should be relocated to improve truck access and staffed full-time to ensure appropriate loads are transported through the canyon. A new weigh station should be considered at the south end of the corridor near Big Sky.
<b>Wildlife Conflicts</b>	Animal crossings are a concern in terms of human safety, property damage, and wildlife population impacts. Wildlife mitigation strategies are desired, including consideration of grade-separated crossings.

# SIGN-IN SHEET

Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
Spook Stand	Motor Carriers of MT	spookstandtrucking.org
Lloyd Mielke	1075 Lower Tom Burke	NA.
Paul D Stennum	9179 NORRIS DP	pdsstennum@aol.com
Emil Erhardt	619 Cornell, 132m MT 59715 160 Lichen Rd Gallatin Gateway	erhardt@montana.com
David & Maralee Sullivan	103 TRACY ST GG	parsonsm360@sbcglobal.net
Larry & Karen Burcalow	Box 145 - Gallatin Gateway	
Dick Shockley	627 Gateway S. Rd GG 59730	ddshockley@aol.com
Brand Rimmel	PO 489 GG MT 59730	BRAND@montana-life.com
Curt Milledge	1300 ORANGE AVE HELENA MT	CDM377@aol.com
Josette Parsch	1685 Cottontail Rd Gallatin Hwy	bradjosette@msn.com
Lee Q	73800 Adel. Rd., GG. MT.	
George Haynes	POB 526, Barn, MT	gwhoyne23@gmail.com
Christina White	Yellowstone Natl' Park	Christina.White@nps.gov
Jason Freemy	77017 GALLATIN RD.	JASON@MONTANATROUTHASICS.CO
Joe & Marcia Anderson	75 Two Bear Way	MBANDERAB@gmail.com
Elizabeth & Jerry Chura	101 Ruby Mtn GG, MT	chura2013@outlook.co
Scott Thresher	Rockhaven Camp	scott@rockhavencamp.org
Puber Kryn	Gallatin Road	
KRISTINE ELLINGSEN	216 MILL ST, GATEWAY NO MAIL AT THIS ADDRESS!	kristine.e2424@gmail.com

# SIGN-IN SHEET



## Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
Regina R. Onstad- Condre	<del>1112</del> Quail Hollow Co-operative Day School 80504 Gallatin Rd Ben MT 59118	quailhollowdirector@gmail.com
Lisa Allership	Quail Hollow Co-operative day	
Myrna Otto Svejksky	42975 Gallatin Rd Gallatin, Montana	
Elizabeth Lytle	74333 Gallatin Rd	ELLYTLE@MSD.COM
Rudy Prochnau	74333 Gallatin Rd	
Ron Young (Kathy)	63585 Gallatin Rd	RYoung3272@aol.com
JOE Duval	312 N 11th Ave Boz	joe@montanalife.com
Kathryn Kelly	10474 RIVER RD BZN 59718	kkcowgirl@sbcglobal.net
Kathryn Kelly +	ASSOC. OF GALLATIN AGRICULTURAL/RANCHERS	info@againmt.com
Mary Martin	555 Bushnell Rd Bozeman, MT	
Pat Flowers	11832 Gee Norman Rd	pat.flowers@mtleg.gov
Lauri Olsen	Box 14 Gallatin Gateway	lolsen@live.com
Martina Parrish	45 Architecture	mparrish@45arch.com
DAVID RACK	SKYLINE TRANSIT	DRACK@MONTANA.EBU
Richard Feltus	Low Buck Rd	
Ann Prescott	Rabel lane	annprescott22@gmail.com
Morgan Cannon	76355 Gallatin Rd	diggylrg@yahoo.com
Scott Vollmer	Po Box 468 Gallatin Gateway, MT	vollmerscott@yahoo.com
Cheryl Arnaud	PO Box 581 Gallatin Gateway	cherylainmontana@gmail.com

# SIGN-IN SHEET



## Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
DARYL MONROE-Bilotti	77 LITTLE BEAR Rd West, G.G.	dandgbi10tti@gmail.com
KEVIN KELLETTER	14600 SPANISH Breaks Tr Gallatin Geog Mt. 59730	kelleher@5rivers.net
Gaby Krevat	KBZK News	gaby.krevat@kbzk.com
Jake Sturgis	Lumber Jack Log homes 20 east Williams RD Gallatin Gateway	jakes@lumberjackhomes.com
Jerry & Margaret Ryder	14825 Spanish Breaks Trail	
Matt Menge	134 Violet Rd Ben, MT	matthengemengo@yahoo.com
Seth & Megan Nowlin	1272 Cottontail Rd Gateway	seth@monumenthomesmt.com
GEORGE & LINDA CARSON	648 BUSHNELL RD BOZ	nice lady with dog@gmail
DOUG RAND	14525 SPANISH BREAKS TRAIL 59730	dougrandcanoe@gmail.com
Amanda Knuteson	155 Annie Glade Dr. Boz 59718	amanda@knutesonlaw.com
Shanna Dullum	201 Ruby Man Wy, Gallatin Geog MT	Sburns9600@gmail.com
Mary Lou Van Dyke	78760 Gallatin Rd Bozeman MT	
Jane Ward	482 ZACHARIAH LN. Boz. 59718	britwtexas@aol.com
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JOHN ADELIZZI	1435 WOLVERINE Ln 59718	CHIPGABE@LOWAN.COM
KYLE SCARR	3317 FIELDSTONE DR W	Kyle.Scarr@tdhmcinc.com

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## Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
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Jim Brown	95 Greywolf TR, Bozeman	CowboyJim43@AOL.Com
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Leigh Strohn	250 Melbourne Lane Bzm 59718	leigh.strohn@gmail.com
Dorothy E. Pothoff	250 Melbourne LN, Bzm 59718	
Matthe Elwell	106 Vita Ct Bozeman, MT	matthe.elwell@kbszk.com
Chris Kent	12051 Law Rd Boz	SAR655@Q.COM
Math Burnham	2300 Arniea Dr. Bozeman	Mburnham@karststeg.com
Dave Potts	80730 Gallatin Rd, Bozeman	davepottsdrilling.com
Spencer + MaryKatherine Erwin	293 Bushnell Rd. Bozeman, 59718	Spencerja@hotmail.com / mkatn@yaho
Larry Olson	76 Old West Trail Bozeman 59718	w/olson@comcast.net
SAV MANGO	1390 Beatty Rd	mtsambo@gmail.com
MIKE BECKMAN	77300 GALLATIN RD	HOMEINMT4EVER@horvick
Andi Shockey & Kryka Shockey	555 Bushnell Rd.	
Cindy Nelson	Box 14 Gall. Cty. MT	imcalmb@msn.com
Rich Baumann	79849 Gallatin Rd, Bozeman 59718	richobkyskymetalart.com
David Barmore	1991 Axtell Anceny Rd, Bozeman 59718	dave@bigtimberworks.com
Doug Mawhinney	<del>76413</del> 76413 Gallatin Rd Bozeman 59718	mawhinneydoug@gmail.com
Ray Millikin	PO Box 11403 Boz 59719	Raymillikin@aol.com

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## Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
Aaron Schwieterman	270 Little Valley RD Bozeman MT	a.schwieterman4@gmail.com
Theresa Keel	300 Mill St	keel@gallatingateway.sch...
CARRIE FISHER	100 Mill Street, Gallatin Gateway	cfisher@gallatingateway.school...
PATTI RINGO	581 N LOW BEACH RD, GALLATIN GTRW	paringo@aol.com
JOHN PATTERSON	<del>581 N Low Beach Rd</del> 3300 E. GRAF #47 Bozeman	JSPATTERSON912@gmail.com
Dan + Donna Fleury	77013 Gallatin Rd Bozeman	dsfleury4@aol.com
Laurie Blue	80889 Gallatin Rd Be MT 59718	lblue973@gmail.com
Nancy Topel	157 Glacier Mtn Ln Be MT 59718	None
Judy + Skip Hengel	331 Ruby MT Way Gal Gtrwy	N/A
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Ronald Page	PO Box 743 G.G. MT 59730	RIPge11699@AOL.com
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Jim + Katy NYGREN	480 LOW BEACH RD GTRWY	KATYNYGREN12@AOL.COM
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Cynthia Fox	179 Montana Ranch TRL Rd.	CBox5400@gmail.com

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## Public Meeting #1 – Gallatin Gateway – January 28, 2020



Name	Address/Agency	Email
Cassandra Elwell	106 Vita Court 59718	Cassandra.e.phogarch.com
Jan Hintz-peter	64830 Gallatin Rd.	sewmontana@wildblue.net
<del>WILEY M. GILMORE</del> ALEX NISBET	180 N. LOW BENCH RD 59730 45 GLACIER MOUNTAIN CANYON	lgilmore@gmail.com hisbet11@yahoo.com
TOM ROSS	Gateway	Tom.Ross57@gmail.com
Lynda Bartling	293 Blazer Trail, Bozeman 59718	Bartlingloghomes@gmail.com
DAVID & HADASSAR GOLSAZER	62 Two BEAR WAY	WD7CXK@AOL.COM
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Sue Shockley	12051 Law Rd Box 59718	sshocksmnt@gmail.com
Mary Ellen Stewart	PO. Box 25 Gallatin Gateway MT 59730	gsgofish@gmail.com
KEN KETCHUM	PO Box 189 GALLATIN GATEWAY MT 59718	KS KETCHUMMTE@GMAIL.COM
TOM TRANEY	16161 Cottonwood Rd Bzn 59718	TRANEY@MINDSPRING.COM
DEBI REWEATS	79851 GALLATIN RD. 59718	
CAM WALKUSTKI	14969 SPANISH BREAKS TR CG 59730	CAM@WALKUSTKI.COM
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# SIGN-IN SHEET



US 191 Corridor Study  
Four Corners to Beaver Creek

Public Meeting #1 – Big Sky – January 29, 2020



Name	Address/Agency	Email
John Etha	21K Ridge Ranch HOA	JOETH178@gmail.com
Nicole Barker	94 Beartooth Ct.	nicksetha@mac.com
Eric Becker	46651 Gallatin Road	erichbeckerbigsky@gmail.com
Carol + Pat Collins	45000 Gallatin Rd Gallatin Gateway	bigsky mtsalmon@earthlink.net
Georgia Baker	Gen. Del. Big Sky	georgiabakerartworks@gmail.com
Gary Gramer	140 Low Beach Rd, Gallatin Gateway	ggramer@q.com
Dick Fast	215 W. Pine Cone Dr Mt	fastski@3rivers.net
Kevin Hinkle	32 Trotwood Cir, Big Sky, MT	khinkle@lonemountainland.com
Emily O'Connor	Gallatin River Task Force	emily@gallatinrivertaskforce.org
Steve Schumacher	Big Sky Cow Co	bscowco@gmail.com
David Tucher	Gallatin River Task Force	davrd@gallatinrivertaskforce.org
Doug Blag	98 Fortress Rd. Gall. Gtwy	blackgate.net
WILL CHAMBER	476 STREAMSIDE WAY	will@blasky.com
Jeanne Lang	P.	jeannelimagerlang@gmail.com
Denise Wade	205 Karst Stage Loop, Gateway	deniscdwade@gmail.com
Robert Lang		robertfitzgeraldlang@gmail.com
JAKE GRIMM	5645 Ramslorn / 200 Beaver Cr Rd	jakes@montana.com
Candace Strauss	Big Sky Chamber SS Long Visit Big Sky mountain trail	

Candace@bigskychamber.com

# SIGN-IN SHEET

Public Meeting #1 – Big Sky – January 29, 2020



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Greg Megaard	Big Sky Fire	gmegaard@big-skyfire. org
Dustin Tetrauit	Big Sky Fire	Dtetrauit@bigskyfire. org
KIM & JOHN KIRCHER	34 N. FORK RD	kimberlykircher@gmail. com
Suzy Samardich	48725 Gallatin Rd	SuzySam623@gmail. com
Steve Ura/Morica Melton	<del>48725</del> Rainbow Pool	sauren @ Cox. net
Daniel TAFT/Judy KATANY	Big Sky	JMK773DGT@gmail. com
Rick DONALDSON	GALLATIN ROAD	RDONALDSON@3RIVERS.NET
MICHELLE DONALDSON	GALLATIN ROAD	M DONALDSON@3RIVERS.NET
Rick LANGGUTH	FORTENNA / WESTSLOPE	rlangguth @ westslopecorp. com
John Zirkle	Big Sky / WMPAC	johnzirkle@gmail. com
Donna FRETZ	Big Sky	
JEFF PRESCOTT	GALLATIN GATEWAY	JKPRESCOTT@msn. com
Bridget Apolinar	63810 Gallatin rd.	bapolinar08@sbcglobalnet







Stops  
with me  
at  
Gardiner

Ditto

Stop speed  
from corners  
to 55  
from 4 corners  
to 55

PASSING LANE  
TOO SHORT

MORE  
LAW  
ENFORCEMENT

CELL PHONE  
DULL-OUT  
TO  
ISSUES  
OF  
MON

Longhorn pass  
(and 6 more)  
spread

Consider  
Carpool lane  
or other  
incentives

5 lane  
FC

Keep thinking  
long term

LOVE  
the idea of  
proposing  
a scenic  
byway through  
to Yellowstone

Make highway bypass  
through above  
river corridor  
on Forest Service  
lands if then  
make Gallatin  
Rd recreation  
resident access

Bypass from  
4 corners  
to Big Sky

MAR/com  
about  
NO cell sw.  
+ NO  
to  
20 miles

FC - 2 BS  
- Reduced speed  
- limit semi truck traffic  
- Expand road between FC  
+ parking  
- Facing along  
to clear

ENFORCE  
OR TORNOUTS  
FOR SLOWER  
TRAFFIC

Jackknives  
Camp  
Kids at play  
No turn lane  
Property

SPANISH CREEK RD

Custer Gallatin National Forest

Noon Mark  
2282 m

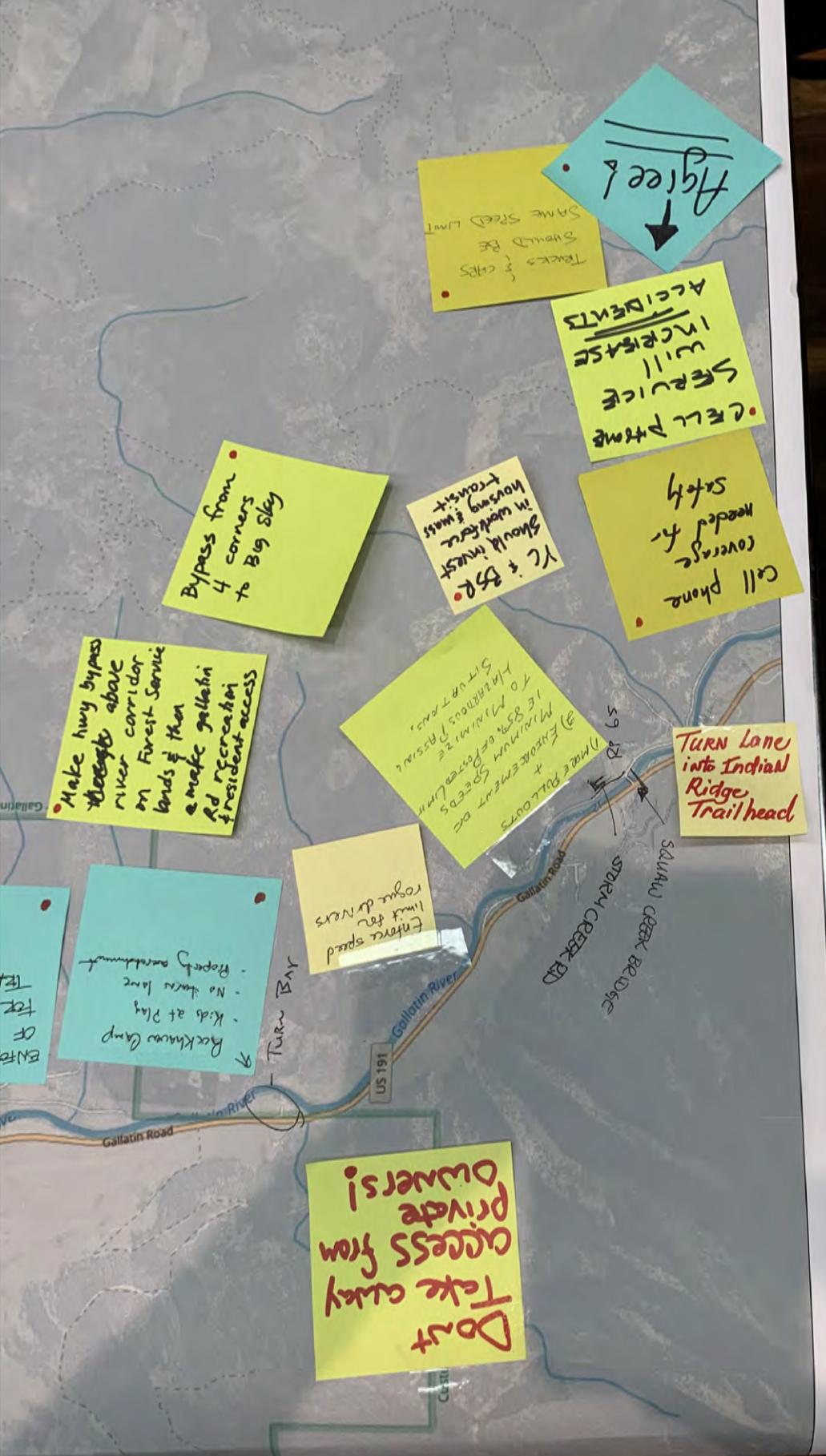
Gallatin Nation

Gallatin River

Gallatin Road

US 51

RP



Agree!

Trucks & CRVS should be same speed limit

Service will increase accidents

Call phone coverage needed for safety

YC & BSR should invest in sidewalk housing & transit

Bypass from 4 corners to Big Sky

Make highway bypass through above river corridor on Forest Service lands & then make Gallatin rd recreation & resident access

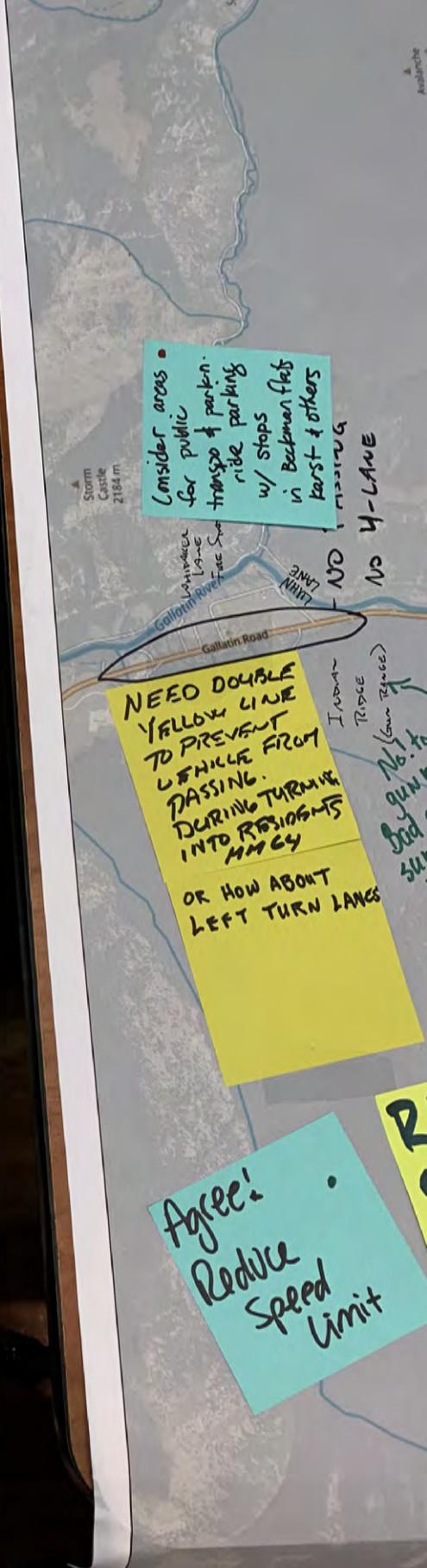
Minimum Speeds 15-25 mph on 1/2 mile stretch

Turn Lane into Indian Ridge Trailhead

Enter speed limit for rough drivers

Backhaus Camp - Kids at Play - No turn lane - Property overdevelopment

Don't Take away Private Access from Owners!



Consider areas for public transit & parking w/ stops in Beckman flats in Barst & others

NEED DOUBLE YELLOW LINE TO PREVENT VEHICLE FROM PASSING DURING TURNING INTO RESIDENTS MHCY OR HOW ABOUT LEFT TURN LANES

Agree! Reduce Speed Limit

NO 4-LANE

NO 4-LANE

NO 4-LANE





Trucks  
at very  
high speeds  
Driving  
at very  
high speeds  
Trucks  
at very  
high speeds  
Trucks  
at very  
high speeds

Yes!  
Can you  
drive through  
the canyon  
with the  
trucks?

Trucks  
at very  
high speeds  
Driving  
at very  
high speeds

Yes!

Wildlife  
X-ing

Yes!  
Create slow  
moving vehicle  
lanes where large  
pullouts exist.

Wildlife crossing  
over passes  
blow spans  
over creek & canal

Wildlife  
X-ing

Wildlife  
X-ing

Wildlife  
X-ing

Wildlife  
X-ing

Wildlife  
X-ing

Need to  
get above  
the highway  
to get  
out of  
the canyon

Wildlife  
X-ing

Tom Blyden  
Spur Road  
into a Tall  
Road

Wildlife  
X-ing

Wildlife  
X-ing

Wildlife  
X-ing

Tom Blyden  
Spur Road  
into a Tall  
Road

Wildlife  
X-ing

Tom Blyden  
Spur Road  
into a Tall  
Road



Widening over Jack Creek & on  
Blw Spear  
Creek & on

Light  
Lane  
Phase

road  
maintenance  
needs  
water  
quality  
flow + more  
lighting  
of  
lighting  
phase

Problems  
Sneeps &  
Passing

Wildlife  
X-ing  
+ pull  
outs.  
Widening  
road

Tom  
Big Sky  
into a Toll  
Road

JACK CREEK

Lone Mountain Trail MT 64

US 191

Full  
M.D.T.  
Specs

JACK CREEK  
ROAD  
OPEN

Need Turn  
Arrows At  
Light Hwy 64  
AND 191  
yes!

Reduce Speed  
Limit to 45 mph  
from Hwy 64 to  
Jack Smith Bridge  
Enforcement of  
Speed Limit

wildlife  
X-ing

TIGER  
Project  
US 191 +  
MT Hwy 64  
pedestrian X-ing

INCREASE  
SEMI  
LOAD  
ENFORCE  
MENT.

BSSD # 72 +  
Jake's  
Horses  
Flashing lights  
for horse/vistor  
crossing to road

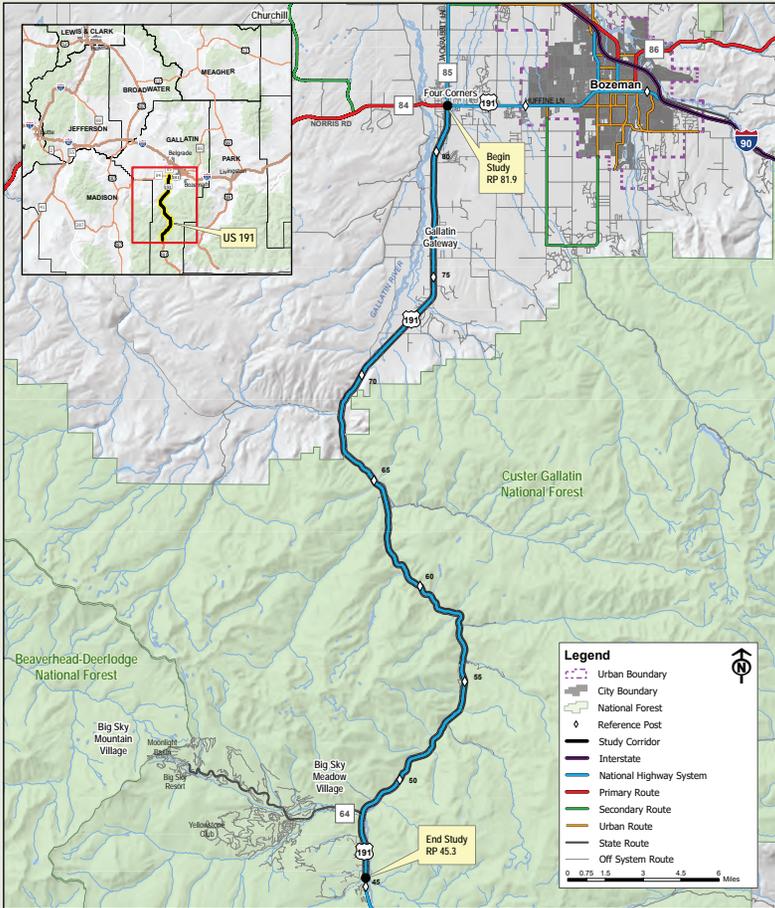
Hyaline-purpura-Buffalo Horn Wilderness Study Area

Widening  
X-ing  
Duffy

Residential  
Directions to  
pull in/out of  
driveways

US 191

**STUDY AREA**



**US 91 provides access to:**

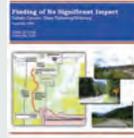
- Unincorporated communities:
  - Four Corners
  - Gallatin Gateway
  - Big Sky
- Private residences
- Agricultural lands
- Commercial operations
- National Forest lands
- Yellowstone National Park
- Recreational opportunities:
  - Hiking
  - Camping
  - Rock climbing
  - Rafting
  - Fishing
  - Hunting
  - Skiing
  - Snowmobiling



**PAST PLANNING**

**Gallatin Canyon Safety Improvements**

- Phase 1 completed in 1998
- Phase 2 completed in 2014
- Phase 3 under review and not yet advanced

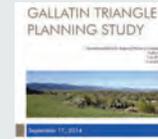


**Gallatin County Park and Trails Comprehensive Plan**

- Recommendations include:
- Shared use path - Gallatin Gateway to Four Corners
  - Pedestrian accommodations at Zachariah Lane, Gooch Hill Road, Cottonwood Road, and Little Bear Subdivision

**Gallatin Triangle Planning Study**

- Area between Bozeman, Belgrade, and Four Corners
- Efforts are currently underway to develop a Community Plan for the area



**Custer Gallatin National Forest Plan Revision**

- Natural resource management activities for the National Forest
  - Separate Travel Management Plan
- US 91 is not under Forest Service jurisdiction



**Big Sky Transportation Study**

- MT 64 corridor between US 91 and Big Sky
- Includes analysis of US 91/MT 64 intersection
- Improvements pending awarded \$10.3 M TIGER grant



**Four Corners Community Plan**  
Strategies to support transportation system:

- Pedestrian and bicycle facilities
- Mitigating traffic speeds
- Improving traffic flows
- Parking opportunities

**Gallatin Gateway Community Plan**  
Improvements include:

- Traffic signal at Mill Street
- Reduced speed zones
- Enhanced signage
- Installation of turn lanes
- Expanded pedestrian and bicycle facilities

**Four Corners MCS Scale Site Traffic Study**  
Improvements recommended in the interim:

- Future relocation of the scale site necessary

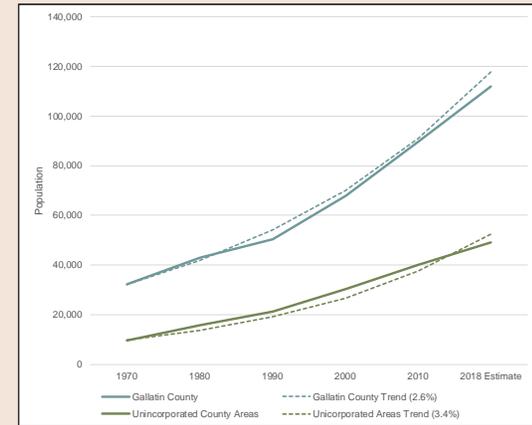
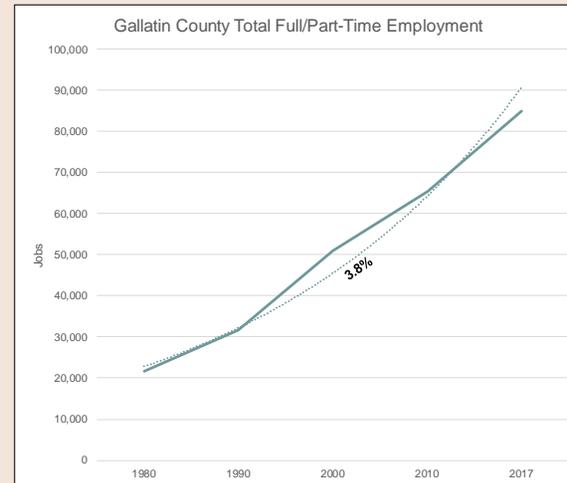
**Gallatin Canyon River Access Site Assessment**  
• Mapped access points to Gallatin River used for recreation  
• Over 70 access points are within study area

**Gallatin County Growth Policy**  
• Efforts currently underway to update  
• Supported by several other planning documents

**Big Sky Trails Master Plan**  
• Plan for interconnected trail system  
• Three trail connections recommended near the study corridor

**POPULATION AND ECONOMIC TRENDS**

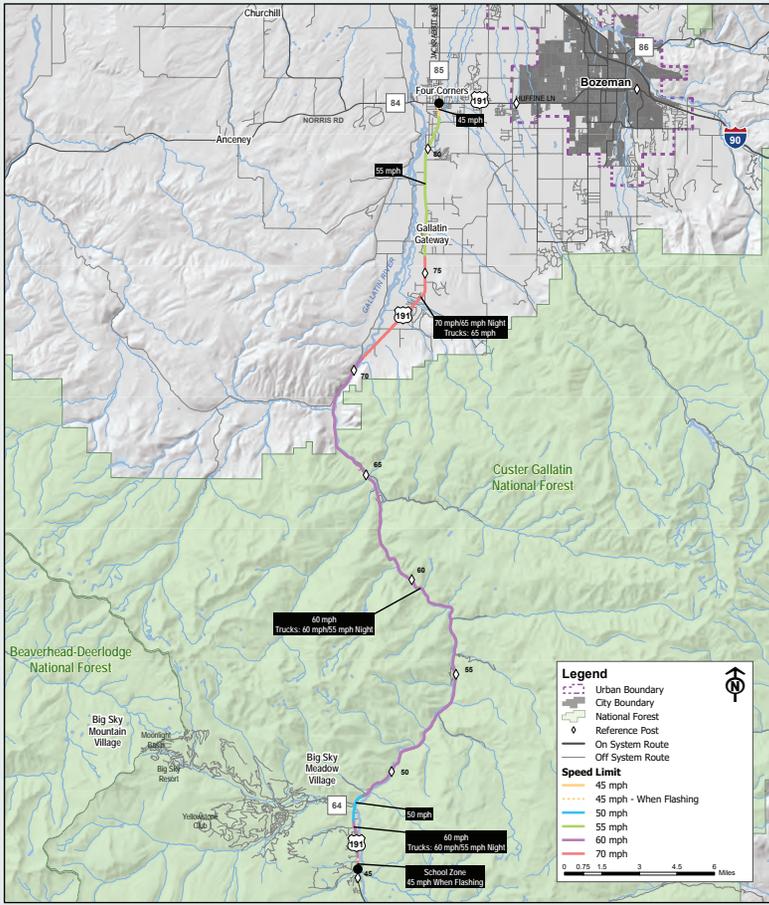
**Mode of Transportation to Work (Gallatin County)**



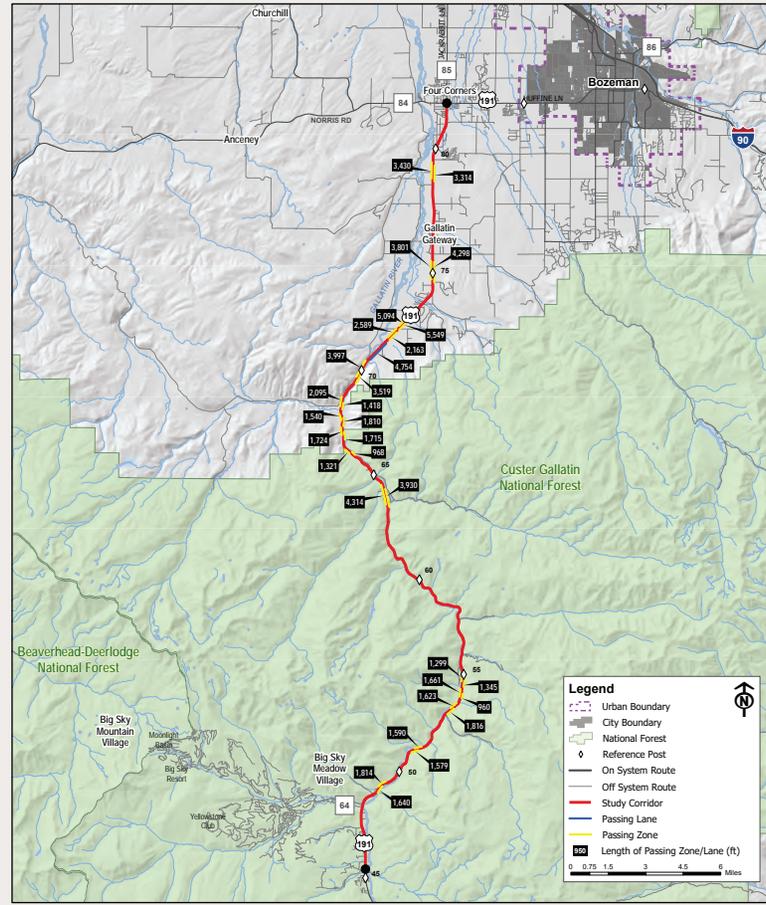
**Employment by Industry (Gallatin County)**



## POSTED SPEEDS



## PASSING ZONES



## ACCESS POINTS

Segment	Begin RP	End RP	Length (mi)	Access Points					Density (per mi)	Skewed (<60°)
				Public	Private	Farm	Rec	Turnout		
Four Corners to Gallatin Gateway	81.9	76.3	5.6	28	57	16	--	--	18.04	0
Gallatin Gateway to Gallatin South Road	76.3	70.4	5.9	13	17	26	1	--	9.66	2
Gateway South Road to Squaw Creek Bridge	70.4	65.2	5.2	5	16	5	7	--	6.35	3
Squaw Creek Bridge to Cascade Creek Road	65.2	61.4	3.8	8	38	1	5	6	15.26	2
Cascade Creek Road to Moose Creek Road	61.4	56.2	5.2	3	3	1	7	9	4.42	2
Moose Creek Road to Deer Creek	56.2	51.5	4.7	4	20	--	11	6	8.72	2
Deer Creek to MT 64	51.5	47.9	3.6	4	20	--	9	--	9.17	1
MT 64 to Beaver Creek Road	47.9	45.3	2.6	14	25	--	1	--	15.38	0
<b>Total</b>			<b>36.6</b>	<b>79</b>	<b>196</b>	<b>49</b>	<b>40</b>	<b>22</b>	<b>10.55</b>	<b>12</b>



- Access control plan on US 191 from Four Corners to Gateway South Road
- Turnouts used for river access and other recreational purposes

## MAINTENANCE AND OPERATIONS

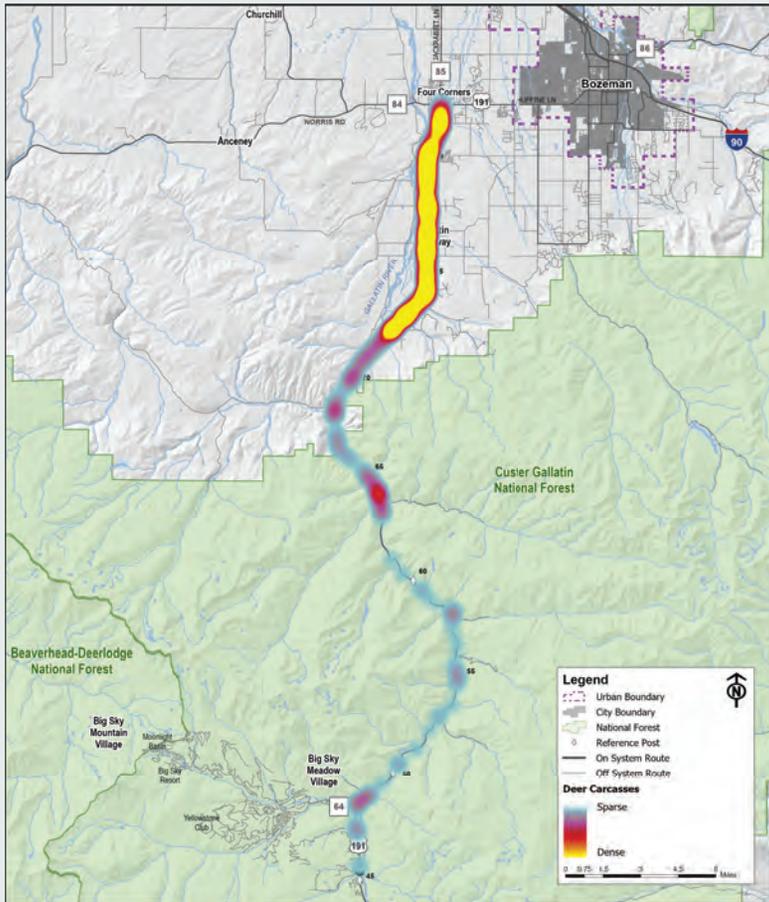


- Level I Winter Maintenance
  - Four Corners to mouth of Gallatin Canyon
  - Eligible for 24 hour coverage during winter storm
- Level II Winter Maintenance
  - Gallatin Canyon through end of study area
  - Eligible for 17-hour coverage (5 AM to 10 PM)
- MCS Scale Site (RP 81.8)
- 3 VMS Boards (RP 72.1, 55.1, and 48.2)

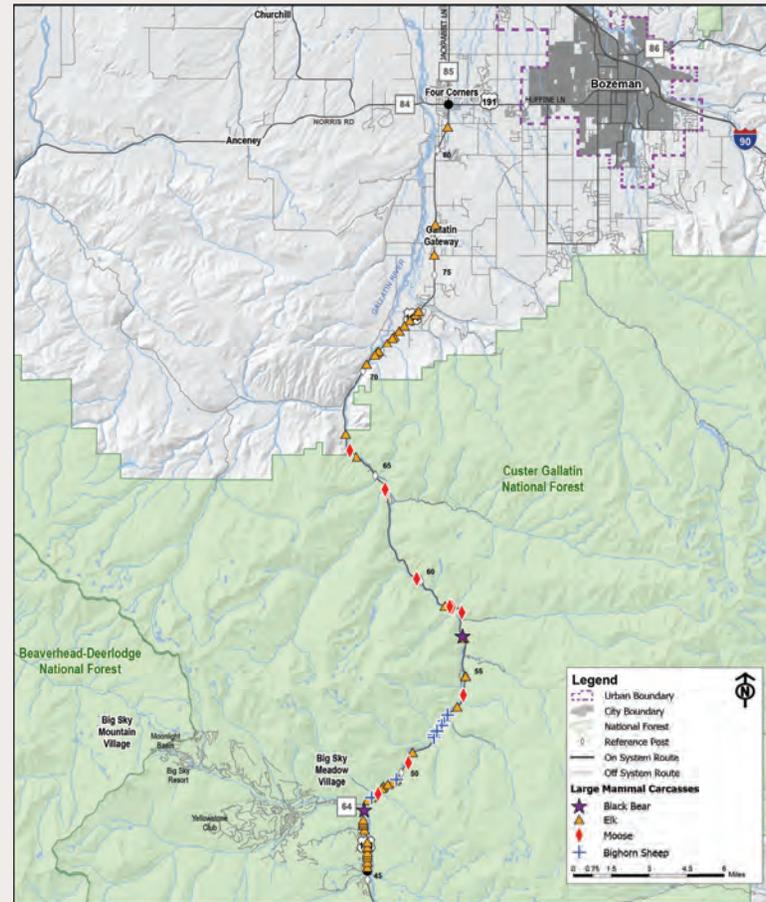


- Limited Cell Coverage through Canyon
  - 3 Emergency Call Boxes (RP 61, 56, and 55)
- Emergency Services – Gallatin County Emergency Management
  - Gallatin Gateway Rural Fire District
  - Big Sky Fire Department
  - West Gallatin National Forest Fire Management Zone

## DEER CARCASSES



## LARGE MAMMAL CARCASSES



## WATER FEATURES



- 21 major stream/river crossings along US 191 study corridor
  - 7 Bridges
  - 14 Culverts
  - 2 Irrigation Canal/Ditch Bridges
- 9 Total Bridges
  - 2 meet standards for new bridges (Swan Creek, West Fork Gallatin)
  - Others meet standards to remain in place



## GEOLOGICAL CONSIDERATIONS



- Moderately seismic area - six mapped faults
- Known landslide at Karst's Camp (RP 54.5)
- Steep cut slopes within Gallatin Canyon
- Mechanically stabilized earth walls used to reduce roadway footprint and impacts to sensitive areas
- Numerous locations with rockfall slope conditions rated as "poor"
- No physical barriers (nets, rockfall retention structures/fences, etc.) are currently used

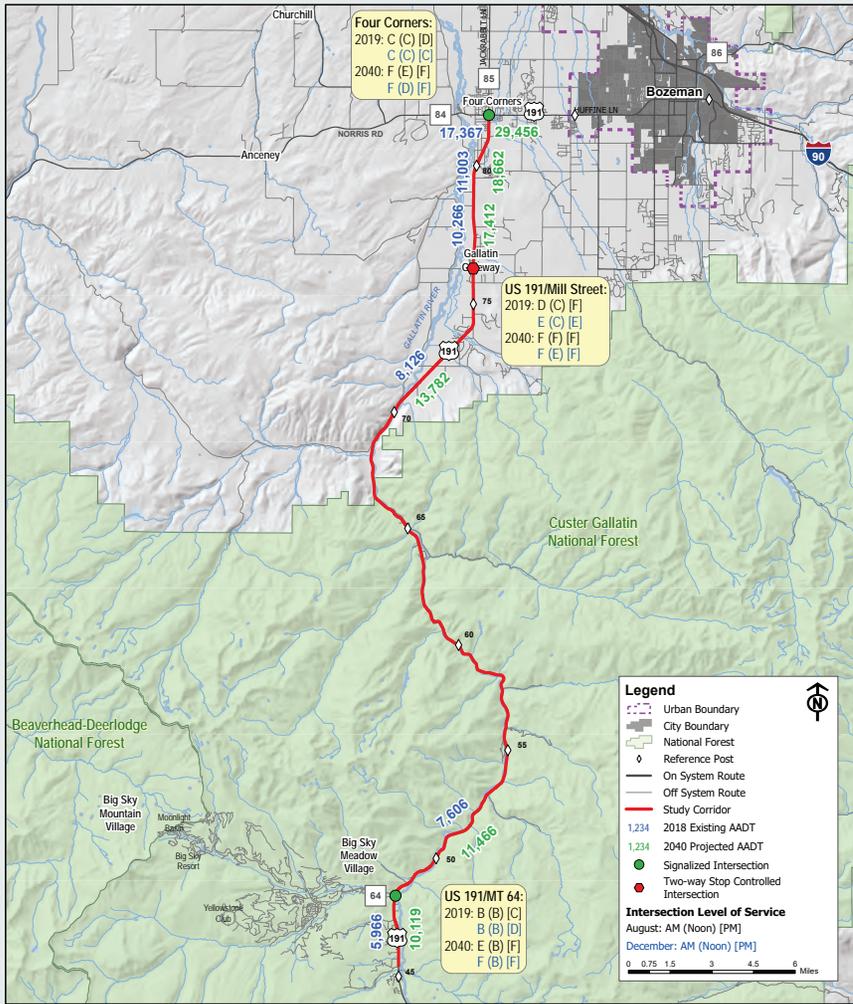
## BIOLOGICAL RESOURCES



- 6 bird species protected under BCC, MBTA, or BGEPA known in study area
- 3 mammals, 1 plant proposed or listed on Endangered Species Act found in/near study area
- Several noxious weeds found in study area - concern about infestation or expansion
- Gallatin Range provides quality habitat and connectivity for wildlife
  - Habitats being converted to commercial/residential uses

- Impaired or threatened waters in study area:
  - Gallatin River
  - South Cottonwood Creek
  - Storm Castle Creek
  - West Fork Gallatin River
- Gallatin River eligible for Wild and Scenic Rivers designation - monitored within National Forest
- On-going local efforts to designate Gallatin River as an Outstanding Resource Water
- US 191 crosses delineated floodplains and wetlands
- Streams/ivers support a variety of Montana native and game fish

# TRAFFIC OPERATIONS



## Freight and Heavy Vehicles

- MCS scale site in Four Corners
- 2008-2010: US 191 closed to semi-trucks during improvement project
- 1994: hazardous material transport prohibited (in YNP)

## Pedestrians and Bicyclists

- Gateway SUP – Zachariah Lane to Rabel Lane
- Big Sky Trail SUP – MT 64 to Beaver Creek Road
- Bike/Ped activity low in canyon, higher in communities

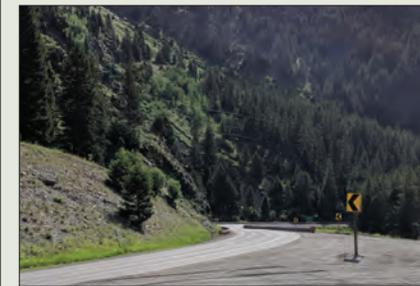
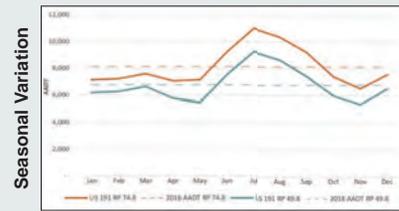
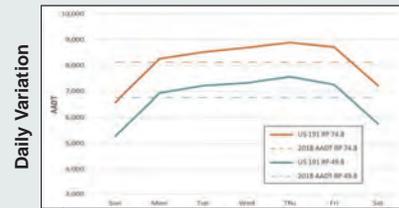
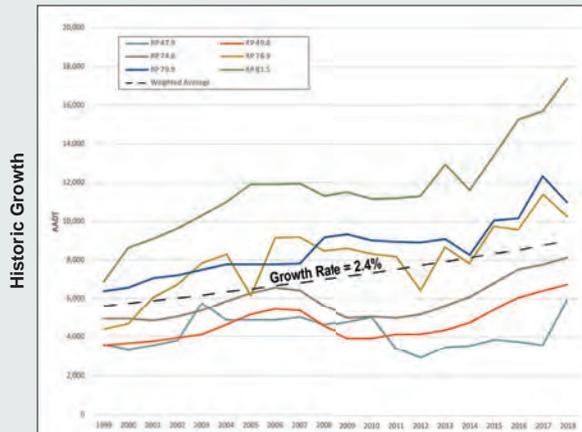
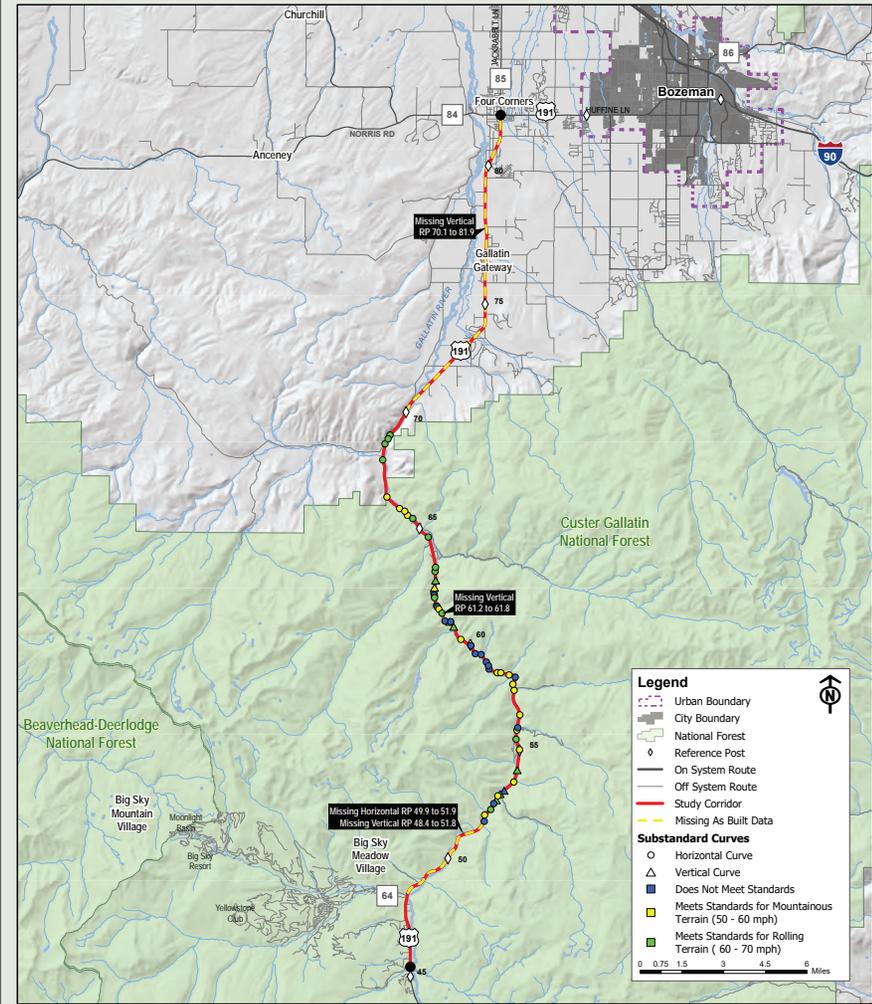
## Transit

- Transport via airport and Big Sky/ YNP
- Skyline Bus – Bozeman to Big Sky, 957,565 rides FY 2019
- West Yellowstone Foundation Bus – 1,273 rides FY 2019

## Air Service

- Bozeman Yellowstone International Airport – several shuttles to surrounding areas
- Briar Creek Airport – Gallatin Gateway, private
- Yellowstone Airport – May to Oct, West Yellowstone
- Ennis–Big Sky Airport – helicopter shuttle/Jack Creek Road to Big Sky

# GEOMETRICS

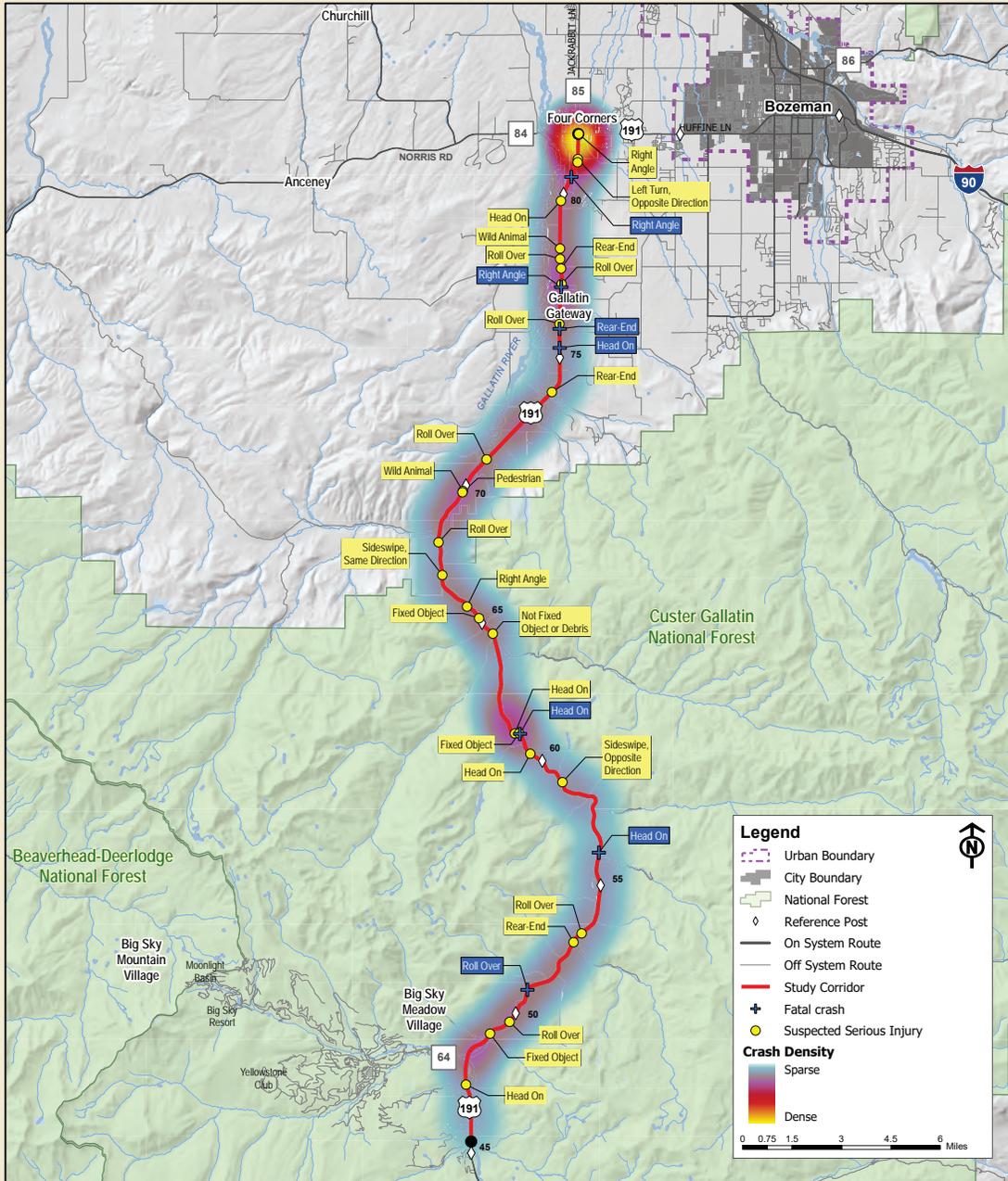


There are several curves along the study corridor with limited sight distance due to steep side slopes.



The study corridor has areas with narrow clear zones and limited sight distances particularly within Gallatin Canyon.

# SAFETY



**16%**  
Rear End Crashes



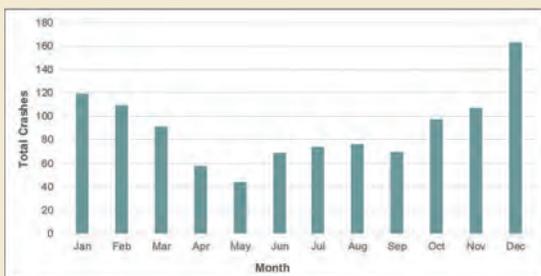
**22%**  
Fixed Object Crashes



**24%**  
Wild Animal Crashes



**12%**  
Roll Over Crashes



**1,077**  
Total Crashes



**40%**  
Adverse Road Conditions  
(Snow, wet, ice, frost)



**7**  
Fatalities



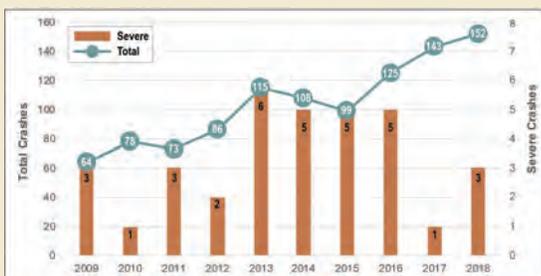
**35%**  
Dark Unlit Lighting  
Conditions



**32**  
Suspected Serious  
Injuries



**11%**  
Involved Impaired Driver  
(56% of Severe Crashes)



## WHAT IS A CORRIDOR STUDY?



A corridor study is conducted before design, right-of-way acquisition, environmental compliance, and construction.

## GOALS AND PURPOSE



Identify needs and objectives



Identify potential impacts and constraints



Identify short-, mid-, and long-range improvements

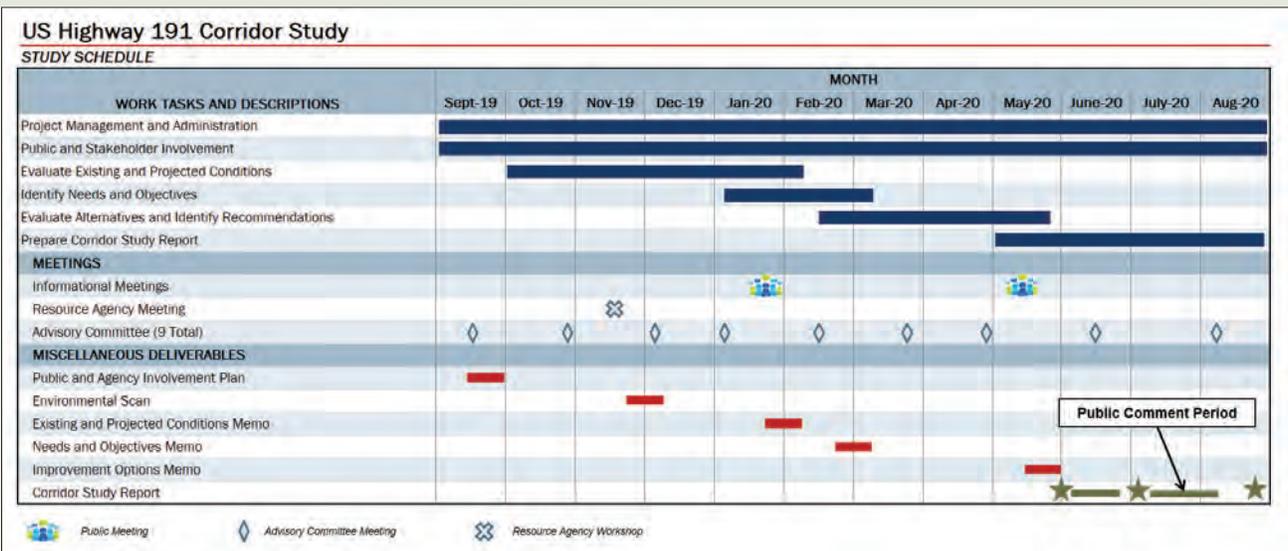


Develop planning-level cost estimates and potential funding sources



Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

## STUDY SCHEDULE





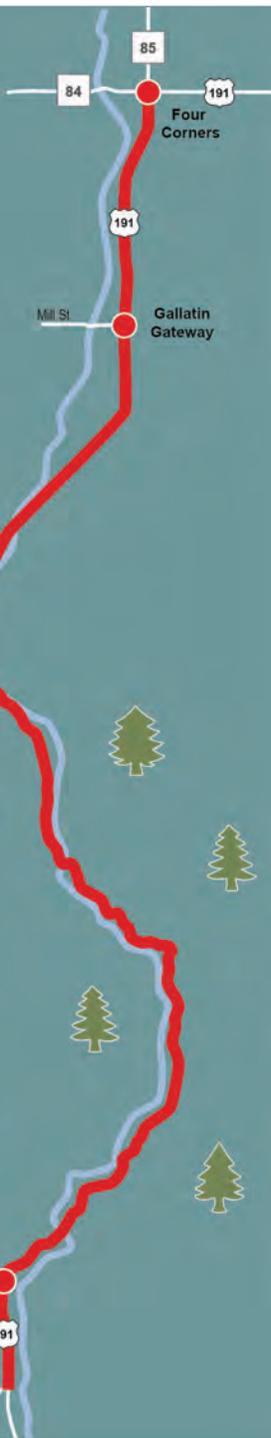
## 191 US 191 Corridor Study

Four Corners to Beaver Creek



### Study Area

The study will examine US 191 between the intersection with Huffine Lane/Norris Road/Jackrabbit Lane in Four Corners (RP 81.9) and the intersection with Beaver Creek Road (RP 45.3) near Ophir School.



### Introduction

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA), local jurisdictions, resource agencies, and the public is developing a corridor study of US Highway 191 (US 191) between the developed areas of Four Corners and Big Sky. US 191 connects the greater Bozeman and Belgrade areas to West Yellowstone and Yellowstone National Park. The corridor generally parallels the Gallatin River and provides access to National Forest lands. The corridor also serves numerous individual residences, rural subdivisions, and commercial enterprises.

In recent years, the area has experienced substantial growth which has put considerable strain on existing infrastructure resulting in increased traffic, reduced travel times, and concerns for safety. Although a number of planning efforts and construction projects have occurred in recent years to help address these concerns, improvements to the corridor have been complicated due to physical, financial, and environmental constraints.

### Purpose

The US Highway 191 Corridor Study is a pre-environmental study that allows for early planning-level coordination with the public, stakeholders, and environmental resource agencies. The goal of the study is to identify short- and long-term improvements to address safety, geometric, and environmental concerns based on the needs presented. The study will help ensure an efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. This planning-level study is not a design or construction project.

### Get Involved

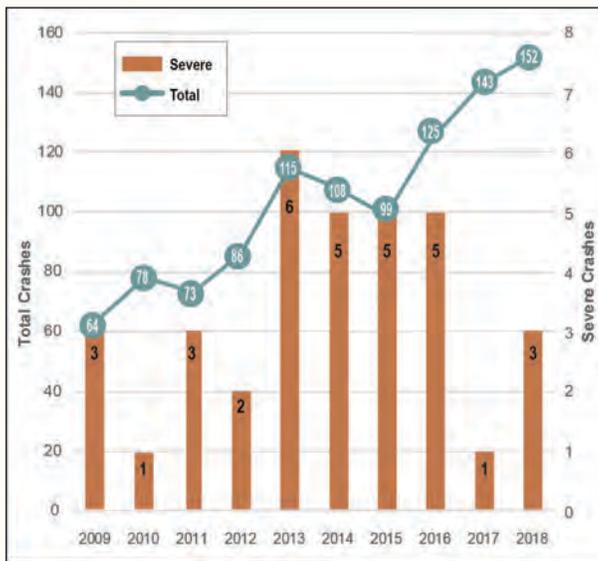
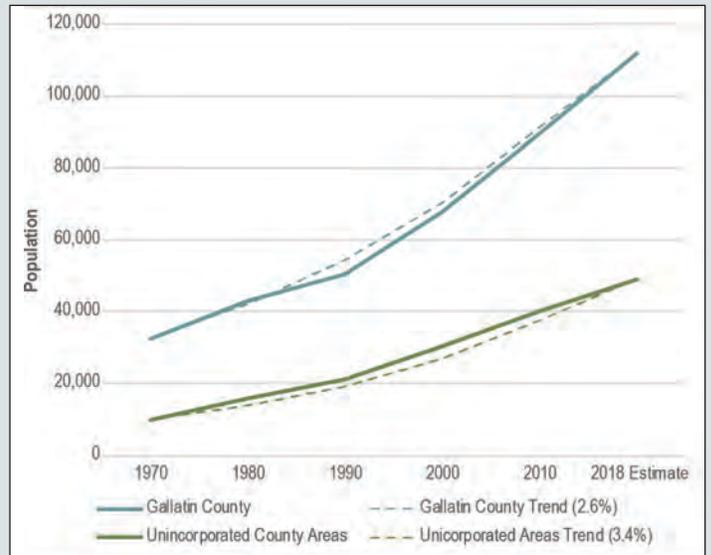
Public comments will be considered to better understand potential issues, concerns, opportunities, and constraints. To submit comments, view documents, and to learn more about the project please visit:

Project Website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

## Future Growth

The population in Gallatin County has grown at a rate of 2.6% per year over the past 48 years. This is nearly three times faster growth than Montana (0.9%) and slightly slower than the unincorporated areas in the county (3.4%). The number in jobs in Gallatin County has increased by about 3.8% per year over the past 37 years. Bozeman and Big Sky are some of the largest employment centers in the county.

As the population increases in the area surrounding US 191, traffic on the roadway will also increase, which can contribute to safety and operational concerns. Accommodating future growth is important when considering improvement options for the corridor.



## Safety

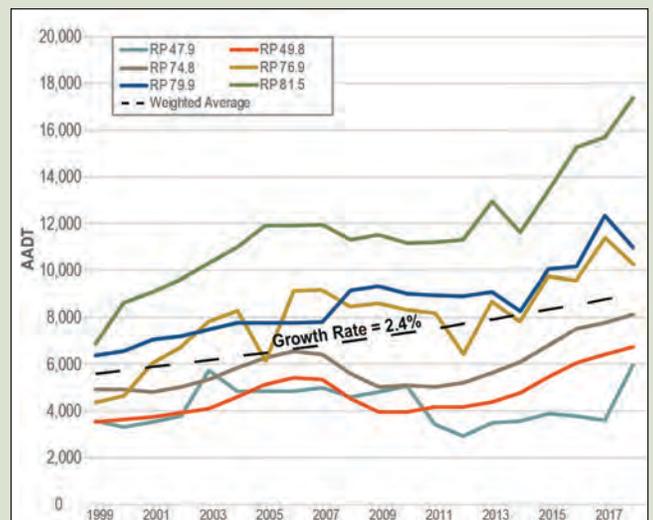
Crash data for the corridor was provided by the MDT for the 10-year period between January 1<sup>st</sup>, 2009, and December 31<sup>st</sup>, 2018. There were 1,077 crashes reported along US 191 during the analysis period. The following crash trends were noted:

- Wild animal crashes = 24% of crashes
- Fixed object crashes (22% of crashes) - typically occurred on tight curves or narrow sections of the canyon
- 101 rear-end crashes from Four Corners to Gallatin Gateway
- Rollover crashes = 12% of crashes; 68% on snowy, icy, frost-covered, slushy, or wet roads
- Adverse road conditions and dark-unlit lighting conditions were common factors in crashes

## Traffic Conditions

Traffic has generally shown high growth over the past 20 years. Between 1999 and 2018, traffic increased at an annual rate of 2.4% which was applied to existing traffic volumes for the 2040 projected traffic analysis. The following traffic observations were made:

- Heavy vehicle traffic = 9-12% of vehicle mix
- Weekend traffic ~20-30% lower than weekdays
- Volumes are 70% higher during summer than winter
- Increasing vehicle delay at intersections
- US 191 is operating below targets due to capacity, limited passing opportunities, and access density





**US 191 Corridor Study**

*Four Corners to Beaver Creek*



## **Appendix C:**

*Public Meeting #2*

*Summary*

# SUMMARY

## Public Meeting #2 – Virtual Informational Meeting

### MEETING OVERVIEW

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MDT hosted a set of virtual informational meetings on July 28, 2020. To better serve the public, the meetings were held at two times on the same date. The purpose of the meetings was to provide study updates, share recommended improvements, and answer questions. The meetings began with a brief presentation, followed by a question and answer period. Attendees with internet access could view presentation slides and submit written questions using the Zoom platform. Attendees without internet access could call into the meeting and listen to the presentation and responses.

### MEETING DETAILS

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**Format:** Zoom Virtual Informational Meeting  
**Date:** July 28, 2020  
**Times:** 11:30 AM to 12:30 PM and 5:30 PM to 6:30 PM

### OUTREACH AND PUBLIC NOTICE

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Public notice was given in multiple formats ahead of the virtual informational meetings. Advertisements were placed in the Lone Peak Lookout local newspaper, and the Bozeman Daily Chronicle posted an article about the meetings. Direct invitations were mailed to 352 adjacent landowners. Electronic invitations were sent to over 125 identified stakeholders and study contacts. Electronic notice was also posted to the study website and Gallatin County’s website.

### ATTENDEES

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Approximately 48 people attended the morning meeting, and approximately 29 people attended the afternoon meeting (not including advisory committee representatives listed below). An additional 41 people registered for the meetings but did not attend.

The following study advisory committee representatives participated in the meetings:

- |                 |                            |                    |
|-----------------|----------------------------|--------------------|
| • Bill Fogarty  | District Administrator     | MDT Butte District |
| • Joe Walsh     | District Projects Engineer | MDT Butte District |
| • Katie Potts   | Planning                   | MDT                |
| • Deb Wambach   | Environmental Services     | MDT                |
| • Scott Randall | Project Manager            | RPA                |
| • Sarah Nicolai | Transportation Planner     | RPA                |
| • Lacey Brelje  | Public Relations Director  | RPA                |

## MEETING MATERIALS

A PowerPoint presentation was provided during each meeting. A copy of the slides and meeting recordings were posted to the website. Additionally, informational sheets were posted to the website summarizing key findings and recommendations from the study.

## SUMMARY OF PUBLIC COMMENTS

The table below lists comments provided by attendees at both virtual informational meetings. Attendees submitted written comments through the Zoom Q&A portal, and responses were provided live during the meeting. Topics are listed alphabetically and may reflect multiple individual comments.

**Table 1: Summary of Public Comments**

Topic	Comment Summary
<b>Billboards</b>	Has there been any consideration of the impact of the Lite billboard sign near mile marker 64 and the impact this has on safety within this corridor?
<b>Construction Impacts</b>	Has a study been done to how more construction will affect our property values?
	We have been adversely affected by past construction. I believe this should be considered.
<b>Funding</b>	Besides private developer funding of turn lanes and road expansions for their development, how does the DOT plan on funding some of these projects? Federal/State aide? Hopefully the residents of the area are not stuck with the bill through more property taxes.
	Has any consideration been given to partner with the utility companies to share construction and costs?
	Are you looking at Big Sky Resort and Yellowstone Club to contribute to the costs?
	Do these studies historically result in funded projects?
<b>General</b>	Thanks for hosting this and answering our questions MDT!
<b>New Alignments &amp; Alternate Routes</b>	What is being done to get an alternative way into Big Sky from the west? This could take a lot of pressure off workers commuting to Big Sky in the mornings and evenings.
<b>Park-and-Ride Facilities</b>	If the weigh station in Four Corners is to be relocated, is the MDOT interested in selling that property or re-using the property for park-ride or bus terminal location. Four Corners real estate is at a premium and it is getting increasingly difficult to find adequate locations for commuters to park for work or recreation related purposes. There are many developers currently looking for properties to develop into workforce housing etc on the corridor between Four Corners and Big Sky.
<b>Project Implementation</b>	Can you talk more about the process for how partners should coordinate with MDT on project implementation?
<b>Recommendation Process</b>	How does MDT decide between making spot-specific, detailed improvement recommendations for an issue vs. general corridor-wide recommendations that don't necessarily connect spot-specific needs to specific improvement options?
<b>Rest Area</b>	Was there any discussion on developing a rest area (with bathrooms, etc.) along the corridor?
<b>Right-of-Way Acquisition</b>	If there is plan to add lanes, would this fall under eminent domain if this would be on your private property?
<b>Scenic Highway Designation</b>	What about making the portion from the mouth of the canyon to Big Sky as a scenic highway with just local truck traffic?
	Is it possible to make the scenic portion of the highway a national scenic by way.
<b>Speeds</b>	I don't see anything about lowering the speed limit immediately south of 4 Corners. I know a number of people raised this issue, particularly in regards to Quail Hollow Day School and the residential neighborhoods on both sides of 191 there. This is for 191 and the 2 Violet road intersections.
	I also don't see anything about the speed limit from the light at Big Sky to two miles north. I live in this stretch of highway as do many others now.



# US 191 Corridor Study

Four Corners to Beaver Creek

Topic	Comment Summary
Speeds, continued	Could you please detail the steps required to request a more acceptable residential speed limit? We've been bounced from the county to MDT and back. I've been told that only the legislature can change it, only MDT can change it, now only the commissioners? Can MDT not make that suggestion to the county?
	The speed between Gallatin Gateway and the entrance of the canyon needs to be reduced. 70 mile/hr creates hazards since we have about 30 90 degree turn offs into businesses, housing development, or roads. You spend lots of money to build off ramps from I-90 that are designed safely allow cars and truck to exit or enter a freeway. WHY do we have to struggle with 70 miles/hour road?
Traffic Control	Traffic control [is needed] at Wilson Creek to reduce wait times for left turn to east.
Transportation Demand Management	There was some discussion of Transportation Demand Management, but I don't see any details in the document, Appendix 4
Trucks	Has there been discussion about limiting or eliminating semi truck traffic. This is a major safety and environmental concern from the mouth of the canyon to Big Sky i.e. accidental spills into the river.
	I think we all support the study on 191. Due to 21 miles of 191 that goes through Yellowstone, all hazmat loads go through 20/87/287/84 to go north. Also, with 191 roadwork, most truck traffic goes on the above route presenting many problems for the communities along these roads along with dangerous conditions presented by the truck traffic - many deaths on 84. How can we balance road tax privileges while still routing majority of traffic through MT 15?
	What can be done to restrict interstate truck traffic ... a major concern for those of us living in the corridor?
	The jake breaks are terrible. Can signs be posted to stop this?
Water Quality	Has there been any consideration of landscaping interventions / planting between the roadway and the Gallatin to protect water quality?
Weigh Station	Since the weigh station on 191 has issues and there is only a portable weigh station on 287 - which is very rarely staffed, most trucks follow the routes which presents many issues e.g. non native species etc. Since ID, MT and ID participate in all/some of transportation budget, why not put in a port of entry in Ashton with a weigh station. This would protect the entire greater Yellowstone ecosystem and the tributaries to the Missouri and snake rivers.
Wildlife Conflicts	Given that 24% of the accidents are linked to wildlife, are you considering mitigations that would include fencing with underpass/overpass for wildlife passage?
	Tell us more about your wildlife-vehicle conflict recommendations, especially in relation to wildlife crossing structures.
	Can there be possible (serious consideration) to include wildlife overpass crossings where necessary?
	Can you explain more about the process through which the wildlife-related needs in the corridor will be considered during future development of other types of improvements? How does prioritization occur if wildlife accommodations are looked at individually as add-ons to other types of improvement options?
	Who do we talk to or what is the process for conducting wildlife movement studies?

Attendee Report										
Report Generated: 7/28/2020 12:29										
Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered	# Cancelled	Unique Viewers	Total Users	Max Concurrent Views		
US 191 Corridor Study - 11:30 AM	998 6771 2010	7/28/2020 11:09		80	63	0	44	64	0	
Host Details										
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Yes	RPA	kquinn@rpa-hin.com	7/28/2020 11:09	7/28/2020 12:28	80	United States of America				
Panelist Details										
Attended	User Name	Email	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name				
Yes	Katie Potts	kpotts@mt.gov	7/28/2020 11:09	7/28/2020 12:24	76	United States of America				
Yes	Sarah Nicolai	snicolai@rpa-hin.com	7/28/2020 11:14	7/28/2020 12:28	75	United States of America				
Yes	Joe Walsh	jwalsh@mt.gov	7/28/2020 11:27	7/28/2020 12:24	57	United States of America				
Yes	Bill Fogarty	wfogarty@mt.gov	7/28/2020 11:14	7/28/2020 12:28	75	United States of America				
Yes	Lacey Brejle	lbrejle@rpa-hin.com	7/28/2020 11:12	7/28/2020 12:28	77	United States of America				
Attended	First Name	Last Name	Email	Zip/Postal Code	Registration Time	Approval Status	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name
Yes	Kevin	Larsen	kevin@readygallatin.com	59715	7/22/2020 8:37	approved	7/28/2020 11:29	7/28/2020 12:15	47	United States of America
Yes	Jennifer	Sherry	jsherry@nrdc.org	59715	7/21/2020 10:51	approved	7/28/2020 11:25	7/28/2020 12:26	62	United States of America
Yes	Carrie	Fisher	fisher@gallatingatewayschool.com	59730	7/21/2020 17:34	approved	7/28/2020 11:33	7/28/2020 12:23	51	United States of America
Yes	Zack	Strong	zstrong@nrdc.org	59715	7/27/2020 12:26	approved	7/28/2020 11:32	7/28/2020 12:23	51	United States of America
Yes	Pat	Flowers	patflowers@gmail.com	59714	7/28/2020 11:30	approved	7/28/2020 11:30	7/28/2020 12:23	53	United States of America
Yes	Cody	Boyer	cboyer@kibzok.com	59714	7/28/2020 9:47	approved	7/28/2020 11:14	7/28/2020 12:23	70	United States of America
Yes	Patricia	Cramer	cramerswildlife@gmail.com	59730	7/27/2020 21:24	approved	7/28/2020 11:29	7/28/2020 12:22	53	United States of America
Yes	Patricia	Simmons	psimmons100@gmail.com	59718	7/23/2020 13:12	approved	7/28/2020 11:30	7/28/2020 12:22	53	United States of America
Yes	Cheryl & Ken	Deats	deatsc@yahoo.com		7/24/2020 13:35	approved	7/28/2020 11:27	7/28/2020 12:19	52	United States of America
Yes	Adam	Pankratz	apankrat@mt.gov	59718	7/22/2020 11:50	approved	7/28/2020 11:40	7/28/2020 12:22	43	United States of America
Yes	Lucas	Cain	lucas@gvlt.org	59715	7/24/2020 9:38	approved	7/28/2020 11:25	7/28/2020 12:04	40	United States of America
Yes	Vanessa	Chavarriga	vanessachavarriga@gmail.com	59027	7/23/2020 15:32	approved	7/28/2020 11:29	7/28/2020 12:28	60	United States of America
Yes	Jonathan	ferree	jferree@mt.gov	59937	7/21/2020 17:04	approved	7/28/2020 11:25	7/28/2020 12:23	59	United States of America
Yes	Anna	Ball	anna.alexis@gmail.com	59730	7/22/2020 8:18	approved	7/28/2020 11:22	7/28/2020 11:47	26	United States of America
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Yes	Anna	Ball	anna.alexis@gmail.com				7/28/2020 12:19	7/28/2020 12:23	5	United States of America
Yes	Deb	Wambach	dwambach@mt.gov		7/22/2020 14:40	approved	7/28/2020 11:28	7/28/2020 12:23	56	United States of America
Yes	Rob	Sisson	robsisson@yahoo.com	59730	7/28/2020 11:40	approved	7/28/2020 11:40	7/28/2020 11:48	8	United States of America
Yes	Richard	Rieffelt	richardrieffelt@yahoo.com	32963	7/28/2020 12:27	approved	7/28/2020 12:27	7/28/2020 12:28	2	United States of America
Yes	Parker	Osterloh	josterloh@mt.gov	59601	7/27/2020 14:54	approved	7/28/2020 11:26	7/28/2020 12:28	63	United States of America
Yes	Renee	Lemon	rlimon@mt.gov	59601	7/22/2020 9:53	approved	7/28/2020 11:30	7/28/2020 12:22	52	United States of America
Yes	Barry	Stang	spook@mttrucking.org	59601	7/22/2020 8:52	approved	7/28/2020 11:27	7/28/2020 12:28	62	United States of America
Yes	Anita	Mathews	amathews@wgmgroup.com	59715	7/22/2020 7:52	approved	7/28/2020 11:28	7/28/2020 12:23	55	United States of America
Yes	Vanessa	McGuire	vmcguire1@gmail.com	59716	7/28/2020 10:55	approved	7/28/2020 11:32	7/28/2020 12:22	50	United States of America
Yes	Helena	Dore	hdore@dalychronicle.com	59715	7/27/2020 14:26	approved	7/28/2020 11:30	7/28/2020 12:23	53	United States of America
Yes	David	Gentile	dgentile@comcast.net	77116	7/28/2020 11:37	approved	7/28/2020 11:38	7/28/2020 12:23	46	United States of America
Yes	Clinton	Nagel	clint_nagel@yahoo.com	59718	7/23/2020 16:35	approved	7/28/2020 11:29	7/28/2020 12:23	54	United States of America
Yes	Life	Williams	nlsrlyfe@hotmail.com	59714	7/21/2020 20:16	approved	7/28/2020 11:31	7/28/2020 12:28	58	United States of America
Yes	Christy	Nelson	Doyletobe@gmail.com		7/21/2020 23:20	approved	7/28/2020 11:32	7/28/2020 11:39	7	United States of America
Yes	Christy	Nelson	Doyletobe@gmail.com				7/28/2020 11:39	7/28/2020 12:02	24	United States of America
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Yes	Pete		clearview191@yahoo.com	59730	7/28/2020 9:57	approved	7/28/2020 11:29	7/28/2020 12:23	54	United States of America
Yes	Mary Ellen	Stewart	mary-ellen.stewart@foundant.com	59730	7/23/2020 10:09	approved	7/28/2020 11:27	7/28/2020 12:16	49	United States of America
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Yes	Chris	Hardan	hardanc@gmail.com	59601	7/27/2020 14:38	approved	7/28/2020 11:30	7/28/2020 12:24	54	United States of America
Yes	Jason	Sorlien	jsorlien@deckermail.com	59808	7/23/2020 7:32	approved	7/28/2020 11:33	7/28/2020 12:22	50	United States of America
Yes	Brooke	Shifrin	bshifrin@greateryellowstone.org	59715	7/23/2020 14:28	approved	7/28/2020 11:30	7/28/2020 12:23	53	United States of America
Yes	Patti	Ringo	paringo@aol.com	59730	7/23/2020 12:30	approved	7/28/2020 12:03	7/28/2020 12:16	14	United States of America
Yes	Emily	O'Connor	emily@gallatinrivertaskforce.org	59716	7/22/2020 9:42	approved	7/28/2020 11:29	7/28/2020 12:23	55	United States of America
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Yes	devin	giedra	giedra@sbcbglobal.net	6070	7/20/2020 14:40	approved	7/28/2020 11:32	7/28/2020 11:56	24	United States of America
Yes	Abigail	Breuer	abigail@argelandsapes.org	59715	7/27/2020 9:50	approved	7/28/2020 11:29	7/28/2020 12:23	55	United States of America
Yes	Matt	Menge	matthewmenge@yahoo.com	59718-7789	7/28/2020 11:04	approved	7/28/2020 11:09	7/28/2020 12:22	73	United States of America
Yes	Linda		lmmaus@yahoo.com	59730	7/28/2020 10:35	approved	7/28/2020 11:29	7/28/2020 12:27	59	United States of America
No	Jessie	Wiese	jessie@mtlandreliance.org	59716	7/27/2020 10:47	approved	--	--	--	--
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No	Ruth	Angelotti	ruthedcanses@gmail.com	59730	7/22/2020 8:51	approved	--	--	--	--
No	Katie	Scherfig	katieinmt@hotmail.com	59716	7/24/2020 16:24	approved	--	--	--	--
No	Kenneth	Ketchum	ksketchumt@gmail.com	59730	7/27/2020 14:05	approved	--	--	--	--
No	Jackie	O'Connell	jackieoconnell406@gmail.com	59730	7/22/2020 4:25	approved	--	--	--	--
No	Joan	Montagne	joan.montagne@gmail.com	59715-5331	7/23/2020 13:03	approved	--	--	--	--
No	Louise	Steed	Steed.louise86@gmail.com	59730	7/21/2020 21:34	approved	--	--	--	--
No	Bobbie Jo	McClure	romospit@yahoo.com	59714	7/21/2020 18:49	approved	--	--	--	--
No	Shauna	Burns Dullum	sburns9600@gmail.com	59730	7/21/2020 18:16	approved	--	--	--	--
No	ROY	BROWN	TBRWN42@MFC.COM	59730	7/28/2020 23:29	approved	--	--	--	--
No	WENDY	WENDEL	richwensds240@gmail.com	59730	7/23/2020 10:10	approved	--	--	--	--
No	Dustin	Tetrault	Detrault@bigskyfire.org		7/22/2020 13:46	approved	--	--	--	--
No	Gary	Robbins	groby60@gmail.com	59730	7/21/2020 11:20	approved	--	--	--	--
No	Robert	Black	rblack41@aol.com	59715	7/23/2020 13:23	approved	--	--	--	--
No	Rena	Schumacher	reneschumacher@gmail.com	59716	7/22/2020 6:23	approved	--	--	--	--
No	Don	Cape	dcape@icloud.com	59715	7/22/2020 9:17	approved	--	--	--	--
No	Scott	Randall	srandall@rpa-hin.com	59601	7/22/2020 11:53	approved	--	--	--	--
No	Dennis	Sines	dsines@karststage.com	59715	7/23/2020 11:03	approved	--	--	--	--
Other Attended	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name						
User Name	14064317844	7/28/2020 11:28	7/28/2020 12:24	56	United States of America					
	14067634380	7/28/2020 11:26	7/28/2020 12:23	57	United States of America					
	14065391749	7/28/2020 11:27	7/28/2020 12:15	48	United States of America					
	14067218411	7/28/2020 11:34	7/28/2020 12:22	48	United States of America					
	14064900003	7/28/2020 11:27	7/28/2020 12:28	62	United States of America					

**Attendee Report**

**Report Generated:** 7/29/2020 9:36

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered	# Cancelled	Unique Viewers	Total Users	Max Concurrent Views
US 191 Corridor Study - 5:30 PM	918 4429 7433	7/28/2020 17:06		68	47	0	23	41

**Panelist Details**

Attended	User Name	Email	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name
Yes	Lacey Brejle	lbrejle@rpa-hln.com	7/28/2020 17:06	7/28/2020 17:12	6	United States of America
Yes	Lacey Brejle	lbrejle@rpa-hln.com	7/28/2020 17:14	7/28/2020 18:13	59	United States of America
Yes	Bill Fogarty	wfogarty@mt.gov	7/28/2020 17:19	7/28/2020 18:13	55	United States of America
Yes	Joe Walsh	jwalsh@mt.gov	7/28/2020 17:43	7/28/2020 18:13	30	United States of America
Yes	Katie Potts	kpotts@mt.gov	7/28/2020 17:06	7/28/2020 18:13	67	United States of America
Yes	Sarah Nicolai	snicolai@rpa-hln.com	7/28/2020 17:08	7/28/2020 17:12	4	United States of America
Yes	Sarah Nicolai	snicolai@rpa-hln.com	7/28/2020 17:18	7/28/2020 18:13	55	United States of America

**Attendee Details**

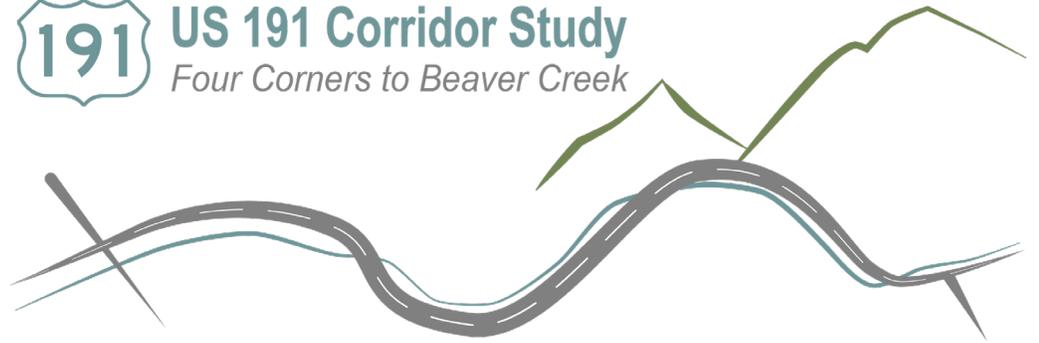
Attended	First Name	Last Name	Email	Zip/Postal Code	Registration Time	Approval Status	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name
Yes	Loel	Carroll	Canyoncarrolls@gmail.com		59803	7/26/2020 18:12	7/28/2020 17:22	7/28/2020 18:13	52	United States of America
Yes	Mike	Boyer	Clearyboyer@msn.com		59716	7/23/2020 14:36	7/28/2020 17:22	7/28/2020 18:13	51	United States of America
Yes	Don	Cape	dcape@icloud.com		59715	7/28/2020 14:10	7/28/2020 17:23	7/28/2020 18:12	49	United States of America
Yes	Robert	Franzen	rfranzen180@gmail.com		59730	7/26/2020 19:45	7/28/2020 17:23	7/28/2020 18:13	50	United States of America
Yes	David	Kack	dkack@montana.edu	59717-4250		7/24/2020 6:38	7/28/2020 17:24	7/28/2020 18:13	49	United States of America
Yes	deb		youngdebra@yahoo.com		59730	7/25/2020 14:37	7/28/2020 17:24	7/28/2020 18:10	46	United States of America
Yes	Dennis	Glick	dennis@future-west.org		59771	7/27/2020 9:38	7/28/2020 17:26	7/28/2020 18:13	48	United States of America
Yes	Deb	Wambach	dwambach@mt.gov			7/22/2020 14:40	7/28/2020 17:26	7/28/2020 18:13	47	United States of America
Yes	James	Robbins	mtfshmn@gmail.com		59730	7/20/2020 21:20	7/28/2020 17:29	7/28/2020 18:11	47	United States of America
Yes	Richard	Fast	FastSki@3Rivers.net		59716	7/21/2020 20:09	7/28/2020 17:29	7/28/2020 18:06	32	United States of America
Yes	Steve		steve@connor-bear.com		59730	7/28/2020 15:19	7/28/2020 17:30	7/28/2020 18:00	31	United States of America
Yes	Elizabeth	Fairbank	liz@argelandscapes.org		59771	7/27/2020 10:49	7/28/2020 17:30	7/28/2020 18:13	43	United States of America
Yes	Deanna	Cully	deerock22@hotmail.com		59730	7/28/2020 12:21	7/28/2020 17:30	7/28/2020 18:12	42	United States of America
Yes	Minah	Choi	minah.choi96@gmail.com		59715	7/28/2020 17:30	7/28/2020 17:30	7/28/2020 17:33	3	United States of America
Yes	Geary	Zale	gzale@bcbsmt.com		59715	7/28/2020 16:04	7/28/2020 17:31	7/28/2020 18:13	42	United States of America
Yes	Lisa	Gray	lisa.gray@hdrinc.com		59044	7/28/2020 14:59	7/28/2020 17:32	7/28/2020 18:13	42	United States of America
Yes	Eva	Patten	evapatten1@gmail.com		59715	7/27/2020 21:23	7/28/2020 17:32	7/28/2020 18:13	42	United States of America
Yes	Kenneth	Ketchum	ksketchumnt@gmail.com		59730	7/28/2020 11:50	7/28/2020 17:32	7/28/2020 18:13	41	United States of America
Yes	Ralph	Zimmer	RalphZimmer@mcn.net		59715	7/28/2020 11:37	7/28/2020 17:34	7/28/2020 18:13	40	United States of America
Yes	Emil	Erhardt	erhardt@montana.com		59730	7/26/2020 14:26	7/28/2020 17:34	7/28/2020 17:36	3	United States of America
Yes	Emil	Erhardt	erhardt@montana.com				7/28/2020 17:34	7/28/2020 17:40	7	United States of America
Yes	richard	breffelh	richardbreffelh@yahoo.com		32963	7/28/2020 12:41	7/28/2020 17:36	7/28/2020 18:13	37	United States of America
Yes	Elizabeth	Chura	chura2018@outlook.com		59730	7/27/2020 17:22	7/28/2020 17:43	7/28/2020 18:13	31	United States of America
Yes	Emil	Erhardt	erhardt@montana.com				7/28/2020 17:45	7/28/2020 18:13	29	United States of America
Yes	Minah	Choi	minah.choi96@gmail.com				7/28/2020 17:56	7/28/2020 18:08	13	United States of America
Yes	Emil	Erhardt	erhardt@montana.com				7/28/2020 17:59	7/28/2020 18:13	15	United States of America
Yes	Kristine	Ellingsen	kristine.e2424@gmail.com		59771	7/28/2020 8:43	7/28/2020 18:05	7/28/2020 18:13	8	United States of America
No	katherine	vogel	katherinevogel@gmail.com		59716	7/21/2020 18:34	approved	--	--	--
No	Katie	Scherfig	katieimt@hotmail.com		59716	7/24/2020 16:23	approved	--	--	--
No	Dave	Potts	dave@pottsdriiling.com		59718	7/21/2020 8:25	approved	--	--	--
No	Bud	Daigle	bud@langlas.com		59715	7/22/2020 13:56	approved	--	--	--
No	Jackson	Hurst	jhurst29@students.kennesaw.edu		30144	7/27/2020 16:24	approved	--	--	--
No	Steven	Daily	sfd1213@gmail.com		98020	7/28/2020 14:59	approved	--	--	--
No	Barry	Slang	spook@mttrucking.org			7/28/2020 11:17	approved	--	--	--
No	ROY	BROWN	TBROWN42@ME.COM			7/27/2020 20:35	approved	--	--	--
No	James	Glowacki	glowackijim@gmail.com		59716	7/22/2020 6:18	approved	--	--	--
No	Eliza	Gillilan	eliza.gillilan@gmail.com		59715	7/24/2020 13:17	approved	--	--	--
No	John	Shellenberger	Jaysshell05@gmail.com		98198	7/24/2020 12:25	approved	--	--	--
No	Scott	Randall	srandall@rpa-hln.com		59601	7/22/2020 11:53	approved	--	--	--
No	Connie	Winks	conniewinks@gmail.com		58554	7/28/2020 10:30	approved	--	--	--
No	Grace	Young	gracedouglas@hotmail.com			7/25/2020 0:47	approved	--	--	--
No	Lessa	Racow	lracow@wgrngroup.com		59715	7/21/2020 18:42	approved	--	--	--
No	Josh	Quinlan	joshquinlan@qconcepts.com		59730	7/22/2020 4:04	approved	--	--	--
No	Lisa	Dobbs-Crooks	lisaloulane@gmail.com		59715	7/20/2020 15:57	approved	--	--	--
No	Scott	Heppel	scott.heppel@me.com	59716-1232		7/28/2020 10:42	approved	--	--	--
No	Dave	Jackson	buckjackson55@aol.com		59730	7/18/2020 13:47	approved	--	--	--
No	Linda M	Keith	fromnutstobolts@gmail.com			7/28/2020 11:56	approved	--	--	--
No	Rick	Langguth	rlangguth@westslopecorp.com		59715	7/22/2020 9:04	approved	--	--	--
No	CJ	Myrick	cmyrick@lonemountainland.com		59714	7/27/2020 13:39	approved	--	--	--
No	Ricky	Jones	richard.jones441@gmail.com		59715	7/28/2020 14:32	approved	--	--	--
No	Scott	Vollmer	vollmerscott@yahoo.com		59730	7/21/2020 23:08	approved	--	--	--

**Other Attended**

User Name	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name
14064317844	7/28/2020 17:26	7/28/2020 18:13	47	United States of America
14067884277	7/28/2020 17:36	7/28/2020 18:12	37	United States of America
17016637710	7/28/2020 17:29	7/28/2020 18:13	45	United States of America
19499390941	7/28/2020 17:30	7/28/2020 17:33	4	United States of America
19209881396	7/28/2020 17:30	7/28/2020 18:13	43	United States of America
14067884606	7/28/2020 17:07	7/28/2020 18:13	67	United States of America
14064900003	7/28/2020 17:43	7/28/2020 18:13	31	United States of America
RPA	7/28/2020 17:06	7/28/2020 17:12	6	United States of America
RPA	7/28/2020 17:16	7/28/2020 18:13	58	United States of America



**US 191 Corridor Study**  
*Four Corners to Beaver Creek*



## **Appendix D:**

*Interactive Commenting  
Map – Comments  
Received 1/24/20 to  
08/28/20*

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
1	Comment - Point	There are no pedestrian facilities along this highway. Children who live near Bozeman Hot Springs cannot safely walk or ride a bicycle to Monforton School. MDT needs to consider all road users, not only motorists, when creating transportation solutions. The long term health of our community depends on active transportation options.	1/24/20	I completely agree. I would walk to work, but it is scary with high speeds and so much traffic. Even riding a bike on the road is scary. Access to Bozeman Hot Springs from Elk Grove Community and Monforton would be amazing.	1/27/20	16	17	1	US 191
				I agree. It would be so nice to have so more walking paths, bike paths and/or underground tunnels. It feels too dangerous to be walking or biking there today.	1/28/20				
				I Agree, living in Elk Grove I would like to be able to bike to town with my son. There are beautiful wide sidewalks and underpasses to cross the road on two sides of the four corners intersection but the Big Sky side of 191 doesn't even have a shoulder the full length (bridge area just south of the intersection is impassable with a bike, let alone children). In order to bike to town we have to go way out of the way on back roads - this is a big deterrent and reduces our opportunities for supporting local business with leisure/day trips to town. As addition I very often see people walking the shoulder of these roads and fear for their safety.	1/29/20				
2	Comment - Point	This intersection is NOT safe for pedestrians, especially the elderly, children, and those living with a disability. Please consider how these populations are to safely cross. Solutions could be pedestrian islands, longer time allowed in crosswalk for pedestrians, all lanes stop for pedestrians, remove right on red (since nobody actually comes to a complete stop, or if they do, they have already entered the crosswalk), use "zebra stripe" style crosswalks, and SLOW the speed limit.	1/24/20	Insufficient turning lane(s) capacity for vehicals heading west on Huffine Lane making a right onto 191 South.	1/25/20	5	6	1	Four Corners Intersection (RP 81.9)
3	Comment - Point	There is a bridge here that does not have a shoulder. Pedestrians and bicyclists cannot safely travel on this section of highway.	1/24/20	I Agree. It is not safe and there are times that traffic doesn't let up.	1/27/20	16	16	0	Spain-Ferris Ditch (RP 81.5)
4	Comment - Point	There is a bus stop here. Riders who are going West are dropped off on Shedhorn, and need to cross 5 lanes of traffic to get to this bus stop. Many do not walk the extra half mile to cross at the unsafe intersection of Jackrabbitt and Huffine, they just cross through traffic. This has already resulted in a pedestrian death. Please plan for pedestrians and how they can cross safely and effieiently in this community. The current structure is unsafe for drivers and pedestrians.	1/24/20	I Agree - As town continues to grow westward, so will the use of public transport. There should be easy options for individuals to access the bus stops and walk to their destination. Traffic moving at 55MPH (because oftentimes people do not slow down to 45MPH in this area) is not a safe situation for peds. Also, much of that summer traffic is tourism heads to the Gallatin or the Madison to fish. A slower speed limit would remind visitors to respect locals.	1/27/20	6	7	1	Huffine Lane (between Arrowhead Trail and Shedhorn Drive on the south side)
				Instead of further slowing down and backing up traffic for pedestrians, let's consider a walk way bridge. Win win for everybody.	2/11/20				
5	Comment - Point	A child must travel over 1.5 miles to safely cross this road, just to get to the other side. We need more safe pedestrian crossings in this Huffine/Jackrabbitt intersection area. Eastbound motorists are accelerating, and tend to be speeding through this area. Westbound motorists continue to travel at 55 MPH all the way to the intersection of Huffine and Jackrabbitt. Please consider all road users (the elderly,	1/24/20	I Agree - this is much needed especially as more residential areas grow	1/27/20	7	8	1	Huffine Lane
				I Agree - the same on the other side of Huffine when using the pedestrian trail and crossing the neighborhood intersections.	1/27/20				
				Instead of further slowing down and backing up traffic for pedestrians, let's consider a walk way bridge. Win win for everybody.	2/11/20				
6	Comment - Point	Several years ago, there was a pedestrian island located on this corner. This was a safer place for pedestrians to shorten their distance when crossing. Please bring back pedestrian islands and consider sidewalk bump outs on this intersection to shorten the crossing distance for pedestrians and create safety!	1/24/20	--	--	2	3	1	Southwest corner of Four Corners intersection
7	Comment - Point	This is a residential area. Speed limits are not at a current level that allows for safety of residents. Speed limit in this area needs slowed.	1/24/20	--	--	7	7	0	South side of Huffine Lane east of Four Corners intersection
8	Comment - Point	Remove left-hand turns out of Shedhorn on to Huffine.	1/24/20	I Disagree, this would be a nightmare for the businesses located in the Middle Creek complex. Particularly if you also banned left hand turns out of Spanish Peaks Drive. How would anyone be able to head east?	1/24/20	4	6	2	Huffine Lane/Shedhorn Drive
				I Agree. Seems obvious as one cannot see all the traffic coming through the light.	1/27/20				

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
9	Comment - Point	There should be a stoplight here. There was consideration of a stoplight here when the Huffine corridor study was conducted years ago. Please consider installing the safety features that were planned for in that previous study that overlaps with this area. We shouldn't have to wait for death of motorists and pedestrians before safety features are built.	1/24/20	Instead of further slowing down and backing up traffic for pedestrians, let's consider a walk way bridge. Win win for everybody.	2/11/2020	1	6	5	Huffine Lane/Arrowhead Trail
10	Comment - Point	Remove left-hand turns from these side roads onto the highway.	1/24/20	--	--	1	4	3	Jackrabbit Lane at Spanish Peak Dr
11	Comment - Point	Turning arrows for the southbound RH turns to keep traffic flowing. Also, the stoplight warning should be moved further north OR additional warning signs. I've seen too many semis blow the red light.	1/24/20	I Disagree we need to add a green arrow for northbound traffic so people can make the turn. I Agree but also need a green turn arrow going southbound for the LH turn. I Disagree, people turning right to Big Sky seem to have no trouble using the green light. I would suggest a left turn arrow for people coming North though especially since people will continue to look for more housing options towards West Yellowstone. I Disagree - not necessary (save money, electricity, and harm to the environment) Need a green arrow for Northbound traffic turning into big sky I agree. Northbound traffic turning west onto Lone Mountain Trail continually makes left hand turns after the light turns red as there isn't space between southbound vehicles turning west or they turn fast and cut off southbound drivers. I Disagree. North Bound traffic needs a turning light. There should be a turn arrow for both south and northbound lanes I Agree and also a LH turn arrow for northbound traffic.	1/28/20 1/29/20 1/31/20 2/11/20 2/11/20 2/11/20 2/12/20 2/12/20 2/12/20	3	8	5	MT 64/US 191 (RP 48)
12	Comment - Point	Not sure if this is the correct spot on the highway, but by Spanish Creek there should be four lanes, to help funnel out congestion. There is land space there to do it.	1/24/20	Add right hand and left hand turning lanes to keep traffic flowing and elevate rear ending hazards	7/17/2020	15	15	0	Spanish Creek Road (RP 68.3)
13	Comment - Point	Turning median in the stretch of Critter Camp	1/24/20	Limit semi through traffic from I-15 to I-90	1/28/20	10	10	0	Luhn Lane area (RP 64)
14	Comment - Point	Please add a traffic signal. Current intersection is unsafe for children going to/from school and problematic for the fire department.	1/24/20	I Agree. A traffic signal here would not only help this location but it would also help Four Corners area and allow people to turn onto the highway. The traffic from Big Sky to Bozeman is insane in the evenings after 5 PM and there is never a break in cars. Even a short light would give people near Four Corners the opportunity to get on the road. Everyone wins. Wonderful Idea- for both Gateway and businesses/homes from Gateway to Four Corners This road is grossly unsafe, large trucks should not be able to use this road. There should be more done to protect the river. I Agree. This would also help break up traffic so it's easier for people to make left hand turns.	1/27/20 1/27/20 1/28/20 2/11/20	21	22	1	Mill Street/US 191 (RP 76.1)
15	Comment - Point	Reduce speed limit to 35MPH from this point headed north	1/24/20	STRONGLY DISAGREE- lowering speed to 35mph for an extended area will only push more vehicles to the back roads Gooch Hill/Cottonwood/Blackwood/Gateway South Road/Axtell- then those roads will be more inundated than they already are. This comment is ridiculous	1/27/20 2/12/20	-16	2	18	Cottonwood Road (RP 75.8)
16	Comment - Point	Reduce speed limit to 35MPH from this point headed south	1/24/20	STRONGLY DISAGREE- lowering speed to 35mph for an extended area will only push more vehicles to the back roads Gooch Hill/Cottonwood/Blackwood/Gateway South Road/Axtell- then those roads will be more inundated than they already are.	1/27/20	-9	3	12	Gooch Hill Road (RP 76.8)
17	Comment - Point	Reduce speed limit to 55MPH from this point north (reduce sound levels)	1/24/20	I Disagree 55MPH wouldn't reduce sound levels	1/28/20	-18	4	22	Mouth of Canyon (RP 70.6)
18	Comment - Point	Remove/Ban all billboards along 191 from Four Corners to Big Sky	1/24/20	Destroying the views for everyone for the benefit of a few I agree. In parts of Kawaii, there are no billboards and it is gorgeous. It was noticeable. People come from all over the world to see "Big Sky" - let's keep it that way.	1/26/20 1/27/20	5	9	4	RP 81.9 - 48

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
				Billboards on private property are not an MDT issue. This is an issue for your neighborhood zoning district. If you do not like Billboards, work to enact zoning regulations that ban them. Get ready for a "land rights" fight though.	1/27/20				
				I Agree. Gallatin County commission can ban all NEW billboards from from 4 corners to Big Sky. In addition, and can stop the existing billboards from getting renewed contracts, or it can offer buy-outs with sign companies.	7/28/20				
19	Comment - Point	Speed should be 55 from yellowstone to BELGRADE	1/26/20	Speed should stay 60	1/28/20	-10	8	18	US 191 Yellowstone to Belgrade
				ABSOLUTELY NOT	2/12/20				
				I Disagree Speed should stay 60 except for the 70 MPH sections. That should stay the same.	2/12/20				
				Being a family residing off Hawk Hill road we are all terrified of the intersection we must face multiple times a day turning onto and off of 191. There is no alternative routes for us to get anywhere. This is true for many other neighborhoods and businesses on 191. Each of us have had so many close calls with heavy fast moving vehicles. This is the nature of the traffic using the corridor and thus should be a prime consideration in deciding a speed limit. As taxpayers and lovers of this beautiful area we should not feel fear or excessive worry each time we or our loved ones leave the house. From a safety perspective this stretch of road stands out from all others in the area for its inherent dangers. There are a lot of tired construction workers driving with heavy loads commuting back and forth to Big Sky in a hurry to make work schedules or get home. Being stopped while waiting for an opportunity to make a left hand turn and looking in the rear view mirror is a terrifying experience	7/29/20				
20	Comment - Point	There is a pre-school and a school bus stop here. Every single day people speed through here, and at least once a day someone gets pulled over for passing the school bus. Speed limit must be lowered.	1/27/20	I Agree. The highway is a big hazard out front. Not only do people wait a long time to pull out onto the road. People are constantly speeding - The speed limit should be lowered. I also like the idea of having pedestrian paths on the sides of the roads.	1/27/20	13	14	1	Quail Hollow, near Violet Road (RP 80.6)
				Please consider lowering the speed limit. There is a preschool here. Pulling out onto the road is treacherous at times. A walking path would allow those who live nearby to safely walk their children to school - something our family would love to do but have not since there is no safe way to do so.	1/27/20				
				I Agree. There is no reason for the speed limit to be so high here. Most people have to stop at Four Corners anyway, or should at least slow down at the stop light. The school bus stop is scary for all children on the bus as drivers are often not paying attention after a long road at a high speed limit. Most do not expect a bus stop on the highway.	1/27/20				
				I agree. I see cars passing school buses at high rates all the time along this section of road. Also, Quail Hollow Day School has children ranging from infancy to 6 years old. It is not appropriate to have a 55 mph stretch of road in front of this school. Due to the commuters to/from Big Sky in the mornings and evenings, it is nearly impossible to make a left hand turn out of neighborhoods and businesses. People are taking chances when they see small openings, and this will inevitably lead to a serious accident...especially on snowy roads.	1/27/20				
				I Agree, lower speed limits in these areas are very important especially with children around.	1/27/20				
21	Comment - Point	Speed changes here to 55! Kids are walking/biking less than 4 ft from distracted morning drivers, bright morning sunlight, etc. Speed should be 35 mph until after the huffine/cobb hill/circle f light. The whole section from the start of the the middlecreek meadows neighborhoods to that light should be considered a school zone. Adding a light between 4 corners and the huffine/cobb/circle f light would help to keep traffic speeds down. Also should consider guard railing along roadside for the safety of those on the pathway.	1/27/20	I Agree - definitely need better paths, lower speed limits and longer lights for crossing.	1/27/20	12	15	3	Huffine Lane at Big Chief Trail
				Instead of further slowing down and backing up traffic for pedestrians, let's consider a walk way bridge. Win win for everybody.	2/11/20				

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
22	Comment - Point	Quail Hollow Day School	1/27/20	I Agree. The speed needs to be reduced at this area as it is congested and scary. It is impossible to turn left coming out of Quail Hollow and very dangerous at pick-up time. There needs to be a stop between Big Sky and Four Corners. Otherwise, if traffic is backed up or stopped in the canyon for any reason it is impossible to get out of the parking lot. Then, people take chances.	1/27/20	26	29	3	Quail Hollow, near Violet Road (RP 80.6)
				I agree. Each day the traffic going up to Big Sky in the morning and coming down in the evening causes tremendous amounts of fast moving traffic in front of school s, neighborhoods, and bus stops. I have witnessed multiple cars speeding passed stopped buses, with children trying to safely exit the bus. A stop light and reduced speeds will help traffic flow and help to keep our children and community members safe while traveling within our community.	1/27/20				
				I agree. The speed at which people pass the school and the number of cars that are backed up from Big Sky make every attempt to exit or enter the school parking lot a huge risk.	1/27/20				
				I Agree that the speed limit needs to be reduced in front of Quail Hollow Day School. The drivers zoom by so quickly that getting out into the traffic is very dangerous. A blinking yellow light would be helpful to warn drivers to slow down in this area.e	1/27/20				
				I Agree and would actually like to see the reduced speed zone extend to past the entire residential corridor to the intersection with Blackwood. Although not quite yet there will be another school bus stop being added in that stretch very soon and it is currently quite difficult to get in and out of our driveway at time. At some point I would even suggest extension of the center turn lane down to Blackwood as well! Cheers!	1/27/20				
				I Agree. The speed limit needs to be reduced in front of Quail Hollow Day School. The volume of cars and speed at which cars drive past the school poses a large risk every time someone tried to pull in or out of the school.	1/27/20				
				All a slower speed limit will do is increase traffic and slow things down even worse.	1/27/20				
				I agree something needs to be done there are so many homes, pre-schools, business and neighborhoods in the area between Four Corners and Gallatin Gateway. I am not against lowering the speed in this area and it may help with the attentiveness of drivers and reaction times I agree with previous comments that the traffic will still be very congested it will just be congested going 35mph instead of 55mph. I think the absolute solution is a stop light to force a break in the traffic to allow for safer entrances and exits to hwy191. I will assume most of the traffic is coming/going from Big Sky; I do think that a traffic light in Gateway will be a wonderful start	1/27/20				
				I Agree Due to it's proximity to Quail Hollow Day School; this is a high traffic area for vehicles containing small children which presents a substantial risk. In addition, it is not usual to see cars pulled over for passing a stopped school bus. Lower the speed limit would reduce the risk.	1/27/20				
				I Agree. Attempting to enter or exit Quail Hollow Day School and Elk Grove can be very difficult and the speed at which vehicles travel through this area poses a seriously threat to many children.	1/27/20				
				I Agree. It is very difficult to turn left out of Quail Hollow at busy hours, often having to either wait many minutes to turn out, or make riskier choices with my child in the car than I would like. The speed limit is such that it is also especially difficult to turn in when the roads are icy and other vehicles are close behind you. On numerous occasions I have had to drive past the school to then turn off the highway, get back into the center lane and slowly turn in, due to icy roads and high speed traffic behind me. A lower speed limit and even better more traffic lights would help.	1/28/20				

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
				I Agree. To turn into Quail Hollow I often have to use the shoulder for a length of time due to the speed and amount of traffic behind me. Exiting can be a nightmare depending on the time of day, especially if you're attempting to turn left. I usually don't think it's worth the risk and end up turning right, getting in the center lane and turning around at one of the businesses on the opposite side of the road. Please consider adding a stop light somewhere along the way to break up traffic as well as lowering the speed limit for the safety of our community members.	1/28/20				
				I Agree the speed at which cars drive in front of the school is too fast. It makes it unsafe to turn in and turn out of our parking lot. I think a reduced speed in front of the school would help as well as a traffic light to break up the traffic that drives in front of the school.	1/29/20				
				I agree. Turning out of Quail Hollow at rush hour is scary. My son is tired and wants to get home for dinner but we wait and wait for an opportunity to get out of the driveway- there is usually not a good opening so we are left with gunning it at a less risky moment. We live in Elk Grove and turning onto our own road a mile or so down is almost as impossible when having to cross traffic again. Thank you for giving us a platform to voice concerns!	1/29/20				
				Turning out of QH is horrible going northbound, I can't imagine what it's like going south. And there is a school bus stop right next to it. You can watch people whip past the stopped buses every single day. Why is it so fast here?	2/13/20				
23	Comment - Point	Consider adding traffic control at Axtell Rd. Turning on to 191 is dangerous and there have been several accidents.	1/27/20	I Agree. Someone is going to die soon making a left hand turn from Axtell Anceny to heading North on 191. Traffic signal? Or possibly a traffic signal in Gallatin Gateway to create a break in the traffic	4/18/2020	1	5	4	Axtell Anceny Rd (RP 78.5)
24	Comment - Point	Add signage to remind slow drivers to use pull outs. Alaska gives a specific number of cars following that require pulling over. Slow	1/27/20	Montana law states more than 4 behind you its illegal the cops should enforce	1/27/20	12	12	0	US 191 Gallatin Canyon
				Anything to encourage people to use pull outs. The canyon is beautiful and people should use pull outs to observe it rather than driving slowly.	1/31/20				
				I Strongly Agree	2/3/20				
				I Agree. Put a "slow vehicles must pull out" sign along with every "pull out ahead" sign that's already in the canyon.	2/11/20				
				Raise the fines on slow drivers ! Virginia makes 2 million on 2 miles of HWY it can be done !	2/12/20				
25	Comment - Point	The ultimate goal of any project in this area should be the safety of all road users. This includes motorists, farm equipment, bicyclists, pedestrians. It also includes all abilities, such as the elderly, children, and those living with a disability. Please place safety at the top of the priority list above speed and volume. We do not need superhighways cutting through our communities and creating health disparities.	1/27/20	--	--	0	5	5	General
26	Comment - Point	Designate the stretch from Gallatin Gateway to West Yellowstone a Scenic Byway! Tractor trailers alone must have a significant impact on the environment, are the loudest things possible, and are often the vehicles involved in crashes that cause delays.	1/28/20	I Agree. The Canyon is too dangerous and too congested for pass-through semi-trucks. I-15 and 287 are viable alternate N-S routes that are better suited for commercial traffic who not conducting business in Big Sky or West Yellowstone.	1/28/20	15	20	5	US 191 Gallatin Gateway to West Yellowstone
				I Disagree. How do you expect to get things to Big Sky? 191 is still the only way in or out and this would create even more of a food desert for locals.	1/31/20				
				I Agree. Stop through - trucking on this route. Trucking deliveries are allowed. No one wants to stop food deliveries. We want to stop through trucks that have no drop offs in big sky. Through trucking is supposed to be prohibited in ynp, but some type of loophole exists. the number of serious accidents and amount of wildlife that has been run over by through trucking semis is probably staggering.	2/4/20				
				I Disagree-how will you get stuff to big sky and west Yellowstone. Helicopters?	2/11/20				
				No exhaust breaks	7/17/20				
27	Comment - Point	Turn out lanes need to be longer and safe for someone to slow down in.	1/28/20	--	--	9	10	1	RP 51.3

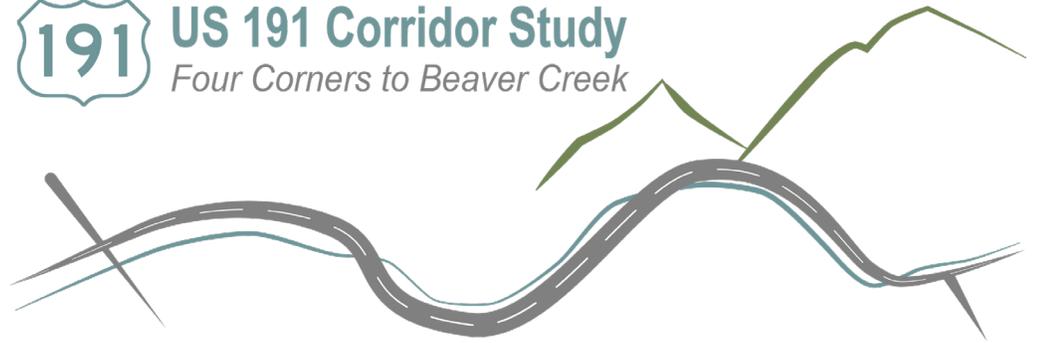
#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
28	Comment - Point	Dangerous Left-turn due to heavy traffic along US 191	1/28/20	This intersection is also dangerous for vehicles entering hwy 191 from little bear. there is a bank at this intersection and when it is icy vehicles tend to slide into oncoming vehicles.	2/5/20	0	0	0	Driveway (RP 74.4)
				Southbound traffic turning left onto Little Bear Road while sitting in the turn lane with a steady stream of 70 mph traffic on both sides in the center of a curve is uncomfortable. Maybe add some signage on both north and south bound lanes that would warn drivers to watch for turning traffic would help. Lowering the speed limit here to 55 or 60 would be a big help.	2/10/20				
				What about the people who turn onto 191 who do not get up to speed? They are also a problem					
29	Comment - Point	Climbing access	1/28/20	--	--	0	0	0	Turnout (RP 62.2)
30	Comment - Point	Climbing access	1/28/20	--	--	0	0	0	Turnout (RP 62)
31	Comment - Point	Pedestrian underpass is needed	1/29/20	--	--	1	1	0	Beaver Creek (RP 45.2)
32	Comment - Point	Please add 4 lanes from here to the mouth of the canyon with a turn lane and adjust the speed limit to 70. Highway 191 is a Montana Highway and needs to have higher speed limit like the others.	1/30/20	I Disagree. Four Corners is a community. Montana highways that run through communities slow down speeds within those communities for the safety of residents, pedestrians, and other motorists.	2/4/20	8	9	1	Four Corners to mouth of Canyon (RP 81.9- 70.6)
33	Comment - Point	No! Slowing people down will only congest it further.	1/30/20	--	--	0	0	0	Appears to be a response to comment #16
34	Comment - Point	4 Lanes from here to 4 Corners. Speed limit 70 the entire way. The working class need to get home.	1/30/20	Raise the fine and enforce the law ticket slow drivers who have miles of traffic behind them	2/12/20	7	8	1	Spanish Creek Road (RP 68.3)
				I Agree and would like to see some sort of enforcement and more signage about using pullouts if there are more than 4 cars behind.	2/12/20				
35	Comment - Point	Add right hand turn lane for Northbound traffic turning right onto Gooch. This intersection is also very dangerous for any pedestrians on the bike path - people who turn right onto Gooch have a hard time seeing them	1/30/20	--	--	0	0	0	Gooch Hill Road (RP 76.8)
36	Comment - Point	There is an opportunity with future highway bridge work to improve fish passage, support wildlife migration, and mitigate highway crossings for pedestrians, snowmobiles, and horses. (i.e. replace culvert with more fish passage friendly options and consider establishing a pedestrian path under bridge to connect to east side of highway).	1/31/20	--	--	0	0	0	Beaver Creek (RP 45.2)
37	Comment - Point	There is opportunity to establish a safe pedestrian path from the school in addition to an underpass for a pedestrian path connection to east side of the highway. Currently the paved pedestrian trail along the highway ends at the intersection of Highway 191 and Beaver Creek Road. School groups, trail users, outfitter guides, etc. are left with no safe crossing to the Gallatin River and the Porcupine Trailhead, a heavily used recreational area.	1/31/20	--	--	0	0	0	Beaver Creek (RP 45.3)
38	Comment - Point	Both the Gallatin River and West Fork Gallatin River are impaired waters. Road maintenance activities can have a significant impact on water quality, continue to research and utilize a combination of both structural and non-structural BMPs, or best management practices, to minimize the environmental impacts of winter traction materials as detailed in the report: Recommendations for Winter Traction Materials Management on Roadways Adjacent to bodies of Water prepared for MDT by the Western Transportation Institute	1/31/20	road maintenance activities (traction sand with MgCl) is killing roadside vegetation. In areas where the road is close to the river, this is impacting the vegetation in the riparian zone. Riparian zones are extremely important to river health. Traction sand is negatively impacting river health and bmps need to be implemented.	2/4/20	1	1	0	MT 64/US 191 (RP 48)
39	Comment - Point	culvert is starting to fold at the front end and is a barrier for fish passage; replace culvert with fish passage friendly options (i.e. natural stream bottom or open arches)	1/31/20	--	--	1	1	0	Hell Roaring Creek (RP 64.4)
40	Comment - Point	opportunity to formalize user created trail and build new pedestrian bridge over Beaver Creek to provide access for hikers, horses, and snowmobiles and protect the stream from user impacts	1/31/20	--	--	1	1	0	Beaver Creek (RP 45.2)

#	Category	Initial Comment	Create Date	Comment (REPLY)	Comment Date	Net Agree	Agree	Disagree	Additional Info (RPA)
41	Comment - Point	Coordinate with Gallatin River Task Force and Custer Gallatin National Forest on River Access Site Improvement Projects, as primary river access points are identified and multiple "go downs" are eliminated, ensure that key recreation access turnouts are formalized	1/31/20	--	--	1	1	0	Beaver Creek (RP 45.2)
42	Comment - Point	Straightaways like this should be widened to create full passing lanes that are signed for slow traffic to stay right - so that passing is not dependent upon a break in on-coming traffic - which causes accidents is risky.	2/5/20	Widen road away from the river	7/17/20	7	7	0	Luhn Lane area (RP 64)
43	Comment - Point	Construct pedestrian sidewalk on bridge for safer access to the Lava Lake Trail - or pedestrian bridge directly across from 35mph curve parking to the Lava Lake Trail. Create safer access to the Gallatin Riverside Trail, that accesses climbing routes and provides river access.	2/5/20	This area needs to be completely redone. major trailhead for hikers and boaters. I support major investments here for bridge replacement and road and access fixes to soften the curves and make access safer and less conflicted	7/28/20	8	8	0	Lava Lake (RP 61.4)
44	Comment - Point	some really good food.	2/11/20	Consequently, very heavy volume traffic and parking is a serious safety problem here. Cars are parked (sometime double parked) on the berm from well before the restaurant all of the way to Porcupine Creek Road. A serious hazard.	7/28/20	-1	0	1	South of study corridor (Riverhouse BBQ)
45	Comment - Line	Please add a pedestrian path along both sides of the highway. This is critical for children traveling to school and other travelers not in motor vehicle.	1/24/20	Please extend the 45 mph speed limit from the corner in 4 Corners to Blackwood as soon as possible. Additionally, please consider the extension of the center turn lane to this locaiton as well. It is very difficult to get in an out of our driveway.	1/27/20	3	3	0	Garnet Mountain Way to Four Corners (RP 81.9-77.4)
46	Comment - Line	The current pedestrian path and sidewalk in this area is not being maintained. Current conditions are unsafe for pedestrians, and many seasons of the year, pedestrians need to walk along the shoulder of Huffine lane to get around. Maintain current pedestrian paths and sidewalks, and plan to remove snow that blocks these facilities in the Winter.	1/24/20	--	--	1	1	0	Huffine Lane east of Four Corners intersection
47	Comment - Line	Add fiber optic internet lines to utility trenching if there is any shoulder work done	1/24/20	Add left-turn lane here for northbound left-turners to avoid the traffic barreling down on them from the south. There needs to be more law enforcement presence on this road. I know that is a tall order, but there needs to be more folks pulled over how have a line of cars behind them. I Agree Add fiber optic internet access to homes along hwy 191	2/6/20 2/11/20 7/21/20	7	8	1	Gallatin Canyon
48	Reference Post	RP 81	11/4/19	This would be ideal. There are a lot more pedestrians here then most would think. Even at night or after dark.	1/27/20	0	0	0	Appears to be a response to comment #42
49	Reference Post	RP 53	11/4/19	Make another 3 lane passing section near Greek creek.	1/27/20	0	0	0	Greek Creek campground is at RP 58.2
50	Reference Post	RP 51	11/4/19	--	--	0	0	0	Appears to be a response to comment #44 or #27
51	Reference Post	RP 72	11/4/19	4 lanes from 4 corners to mouth of canyon.	1/28/20	0	0	0	Four Corners to Mouth of Canyon (RP 81.9 - 70.6)
52	Reference Post	RP 49	11/4/19	Drivers are always slowing down or stopping in this stretch (from here to the north for a few miles) to look at the sheep. I would suggest a new turn out and/or a big sign to direct people not to stop or to stop at a designated turn out. I have witnessed so many close calls here because of this issue.	1/24/20	0	0	0	Lower Dudley Creek north (RP 49)
53	Reference Post	RP 79	11/4/19	--	--	0	0	0	Appears to be a response to comment #42 or #18
54	Reference Post	RP 60	11/4/19	The setbacks off the Highway to homes or secondary streets need to be Taken into consideration when widening of the highway is being considered. If traffic is flowing quicker in theses new zones right hand and especially left hand turning lanes need to be added in order from making a good solution worse for residence in the canyon.	7/17/20	0	0	0	General
55	Reference Post	RP 65	11/4/19	--	--	0	0	0	Appears to be a response to comment #44

All Comments (January 24, 2020 - August 28, 2020) Total Initial Comments: 55 Total Replies: 92 Total Agree/Disagree: 441



**US 191 Corridor Study**  
*Four Corners to Beaver Creek*

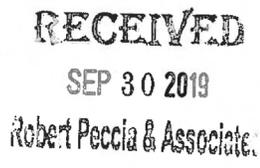


## **Appendix E:**

*Public Comments  
Received Prior to Draft  
Report*

No.	Date/Name	Comment
1	9/6/2019  Robert C. Sisson	<p>Jeff-</p> <p>I read in the Bozeman Daily Chronicle the article about your firm undertaking a study of 191 from Four Corners to Big Sky.</p> <p>I live in the Bear Creek HOA, just north of where the highway enters the Gallatin Canyon. The noise from the highway is unbelievable, especially from about 5AM to 9AM and 4PM to 8PM. The grinding roar of semi trucks and heavy equipment (earth moving trucks, often tandems) isn't just annoying, it is unlivable.</p> <p>Your organization's study must involve noise reduction in residential areas. There are several types of pavement technologies that can effectively reduce road noise, making it seem as if the road is twice as far from your listening point. Speed limits, also, can help reduce noise.</p> <p>One thing that really irks me, as an environmentalist, is the fact that 99% of the vehicles traveling back and forth during the rush hours have just one person (the driver) in them. I'm not sure what policies could be adopted to force car pooling or public transportation, but I cannot believe that the thousands of service workers who travel to Big Sky everyday cannot save money by using buses or car pooling.</p> <p>I've noticed, too, that heavy trucks transport dirt back to the Four Corners/Belgrade/Bozeman area from Big Sky construction projects. Why can't that material be dumped nearer to Big Sky?</p> <p>Thanks...good luck making everyone happy with your study!</p> <p>Rob</p> <p>Robert C. Sisson Commissioner International Joint Commission</p>



No.	Date/Name	Comment
2	9/24/2019  JoDean Bing	<p>JoDean Bing 50645 Gallatin Road Gallatin Gateway, MT 59730</p> <p>Robert Peccia &amp; Associates 3147 Saddle Drive Helena, MT 59601</p> <p>Ref: MM 50-51 Hwy 191 Gallatin Canyon</p> <p>September 24, 2019</p> <p>Dear Mr. Peccia,</p> <p>We live in the Gallatin Canyon on Highway 191 between the 50 and 51 mile markers. This has become a very dangerous area.</p> <p>I invite you to drive north from Big Sky anytime (especially near 5:00 PM) and attempt to turn east or west at home driveways on either side of the highway. It may scare the daylighters out of you! Dump trucks, semi drivers, cars and trucks do not have time to stop when they come around the corner where you are stopped trying to make a turn which is hindered by oncoming traffic (oncoming vehicles driving south).</p> <p>I do not want to be a complainer and wish to offer a solution to the problem. Perhaps a flashing yellow light indicating 30 MPH curve and intersection ahead or better yet, a turn lane so fast moving vehicles do not have to abruptly stop. I'm hoping you can help.</p> <p>This area has been a scene of several accidents each year. There are at least 10 families who enter and exit here to their homes.</p> <p>Anything you can do to help is much appreciated. <i>Thank You.</i></p> <p>Sincerely, <i>JoDean Bing</i> JoDean Bing</p> <div style="text-align: right;">  </div>

No.	Date/Name	Comment
3	1/15/2020  Andrew Williamson	<p>US191 Corridor Study (Four Corners to Beaver Creek) Public Comments:</p> <ol style="list-style-type: none"> <li>1. Would like to see a shared use path established along the Highway between MP 70 and MP 81.9. This already exists in certain areas of the Highway ROW, and in others is a single track dirt lane. Establishment of such a path would increase safety for bicycles and pedestrians and would increase access to recreational areas in the Gallatin NF.</li> <li>2. Would like to see 5-lane highway established from MP 70 to MP 81.9. The canyon itself does not need to have increased speeds, but this MP 70 to MP 81.9 area has sufficient space to allow for 5 lanes. Establishment of 5 lanes in this area would reduce congestion entering and exiting Gallatin Canyon by allowing slower vehicles to keep to the right.</li> <li>3. Would like to see a consistent 70 mph speed established from MP 70 to MP 80. This would be similar to what is seen on Jackrabbit Lane, and the current speed limitations are unnecessary in this area.</li> <li>4. Would like to see intermittent passing lanes (similar to what is in Island Park, ID) established in Gallatin Canyon between MP 45 and MP 70 where space and geography allows. Too many slowmoving vehicles fail to utilize turnout areas where they are provided, and the establishment of intermittent passing lanes would reduce congestion in both directions.</li> </ol>
4	1/24/2020  John Barney	<p>The bridge where people turn for the lava lake trailhead is becoming hazardous. The bump in front of the bridge when heading south is enough to cause accidents and vehicle damage on its own. We travel this road at least once per week and that bend, bridge, intersection would be our #1 concern.</p>
5	1/24/2020  Lessa Racow	<p>Hi,</p> <p>Unfortunately I cannot attend the public open house, and I'd like to submit my comments for the 191 corridor study.</p> <ol style="list-style-type: none"> <li>1. Billboards need to be removed/banned from the entirety of 191 from Four Corners South to Big Sky. This is a heavily used tourist corridor and it gives a terrible impression of Montana. Billboards are not what they flew all this way to see as their first impression.</li> <li>2. A traffic light or round about needs to be installed at 191 and Mill Street in Gallatin Gateway. The current intersection is unsafe for children/parents taking kids to school and it is problematic for the Fire Department.</li> <li>3. Speed limit in the Gallatin Gateway area needs to be reduced to 35mph at minimum. Safety and noise concerns.</li> <li>4. Left turn lanes need to be installed periodically at significant intersections.</li> <li>5. Fiber optic Internet needs to run up the entirety of the canyon to big sky. Any road expansion or utility trenching done in the near future needs to incorporate this.</li> </ol> <p>Thank you, Lessa</p>
6	1/24/2020  Jon Wingo	<p>I am writing concerning the public feedback on the possible Hwy 191 improvements. I work at Select Stone on Penny Lane in Gallatin Gateway. I have worked here for 15 years and I live 3 miles away in Elk Grove subdivision. The BIGGEST problem with this stretch of road from the canyon entrance to 4 corners is the change in speed limit. By the time everyone drives from Big Sky and exits the canyon, it is a race to beat every car possible to the spot where the lanes merge back into one. It also creates a situation where everyone speeds through Gateway.</p> <p>It is much easier to slow from 55 to 45 in Gateway rather than 70 to 45. I had someone yesterday speed through Gateway as I was leaving work at 5. They rode my bumper as I did 55mph and then blew by me at the passing lanes in front of Eagle Eye wood working. I continued at 55 mph and caught this car at the Hot Springs because they once again got behind a line of cars going slower than 55 mph. Going 70 when other cars are going 55 creates a huge problem and is very dangerous. The other issue is the child care center on 191, Quail Hollow. This is a daycare and there needs to be signs telling people to slow down.</p> <p>My son was in daycare there years ago and it is one of the most dangerous spots to enter 191 with your child in the car. When people, like the car that passed me yesterday, are going 65-70 mph by a daycare something needs to change. Change the mindset of being able to go 70 mph on this road and make everyone slow down. This valley is only getting busier and bringing down the speed should help the mentality of trying to drive as fast as the posted speed limit will allow.</p>

No.	Date/Name	Comment
7	1/24/2020 Michael Butler	Regarding comments on hwy 191 from four corners to BS, please remove all billboards. They cause light pollution at night, are an eye sore during the day, and detract from the natural beauty people traveling that road come to see.
8	1/25/2020 Gary Robbins	Restricting the semi truck traffic would be the most important preventative measure to reduce accidents and wear & tear on 191.
9	1/26/2020 Lyle Williams	US-191 just south of Bozeman Hot Springs. So many kids catch the bus on this road and there is a daycare-preschool (Quail Hollow) here. The speed limit should be lowered for one of these two things, that it hasn't for both is kinda terrible.
10	1/27/2020 Anna Ball	We are unable to make either of the meetings but would like to comment on the 191 corridor from Four Corners to Gateway. We live off Little Bear Road West in Gallatin Gateway and I find that both turning onto our street and onto the highway is relatively easy depending on the time of day. If this section of road were to have increased speeds or additional lanes it would be difficult and I believe less safe pulling off and onto the highway. If safety is a concern on this segment I would suggest a lower speed limit and better signing for residential streets so that through traffic is aware that people will be turning. If there is a email list for this project I would like to be added so that I can track the progress and provide more input once the study is complete. Thank you!
11	1/27/2020 Katherine Vogel	<p>Our family has only been in Gallatin for 150 years. Although we are new comers, we have seen many changes. We remember walkin up to Ousel falls. We can't do that now because there is a private home. There were public lands traded for a mountain top we will never hike to way back in back country. 191, okay. Trucks driving dangerously, lotus was passing cars over double line (yes I reported it, no thing was done), driving fast with snow and ice.</p> <p>1. More patrols. 2. Bigger fines. 3. Wild animals get right of way (yes trucks lay on horn and just plow thru animals crossing), 4. Huge fines for killing deer, sheep and elk &amp; and anything thing else they kill with their car.</p> <p>For those asking to move the sheep to another area, why don't you go back to where you came from and leave the sheep. For all the millionaires, big sky was named west fork. We used to drive our vehicles thru the river to get to our cabin. I wish the newbies would get a grip on what has happened to locals.</p> <p>Lastly,the only safe way to improve 191 is to split into two roads, one in each direction. No both roads can not be on the river. The Gallatin has been rerouted. I know where the old road was. Or put driving restrictions that are monitored, increasing fines and enforcement. The new rails help but have no effect on the huge trucks that go over the line because they are driving too fast to control their vehicle. Yay, I have had to drive off road to avoid being hit.</p>
12	1/28/2020 Michael Stoerger	<p>Hi Katie:</p> <p>Below are my comments/concerns for the Highway 191 corridor:</p> <ul style="list-style-type: none"> <li>* Reduce speed limit. Flow of traffic is dangerous...esp in winter</li> <li>* Prohibit long-haul 18 wheel commercial truckers from using the corridor. Force them to use either Hwy 287 or I-15 as a north/south route. Create a de-incentive system and charge high tolls for truckers who insist on using Gallatin corridor. Use those funds to invest in local environmental projects since those truckers are damaging our pristine Gallatin Canyon ecosystem. Further south, that highway cuts through Yellowstone NP. If you need more political muscle, get National Park Service (US Dept of Interior) involved as allies.</li> <li>* Find funding source (perhaps from above idea) to build fence lines and/or wildlife overpass to mitigate the massive amount of road kill and dangerous driving conditions that crossing wildlife present. The local Craighead Institute would be a good resource since they have already conducted studies and implemented wildlife overpasses on other projects.</li> </ul> <p>And that's all I gots to say about that.....</p> <p>Thank you.</p> <p>Michael Stoerger Bozeman, MT</p>



No.	Date/Name	Comment		
13	1/28/2020  Carrie Fisher	<div style="text-align: right;">  <b>US 191 Corridor Study</b> Four Corners to Beaver Creek         </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>Wish list:</p> <ul style="list-style-type: none"> <li>• traffic signal at Mill street + 191 - difficult to get onto 191 at certain times of day</li> <li>• Enforce speed limits - always people speeding during peak times of day</li> <li>• More walkable areas that are safe for students + families</li> <li>• More turning lanes</li> <li>• two-lanes at 4-corners going South - stay two lanes - the quick merge to one lane is awful during peak tourist months</li> </ul> </div> <p style="font-size: small; text-align: center;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: x-small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>CARRIE FISHER</u></p> <p>Address: <u>711 Stewart Loop</u> <u>Bozeman, MT 59718</u></p> <p>Email: <u>fisher@gallatingatewaysschool.com</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>CARRIE FISHER</u></p> <p>Address: <u>711 Stewart Loop</u> <u>Bozeman, MT 59718</u></p> <p>Email: <u>fisher@gallatingatewaysschool.com</u></p>
<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>CARRIE FISHER</u></p> <p>Address: <u>711 Stewart Loop</u> <u>Bozeman, MT 59718</u></p> <p>Email: <u>fisher@gallatingatewaysschool.com</u></p>			



No.	Date/Name	Comment		
14	1/28/2020  Scott Bosse	<div style="text-align: right;">  <b>US 191 Corridor Study</b> Four Corners to Beaver Creek         </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>The Gallatin River from the Yellowstone NP boundary down to Spanish Creek is a Wild + Scenic eligible river, and it is being proposed for federal Wild + Scenic designation. Once that happens, no federally permitted project can degrade the river's free-flow, clean water and outstanding values, which include scenery and recreation. Any highway "improvement" projects must comply with the Wild + Scenic Rivers Act and the Custer Gallatin National Forest's forest plan revision, which will identify the Gallatin River as a Wild + Scenic eligible river.</p> </div> <p style="font-size: small;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Scott Bosse, American Rivers</u> Address: <u>321 E. Main, Suite 408</u> <u>Bozeman, MT 59715</u> Email: <u>sbosse@americanrivers.org</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Scott Bosse, American Rivers</u> Address: <u>321 E. Main, Suite 408</u> <u>Bozeman, MT 59715</u> Email: <u>sbosse@americanrivers.org</u></p>
<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Scott Bosse, American Rivers</u> Address: <u>321 E. Main, Suite 408</u> <u>Bozeman, MT 59715</u> Email: <u>sbosse@americanrivers.org</u></p>			



No.	Date/Name
15	1/28/2020 Matt Menge


**US 191 Corridor Study**  
Four Corners to Beaver Creek

## COMMENT FORM

### Public Informational Meeting #1

**Please Submit Your Comments:**

As a resident of the Four Corners area I have witnessed the congestion and accidents that have been increasing over the past 15 years. It is understood that both Big Sky and the Gallatin Valley are growing exponentially. I would hope that the MDT will improve the stretch of road between Four Corners and Gallatin Gateway which will be widened to four lanes w/ a center turn lane. Traffic signals at the intersection of Violet Road and Geoch Hill will be beneficial.

Please discuss limiting commercial semi truck traffic to local destinations only. If possible limit the number of semi's & time in which they can use the road. Unfortunately there is a significant amount of road noise between the hours of 6am - 8p. The DEC should also eliminate any further expansion of gravel pits.

To electronically submit your comments please visit the project website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

<p>Please mail or email your comments to:</p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p>To receive further study information, please provide your name and address:</p> <p>Name: <u>      Matt Menge      </u></p> <p>Address: <u>      134 Violet Rd      </u></p> <p style="margin-left: 20px;"><u>      Fern, MT      </u></p> <p>Email: <u>      mattmengen@yaho.com      </u></p>
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No.	Date/Name	Comment		
16	1/28/2020  Jessica Black	<div style="text-align: right;">  </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>Thanks for doing this study. We live on a farm right off the highway (1 mi. <sup>South of Gateway</sup> <del>East</del> <sup>ga</sup> <sup>State</sup>) where our family has lived a <del>very</del> long time. We don't like all the traffic, but we don't want lots of traffic lights, roundabouts, etc., that will slow down getting somewhere. A turn lane down the middle would help a ton for getting on and off. We recognize the highway is a corridor and is useful for commerce and traffic in general. We hope you will keep us private land owners, and <del>the</del> all the farmers/ranchers, in mind while you study this corridor.</p> </div> <p style="font-size: small;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: x-small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Jessica Black</u> Address: <u>458 Black Co. Rd.</u> <u>G. Gateway, MT 59730</u> Email: <u>theblacksmail@gmail.com</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Jessica Black</u> Address: <u>458 Black Co. Rd.</u> <u>G. Gateway, MT 59730</u> Email: <u>theblacksmail@gmail.com</u></p>
<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Jessica Black</u> Address: <u>458 Black Co. Rd.</u> <u>G. Gateway, MT 59730</u> Email: <u>theblacksmail@gmail.com</u></p>			



No.	Date/Name	Comment		
17	1/28/2020  Jake Sturgis	<div style="text-align: right;">  <b>US 191 Corridor Study</b> Four Corners to Beaver Creek         </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>I believe from fourcornes to The bridge at the mouth of the Canyon Needs to be 5 Lane it is nearly impossible if not ridiculous the amount of time it takes to pull out on to the highway or pull off mess of the residents that live in this stretch would agree our property taxes in this part of the state is very high i think we can afford it.</p> <p>my only concern is getting fair market value for our property provided the road expands. I believe the sale of our property to the government should be tax exempt NO capital gains or other tax for the sale</p> </div> <p style="font-size: small;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: x-small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Jake Sturgis</u></p> <p>Address: <u>56 East Williams Rd</u> <u>Gallatin Gateway MT 59730</u></p> <p>Email: <u>Jakes@lumberjackhomes.com</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Jake Sturgis</u></p> <p>Address: <u>56 East Williams Rd</u> <u>Gallatin Gateway MT 59730</u></p> <p>Email: <u>Jakes@lumberjackhomes.com</u></p>
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No.	Date/Name	Comment		
18	1/28/2020  Ruth Angeletti	<div style="text-align: right;">  <b>US 191 Corridor Study</b> Four Corners to Beaver Creek         </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>wildlife passages - save hunting w. H lines</p> <p>turnoff lanes for <del>the</del> roads + communities</p> <p>traffic lights</p> <p>roundabouts where possible</p> <p>speed cameras in canyons</p> <p>uniform speed limits (no greater than 55 mph throughout (or lower))</p> <p>Tell state to save lines!!</p> </div> <p style="font-size: small;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: x-small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Ruth Angeletti</u></p> <p>Address: <u>14525 Spanish Breaks Trail</u> <u>59720</u></p> <p>Email: <u>ruthrebeca@janet.com</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Ruth Angeletti</u></p> <p>Address: <u>14525 Spanish Breaks Trail</u> <u>59720</u></p> <p>Email: <u>ruthrebeca@janet.com</u></p>
<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Ruth Angeletti</u></p> <p>Address: <u>14525 Spanish Breaks Trail</u> <u>59720</u></p> <p>Email: <u>ruthrebeca@janet.com</u></p>			



No.	Date/Name
19	1/28/2020  Doug Rand



**US 191 Corridor Study**  
Four Corners to Beaver Creek

## COMMENT FORM

### Public Informational Meeting #1

**Please Submit Your Comments:**

PLEASE :

- ① INSTALL SPEED CAMERAS AND MAIL FINES NOTICES TO VIOLATORS
- ② OPEN UP JACK CREEK ROAD AS A PUBLIC HIGHWAY SO BIG SKY EMPLOYEES CAN LIVE IN ENNIS -
- ③ MAKE ONE SPEED LIMIT FROM GATEWAY TO BIG SKY WITH 55 THE MAX.
- ④ TRAFFIC LIGHTS AT GATEWAY MARKET
- ⑤ DRIVER EDUCATION REGARDING PASSING ON CURVES, TAILGATING (\*\* LIMO SERVICE DRIVERS ARE EVERY BODY \*\*)
- ⑥ QUESTION FOR YOU - I UNDERSTAND THAT BIG SKY / YELLOWSTONE CLUB IS ONLY 1/2 "BUILT-UP" - WHAT ARE YOU GOING TO DO TO HANDLE 2X THE TRAFFIC IN THE CANYON AND NOT RUIN IT? - HWT - JACK CREEK ROAD

To electronically submit your comments please visit the project website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

<p>Please mail or email your comments to:  <b>Katie Potts, MDT Project Manager</b>                  2701 Prospect Ave                  PO Box 201001                  Helena, MT 59620                  406-444-9238                  Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p>To receive further study information, please provide your name and address:                  Name: <u>DOUG RAND</u>                  Address: <u>14525 SPANISH BREAKS TRAIL</u>  <u>GATEWAY GATEWAY MT 59730</u>                  Email: <u>douglredcanoe@gmail.com</u></p>
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No.	Date/Name	Comment
20	<p>1/28/2020</p> <p>Christie Francis</p>	<p>January 28, 2020</p> <p>Christie Francis 170 Bushnell Rd Gallatin Gateway, MT 581-0087</p> <p>191 Traffic Concerns</p> <p>Intersection 191 and Cottonwood Road: Speed differential between North bound and South Bound traffic. 70 MPG heading North and 55 heading South converges near this intersection making it extremely difficult to enter 191. During peak times traffic has no break for vehicles to enter traffic and causes people to make poor decisions due to no options.</p> <p>191 and Ruby Mountain Way: A small extra sliver of asphalt, not an official turn lane, exists for vehicles turning onto Ruby Mountain Way. 191 Traffic often uses this to park and talk, leaving no place for traffic to get off of 191 and turn. This is also seen on the entrances further down 191 into Little Bear West. The HOA's have put up signs trying to deter this.</p> <p>During peak times North bound traffic leaves no opportunity for entrance into traffic, visibility due to the preceding curve makes this entrance very dangerous.</p> <p>191 and any agricultural accesses: Traffic is using all of these both North and South to park and talk on cell phones.</p> <p>191 at the entrance to the Valley. Traffic using excessive speed.</p> <p>191 Needs a center turn lane from the mouth of the Canyon heading North for all traffic exiting on to secondary roads.</p> <p>191 Shoulder and Ag Only minimal shoulder exists for and vehicle emergencies on such a busy stretch of highway. This area is still largely agricultural. Tractors, and general farming equipment are extremely compromised during peak season trying to get from field to field. Also large construction traffic such as dump trucks and cement trucks have limited ways to get into and out of heavy traffic safely. A center lane would help mitigate some of these safety issues.</p>



No.	Date/Name
21	1/28/2020  Judy & Skip Hengel


**US 191 Corridor Study**  
Four Corners to Beaver Creek

## COMMENT FORM

### Public Informational Meeting #1

**Please Submit Your Comments:**

There are too many speed changes from 4 Corners to Big Sky turn off. = might be better to have 60 mph the whole way except thru Gateway.

A huge concern is the traffic that may be added if Loseff develops on the east side of 191!!!

Very dangerous now for cars coming + going to + from Gateway school mornings and afternoons. + school functions. Possibly flashing lights on 191 at those times?

The pull off area to turn right (when headed to Big Sky direction) on Ruby MT Way is very often used by vehicles to pull off 191 and just sit there, endangering those who want to turn right -- There can be many, many, cars behind! Can a sign be put up stating ABSOLUTELY NO PARKING?

to use cell phones or take pictures

To electronically submit your comments please visit the project website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

<p style="font-size: small;">Please mail or email your comments to:</p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p style="font-size: small;">To receive further study information, please provide your name and address:</p> <p>Name: <u>Judy + Skip Hengel</u></p> <p>Address: <u>331 Ruby MT Way</u> <u>Gallatin Gateway, MT</u></p> <p>Email: <u>Hengel@Aol.com</u></p>
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No.	Date/Name	Comment
21, cont.	1/28/2020  Judy & Skip Hengel	<p>Coming FROM Big Sky direction it is very dangerous to make a left turn onto Ruby mt way as vehicles don't want to stop behind the turning vehicle so they very often pass on the right illegally. Can a center turn lane be installed as they are in many other places?</p>



No.	Date/Name
22	1/28/2020  John Ethen


**US 191 Corridor Study**  
Four Corners to Beaver Creek

## COMMENT FORM

### Public Informational Meeting #1

**Please Submit Your Comments:**

I Am John Ethen President of Elk Ridge Ranch (ERR) HOA. ERR used Michener Road to access their subdivision ~~the~~ 1.8 miles up Michener Road. I understand that the MDT is considering using Michener Road as an access point to the Quarry development ERR would most definitely oppose the use of Michener Road as an access point to the Quarry project. First & foremost ERR has entered into an Agreement with the Quarry developer which states that Michener Road would under no circumstances be used as an access entry to the Quarry project. Any decision that would reference Michener Road as an access point to the Quarry would be a violation of this Agreement and as such would be challenged by ERR. In addition there is a significant wetland between Michener Road & the Quarry which would also be a challenge from an environmental viewpoint. John Ethen joeth178@gmail.com

To electronically submit your comments please visit the project website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

<p>Please mail or email your comments to:  <b>Katie Potts, MDT Project Manager</b>                  2701 Prospect Ave                  PO Box 201001                  Helena, MT 59620                  406-444-9238                  Email: kpotts@mt.gov</p>	<p>To receive further study information, please provide your name and address:</p> <p>Name: _____</p> <p>Address: _____</p> <p>Email: _____</p>
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No.	Date/Name	Comment		
23	1/28/2020  Dick Fast	<div style="text-align: right;">  <b>US 191 Corridor Study</b> Four Corners to Beaver Creek         </div> <h2 style="text-align: center;">COMMENT FORM</h2> <h3 style="text-align: center;">Public Informational Meeting #1</h3> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Please Submit Your Comments:</b></p> <p>Look into what has been done near Yakima Washington to limit large vehicles traveling through canyon - a recreation area similar to the Gallatin area. For at least part of year, large vehicles must use interstate highway. This is similar to our situation - alternatives to Gallatin Canyon are US 287 and I-<del>25</del>. This results in more hills but is probably not longer - this is same situation as in Yakima - Canyon route there involves fewer hills than Interstate, but safety won out. Why can't it here?</p> </div> <p style="font-size: small; text-align: center;">To electronically submit your comments please visit the project website: <a href="http://www.mdt.mt.gov/pubinvolve/US191">www.mdt.mt.gov/pubinvolve/US191</a></p> <table border="0" style="width: 100%; font-size: x-small;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p> </td> <td style="width: 50%; vertical-align: top;"> <p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Dick Fast</u></p> <p>Address: <u>PO Box 160803</u> <u>Big Sky MT 59716</u></p> <p>Email: <u>FastSkia@3rivers.net</u></p> </td> </tr> </table>	<p><i>Please mail or email your comments to:</i></p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p><i>To receive further study information, please provide your name and address:</i></p> <p>Name: <u>Dick Fast</u></p> <p>Address: <u>PO Box 160803</u> <u>Big Sky MT 59716</u></p> <p>Email: <u>FastSkia@3rivers.net</u></p>
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No.	Date/Name
24	1/28/2020
	Dave Potts

**US 191 Corridor Study**  
Four Corners to Beaver Creek

## COMMENT FORM

### Public Informational Meeting #1

**Please Submit Your Comments:**

Advanced Signal Flashers @ all Stop light (Jack Rabbit)

Center Turn Lane Education

Enforcement of Center Turn Lane laws

Traffic Lights at major intersection to break up traffic

- Align Cobb Hill w/ Lower Rainbow + Install Traffic light
- Traffic light at Violet + Upper Rainbow
- Traffic light at 191 + Gooch Hill
- Traffic light at Gateway + 191
- Traffic light at Cottonwood + 191

Center Turn Lane from Blackwood to Mouth of Canyon

Lower Speed limit 4 Corner to Blackwood 45mph?

Lower Speed limit Blackwood to Little Bear 55mph?

Maybe run 4 lane. In time it will be needed

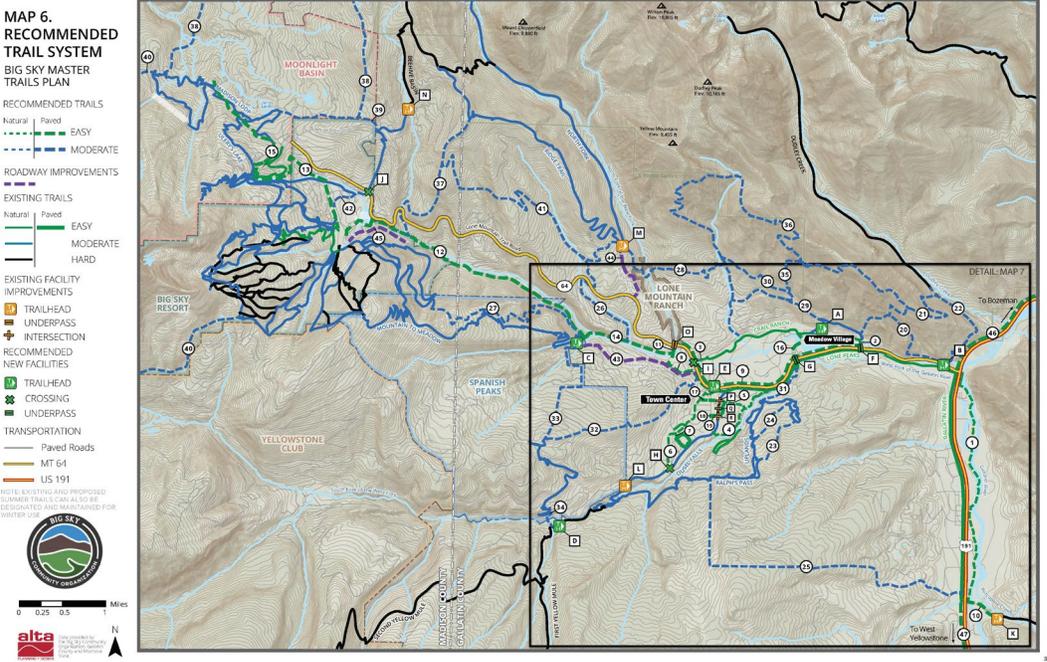
Bypass From S<sup>th</sup> of Gateway to S<sup>th</sup> 19<sup>th</sup>

To electronically submit your comments please visit the project website: [www.mdt.mt.gov/pubinvolve/US191](http://www.mdt.mt.gov/pubinvolve/US191)

<p>Please mail or email your comments to:</p> <p><b>Katie Potts, MDT Project Manager</b> 2701 Prospect Ave PO Box 201001 Helena, MT 59620 406-444-9238 Email: <a href="mailto:kpotts@mt.gov">kpotts@mt.gov</a></p>	<p>To receive further study information, please provide your name and address:</p> <p>Name: <u>Dave Potts</u></p> <p>Address: <u>80730 Gallatin Rd</u> <u>Bozeman, MT 59718</u></p> <p>Email: <u>dave@pottsdrilling.com</u></p>
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No.	Date/Name	Comment
25	1/30/2020  Earl Wortman	<p>My name is Earl Wortman and I live in Gallatin Gateway. Consequently I must cross the highway daily to get my mail (a brilliant decision by the USPS)! Due to mainly construction traffic up and down 191 it is really frustrating to cross the highway or try to make a left turn onto 191 from Gateway. I find myself taking dangerous and unnecessary risks in doing so. And your studies show that this traffic more than doubles in the summer.</p> <p>We desperately need a stoplight at the Gateway intersection! This IS a public safety issue!</p> <p>Thank you for your thoughtful consideration on this very important issue. Earl Wortman</p>
26	1/30/2020  David Kack	<p>Katie, It was good to see you at the US 191 Corridor Study Open House at the Gallatin Gateway Community Center. I'm sure that you had a big crowd up in Big Sky.</p> <p>I just want to make sure that I got it in writing to you how important it is that public transportation be included in the Corridor Study. With the continued growth in Big Sky, and the lack of affordable housing, more and more employees will continue to commute on a daily basis from the greater Bozeman area to Big Sky. We know that it is prohibitively expensive to try and add any lanes south of MM 70, so the only true way to add capacity is to get more people on buses, and out of their cars.</p> <p>This year we have 13 buses going from Bozeman to Big Sky, and 14 buses returning. I figure that if we had 18 roundtrips per day (during the winter season), we would be in pretty good shape. That addition, however, would cost about \$200,000, funding that we don't have. So, as much as many people will focus on more lane-miles of road, I just want to make sure that MDT realizes the importance that public transportation will have on this corridor. In addition to the Skyline service, the West Yellowstone Foundation also provides some service in the corridor. I believe that they currently provide two roundtrips per week between West Yellowstone and Bozeman during the winter, and three roundtrips per week during the summer.</p> <p>Thank you for your time, and let me know if you have any questions about the transit service that exists along the corridor.</p> <p>David Kack Interim Executive Director - Western Transportation Institute Director - Small Urban, Rural and Tribal Center on Mobility (SURTCOM)</p>
27	2/3/2020  William Shaheen	<p>Hello Katie and Scott,</p> <p>I am writing to request the installation of a left hand turn lane on US191 Northbound at the Golden Gate Bridge -approximately mile 50.5. There are seven residences there and the left turn has become increasingly dangerous due to the bridge proximity to the curve on US 191 and the subsequent lack of visibility before the bridge traveling Northbound as well as the significant increase in traffic traveling from Big Sky to Bozeman in the afternoon and evenings during the last few years.</p> <p>It has reached the point where I will not stop or pause to turn if there is oncoming traffic for fear of being struck from behind. Even utilizing a turn signal well in advance before braking does not help – many drivers are so focused on getting to Bozeman they are either following too closely or not paying attention. I will not stop to turn even if someone is not following me because I literally become a sitting duck - a driver coming around the curve cannot stop in time due to the limited visibility exiting the curve. Instead, myself, my neighbors, our families and visitors drive to the turnout by Portal Creek round and turn around there and return South to make a right turn onto the Golden Gate Bridge. This is not an ideal solution; it still requires waiting for the North and Southbound traffic to subside to where it is safe to pull out and accelerate from a dead stop to 60 mph to avoid a potential accident.</p> <p>Thank you for your consideration of this request.</p> <p>Best regards, William Shaheen</p>

No.	Date/Name	Comment
28	1/31/2020  Ronald Young	<p>In regards to the current study for 191 I would like to submit the following safety recommendation :</p> <p>At mile marker 64 this straight section of highway seriously need a double yellow line to help prevent vehicle passing . Travelling north and taking a left hand turn to the residents along this straight section a potential accident exist when a vehicle decides to pass when making a left hand turn. I can attest with other neighbors we have came close to serious accident when making this turn into our drive ways.</p> <p>With many residents (summer and permanent) on this section with the Whitewater operation especially in the summer, there is a lot of vehicles stopping and turning , This section should have a slower speed limits, I have seen a lot of close calls with vehicles not stopping in time for turning vehicles, (I live at mile marker 64 ) I would consider limitation of commercial truck traffic on rt 191,</p>
29	2/1/2020  Justin Marcinko	<p>Hello Katie,</p> <p>I've heard the MDT is conduction a study on the Gallatin Canyon. I commute from Bozeman to Big Sky for work and have experienced many scary close calls in the canyon. I grew up in Bozeman and have driven this road for years. There has been a huge increase in the magnitude of traffic commuting the canyon. Almost daily I encounter an out of town vehicle or someone scared behind the wheel who is driving ridiculously slow, even on dry roads. Its understandable when the roads are snowy but this is not always the case. Slow drivers cause a line of angry drivers to form and countless vehicles make sketchy passes in no passing zones, often almost causing wrecks. Most slow drivers refuse to use the pullouts. In the past there have been temporary signs at the entrances to the canyon telling slow drivers to pull over. It would be great to have these signs returned and possibly placed inside the canyon near pullout options.</p> <p>Thanks for your consideration, Justin Marcinko</p>
30	2/3/2020  Adam Johnson	<p>Katie,</p> <p>I wanted to get in touch with you regarding the Highway 191 study as I was not able to attend either meeting last week. I am the Parks &amp; Trails Director here at the Big Sky Community Organization (BSCO) and we manage the paved path located in the right of way from the Hwy 64/Hwy 191 intersection south to the Big Sky schools/Beaver Creek Road. The BSCO recently completed a master trails plan for the Big Sky area and I wanted to pass it on to you. While it does not have many recommendations that interact with 191, I wanted to share the recommended trail connection that cross the highway at the Beaver Creek area to provide recreational access to the Porcupine Trailhead and Recreational area. This is a project that we have been collaborating with the Gallatin River Task Force on, who I believe attended the Big Sky meeting to provide input on the project. I just wanted to share BSCO's input from the recreational access perspective. I would like to share the entire master trails plan with you, but it is too large of a file to email. Do you have a cloud service, onedrive, dropbox, or other file service I could use to share it to you? I attached the map of the trail recommendations for you, but would like to share the entire document with you if possible. Thank you for putting on the public meetings and look forward to learning the outcome of the study.</p> <p>Thank you very much,</p> <p>ADAM JOHNSON   Parks &amp; Trails Director Big Sky Community Organization</p>

No.	Date/Name	Comment
30, cont.	2/3/2020 Adam Johnson	
31	2/3/2020 S Erwin	<p>191 Corridor study from 4 Corners to Big Sky suggestions:</p> <ul style="list-style-type: none"> <li>• Install middle turning lane from 4 Corners, South, until Williams Bridge Road or mouth of canyon. Also install bike path.</li> <li>• Stage/Build Ambulance station in the canyon and also improve helicopter landing zones.</li> <li>• Install more emergency phones in canyon.</li> <li>• Encourage and Improve Public transportation and car pooling. Parking lot opportunities in 4 Corners.</li> <li>• Prohibit Compression Brakes on Heavy Trucks and 18 wheelers in Gallatin Gateway, major noise nuisance.</li> <li>• Traffic Light in Gallatin Gateway.</li> <li>• Limit Speed to 60 or 55 from 4 Corners to Big Sky</li> </ul> <p>Thank you for reading.</p>
32	2/1/2020 Ronald Young	<p>Discussing the 191 safety issue with my neighbors I would like to submit further comments on this regards.</p> <p>At mile marker 64 during especially during the summer months the stretch of highway becomes a residential area . With the Whitewater rafting company added traffic congestion the speed limit needs to be lowered (as it is in all residential areas). There has been many close call with vehicles turning into our properties and with the rafting company tourist traffic and buses. It only a matter of time when a serious accident occurs in this area. Record should show many vehicles had run off the road to avoid back ending a turning vehicle in this section,</p>
33	1/31/2020 Douglas Black	<p>As a very frequent user of Hwy 191 here are my suggestions on corridor improvement:</p> <ol style="list-style-type: none"> <li>1. More signs indicate requirement to use turn-outs. Some must be lit to catch attention of drivers. Slow drivers create a serious hazard in canyon. Far too many ignore turn-outs.</li> <li>2. When Big Sky workers return to Bozeman at end of day (4pm - 6:30pm) many are drinking alcohol. Trust me, I have seen this more times than I can count. It is common knowledge among those of us who live here to avoid that time on Hwy 191 if possible. Law enforcement needs to be doing sobriety checkpoints in canyon.</li> <li>3. Attempt to create as many passing lanes in corridor as is physically possible.</li> </ol>

No.	Date/Name	Comment
34	2/4/2020  Alan Crawford	<p>Dear Katie,</p> <p>I sent a general comment on the US-191 project but wanted to send my comments directly to your email.</p> <p>I frequently use US-191 from Bozeman to either Big Sky area or YNP to ski in the winter.</p> <p>The road will always be dangerous and the work done in the past 10+ years has made a positive impact. Educating slow drivers to use the turn-outs would help reduce driving stress.</p> <p>But, in my opinion, the single biggest improvement would be to BAN semi trucks that are using the US-191 / US-20 route as a "short-cut" instead of taking I-90 to Butte and connecting with I-15. Most of these through trucks have no idea as to the terrain they will encounter when their GPS shows some distance can be saved (Monida Pass is no easy drive either in snow but much better than US-191 / US-20). In addition, these drivers usually exceed safe driving speed on the section of US-191 that passes through YNP.</p> <p>I had a long talk with a YNP LEO a few weeks ago and he agreed with my observations that if the through semis were banned the number of traffic incidents would decline.</p> <p>Sincerely, Alan Crawford Bozeman, Montana 406-451-2483</p>
35	2/4/2020  Deborah Berglund	<p>HWY US191 would be made safer if trucks were rerouted to I90. Period. I refuse to use 191 past Big Sky because of a scare from a truck tailgating me and not allowing me to slow down; the driver must have been distracted as he was practically on top of me.</p>
36	2/4/2020  Carol Camp	<p>Hello Mr. Randall,</p> <p>I'm writing to inform you our concern on MT US 191 Corridor. We have a house across the Gallatin River, you need to cross the Golden Gate Bridge (The Black Bride) When traffic is moving North Bound, they come around a blind corner and then our left hand turn off is right there. There have been numerous accidents right there. Recently there was an accident and traffic was backed up for over 3 hours.</p> <p>We would love a left hand TURN LANE to prevent future accidents for anyone turning onto the Golden Gate Bridge. The traffic is only getting heavier and it makes sense to take care of this concern now.</p> <p>Thank you for your help.</p> <p>Carol Camp Beautycounter Sr. Consultant</p>
37	2/4/2020  Richard Blackburn	<p>re us 191- I live at the mouth of Gallatin Canyon and have a few comments re improving safety on us 191. Speeding seems to me to be main cause of problems. Maybe consider reducing the speed limit to 55 mph or so in warm/summer periods then down to 50 or so in winter conditions?</p> <p>One spot where I nearly been hit by oncoming traffic is when trying to re-enter us 191 from the Durnam Meadow bridge parking area. The sight-line in both directions is very limited. Maybe cutting back some trees would help along with reducing the speed limit there for a short distance?</p>
38	2/4/2020  JoDean Bing	<p>Hello,</p> <p>I was out of town, unfortunately, for the 2 Public Open Houses for the US 191 Corridor Study.</p> <p>Please, please make your priority be adding a turn lane between MM 50-51. This is a very sharp, blind and icy curve. There are several families who turn off here to get to their homes. It has turned into a death trap. I'm sure you have records of the numerous accidents that take place in this area every year, especially in the winter.</p> <p>I urge you to travel north from Big Sky on Hwy 191 at 8:00 am or 5:00 pm, or most any other time, and try turning left onto the Golden Gate Bridge driveway. It is extremely dangerous.</p> <p>Thank you so much for your attention to this. It is greatly appreciated.</p> <p>JoDean Bing</p>

No.	Date/Name	Comment
39	2/4/2020  Nancy Filbin	<p>Thank you for your work in undertaking a study of Highway 191 in order to make the road safer for all of us.</p> <p>I have driven 191 to the Big Sky area from Bozeman 2-3 times a week for at least 10 years. I feel the road crew does an excellent job of taking care of the road surface and the turnouts, and most drivers are considerate and mindful of passing zones and weather conditions.</p> <p>The area where I would like to see improvement is is the signage that directs slower vehicles to use turnouts. The message to pull out when a line of cars behind you has developed is only given at the entrance to the canyon. It needs to be repeated, clearly and visibly, several times within the canyon itself.</p> <p>Most of the near-accidents I have witnessed come when someone, trailing a slow driver, decides to try to pass. My guess is that many of the slower drivers are visitors, perhaps never having driven Gallatin Canyon before, and they are taking it slow. Improved signage could let them know that the turnouts are safe and easy, and are to be used for their safety as well as that of other travelers.</p> <p>Thanks for listening to my two cents! Nancy Filbin, Bozeman</p>
40	2/4/2020  Ann Halverson	<p>This message is regard to the information that was published by the Bozeman Chronicle Editorial staff in the 4 February 2020 edition of the paper, requesting comments on improvements for HWY 191 through Gallatin Canyon. I have 3 points I would like to make :1) speed limit 2) allowing tandem tractor trailers on US 191 in the canyon and 3) allowing safe passage for wildlife across 191.</p> <ol style="list-style-type: none"> <li>1) The speed limit of 60 MPH is too high. It should be 50 max. The only problem is that no one pays attention to the current speed limit. There needs to be political will to install cameras and enforce a reasonable speed limit of 50 mph.</li> <li>2) It is unconscionable that tandem tractor trailers are allowed in Gallatin Canyon on Hyw 191. This should be stopped IMMEDIATELY.</li> <li>3) We need to put our money where our mouths are and build under -the-road safe passage for animals. At a minimum, electronic animal sensors (have proven effectiveness) and when animals trip the sensors, warnings are given to drivers. This could be used until under the road safe passages can be built.</li> </ol> <p>I drive this road often (but not every day). It is always scary and I arrive at my destination thankful for yet another escape of an accident.</p>
41	2/5/2020  Hallie Rugheimer	<p>Hello MDT, thanks for taking my comment and giving it high priority. As with a number of projects that fall under various "Highway Corridor" names: Bridger Canyon Corridor (really should be extended the entire way over the Bridger's into the Shields Valley and call it Highway 86 and presently Gallatin Canyon's Highway 191 my same earnest comment should be made to each and every highway project within the state of Montana. Reduce the speed limits throughout and put emphasis on slowing down. We're over the extremely unsafe, atrocious at best, "REASONAL and PRUDENT HIGHWAY SPEED" non law, standing for a number of years except that present day drivers still must have that in their DNA. The Highways mentioned here were/are from their initial concepts and particularly the execution of are not designed to carry the 70 mph sign and which are very often violated by what I call irresponsible drivers (for whatever reason). Our evolving culture doesn't value self responsibility in a number of ways, but sharing the road should be be of highest concern for others that are on the public roads, this includes the wildlife, rural school buses, rural agricultural users and bicycles. Call down the representative(s) that say "ban bicycles on roads that do not have shoulders". Please have Montana Dept. of Transportation encourage and support a culture of containment for outlier drivers that, let's face it intentionally drive too fast. Am always available to talk with MDT on our Highway 86 concerns. Thanks for really listening to one focused concern. Hallie Rugheimer , Wilsall, MT.</p>
42	2/5/2020  Teri Kraft	<p>Regarding highway 191: At the very least, I would like to see reduced speed on the entire route, safer for people and animals. That is especially important on the curving road sections. This would show immediate results, and cost nothing! It is a short road! Speed kills, people and animals. I would also like to see a turning lane along a widened route, from four corners to the entry to the canyon. With our growing population, and commercial and residential building in that area increasing, it will be needed even more in the future. Thanks for this opportunity to have my say. I would like to see an article in the chronicle about this issue and suggested "fixes".</p>

No.	Date/Name	Comment
43	2/5/2020 Nancy Ostlie	<p>Accommodating traffic on Hwy 191 between Gallatin Gateway and Big Sky will be a huge challenge. Wildlife overcrossings or under crossings should take first priority. Big Sky should have to pay for dedicated shuttle buses that run every half hour through the canyon, and motorists should have to pay a fee of perhaps \$10 to use the corridor in a private vehicle. The limitations of the river and the steep sidewalls make it prohibitive to widen the corridor without unacceptable environmental damage.</p> <p>In addition, provision should be made to reroute the Big Sky Snowmobile Trail out of the Hyalite Porcupine Buffalo Horn Wilderness Study Area, where it should never have been permitted, into the Hwy 191 corridor. Thank you.</p>
44	2/6/2020 Dick & Irene Wendel	<p>Regarding your 191 study, we live about 2 miles south of Gallatin Gateway and are very concerned about our highway, first a highway posted speed of 70 mph makes no sense ,for a approx. 7 mile stretch that starts at 55mph and ends at 60mph, it should all be 60mph. Also as many residents will tell you at times it's almost impossible to get oh the highway safely. A two lane highway with this amount of traffic just is not safe as evidenced by the number of accidents occurring almost every day. The only to get on 191 at times is to hope for a truck going their speed limit to make a gap in the mile long line of cars and pickups. Again very unsafe!</p> <p>Thank You for your consideration of my comments. Dick &amp; Irene Wendel Gallatin Gateway MT</p>
45	2/09/2020 Nani Luebke	<p>Please find below, a copy of the letter I have recently written to our local newspaper. I would request that MDOT hold a series of public meetings in the Madison Valley, ie: Ennis &amp; Harrison. to inform &amp; gather comment on this proposed project on 191. We are directly affected &amp; perhaps there could be some discussions to help mitigate the negative impact on HWY 87, 287, 84 &amp; Ennis before it happens. MDOT needs to do due diligence on this project as the impact of the traffic diversion is immense.</p> <p>Sincerely, Nani Luebke Feb. 7, 2020</p> <p>Dear Madisonian Editor, There is a big surprise in store for Ennis &amp; the Madison Valley. Just think what a big thrill it will be to have even more Trucking on Hwy 287, through Ennis, down the Bear Trap Canyon, Hwy 84, to Bozeman. Currently, MDOT is holding public meetings &amp; asking for public comments on their proposed, MAJOR improvement of Hwy 191. There is no doubt ,Hwy 191, needs the work, However, how will all the diverted trucking travel when there are closures for the construction? BINGO! Right down the Madison Valley. Now is the time to comment, attend the public meetings, unite the valley, to get changes in place for the traffic route to not go directly through Ennis, Harrison, Norris when construction starts. All of Ennis should be highly concerned &amp; involved in this mission. Town Council, County Commissioners, Chamber of Commerce, Business Owners, &amp; Citizens all.</p> <p>Idaho Dept of Transportation needs to be asked for signage in Idaho Falls @ Hwy 20 &amp; I-15 exchange to have Trucks &amp; big traffic remain on I-15. MDOT needs signage @ Hwy 20 &amp; Hwy 87(once they've come that far, they won't turn back) requesting Trucking to stay on 287 to Three Forks, not travel the 84 through the Bear Trap Canyon. MDOT needs to operate the weigh Station @ Cameron 24/7 as well, because it is well known that overloaded trucks often run @ night. Perhaps the speed limit should be reduced on 287, as there has recently been a tragic fatal accident due to poor visibility at night. All this being said, I am not opposed to trucking at all, as most truckers are just doing business the least expensive &amp; in the most efficient manner they can. However, to assume that ALL the trucking comes down the valley is unsafe &amp; unfair.</p> <p>Comments can be made to: <a href="https://www.mdt.mt.gov/pubinvolve/us191/">https://www.mdt.mt.gov/pubinvolve/us191/</a> I strongly urge EVERYONE to comment &amp; get on the bandwagon, no matter how busy you are. Now is your chance to make a difference, do not wait for someone else to do this. Attend the public hearings, write letters, make calls, BE HEARD, it counts when you speak up.</p> <p>Nani Luebke</p>

No.	Date/Name	Comment
46	2/08/2020  Jeff Pfeil	<p>This feedback is related to the US 191 in Bozeman: I own a construction company that operates in big sky. the following are my recommendations to make the canyon safer and move more quickly.</p> <ol style="list-style-type: none"> <li>1) pretreat with a light application of Magnesium chloride during winter before a storm event. then treat it again after the ice layer forms from the freeze/thaw cycle. I know it is next to the Gallatin but if applied correctly and not overused there shouldn't be an issue.</li> <li>2) use bright flashing signs at the turnouts that indicate slow traffic MUST use turnouts. It really seems like this is the biggest problem in the canyon. traffic flows pretty good except the 1 in 5 cars (usually rentals with tourists) slows everybody down to 35-50MPH.</li> </ol>
47	2/11/2020  Verne W House	<p>RE: Safety on hwy 191. The editorial in the Bzn Chronicle concludes with a wish to maintain the scenic values of the canyon and the river and save some wildlife. Safety is the key word but the complaint I hear is about speed. "I drive sanely but I'm not su sure about you." Okay, how to make the road safer, for both humans and wildlife? Increased traffic increases risks. Growth at Big Sky increases traffic. Semi trucks still use the route. What might reduce traffic? Employee housing at Big Sky and better bus service are obvious answers. So is banning through trucking but the Truckers beat that down in the Legislature. YP helps by reducing speed limits but that is upstream from Big Sky.</p> <p>Housing is outside the mission of MDT but MDT could recognize that more housing would help. Bus service is an option MDT could, no should, push. What MDT should NOT do is build 191 into a "super highway." The public is invited to identify "choke points" for traffic. If wildlife could speak, would they identify the same points as "less likely to get killed here?" Images of the Big Thompson in CO come to mind as a canyon being sacrificed to super engineering, there in the name of safety from floods. Successful but sad solution it is.</p> <p>What else can MDT do? Control drivers more, with more highway patrols. Not much fun. No big construction projects so the civil engineers and contractors will be disappointed. Oh, the other move that would help: have another go at getting the semi's to stay on the interstates. Thank you for this opportunity to voice my view. No easy answers.</p>
48	2/11/2020  Emil Erhardt	<p>To Ms. Katie Potts, MDT Project Manager</p> <ol style="list-style-type: none"> <li>1. I grew up enjoying the Gallatin Canyon and have been a property owner on Luhn Lane since 1978 in the Storm Castle subdivision.</li> <li>2. In addition to the two open houses the following entities should be contacted for input: Gallatin Canyon Big Sky Zoning District, North Gallatin Canyon Zone advisory committee, (Unfortunately, no one has been appointed to this entity by the Gallatin County Commissioners. The Commissioners should be contacted directly) and Madison-Gallatin Chapter #024 of Montana Trout Unlimited. In the 1950s the last major road improvement was completed. At that time some of the best Gallatin River fishing was ruined from the Lava Lake exit to Sagebrush Point when the river channel was diverted allowing the construction of the road next to the river bank. Portions of the old road are still visible today.</li> <li>3. Please explore the option of allowing/coordinating expanding internet access beyond its end point which I believe is near mile marker 63.</li> <li>4. I noticed on the large map Squaw Creek Bridge and Squaw Creek names. I believe the current politically correct names are Storm Castle Road and Storm Castle Creek. The original Squaw Creek Bridge located upstream from the merger of Squaw Creek with the Gallatin River was destroyed in the 1950's.</li> <li>5. A ½ mile straight stretch at mile marker 64 creates a major traffic hazard. There are multiple driveway accesses and is one of the few areas in the canyon that accelerated passing can occur. This situation is compounded by the increased commercial activity of a rafting company located at mile marker 64. In a legal document Montana 18th Judicial District Court Order # 14098 (9/23/59), under "Findings of Fact," there is a distinct reference that the parcels in the "Castle Rock Tracts" are considered home sites. This commercial activity appears to be in contravention of that court order.</li> <li>6. The Gallatin Gateway fire department has acquired property on Whiteaker Lane, North of mile marker 64. This project is still in the planning stage and would be located midway between Gallatin Gateway and Big Sky. As part of your planning process they should specify what safe access to 191 needs to be considered.</li> <li>7. Numerous existing 191 turnouts for hiking, fishing rafting and sightseeing need to be improved. In this regard the Indian Ridge trail head is being considered by the county and USFS as one of four locations for a public shooting range. Line of site for traffic currently entering and exiting this trail head is very poor.</li> </ol> <p>Thank You, Emil Erhardt</p>

No.	Date/Name	Comment
49	2/11/2020 Unknown	Please please reduce truck speed limit. It's dangerous and unnerving having trucks fly through the valley. Please take action. My daughter refuses to drive through the canyon due to truck speeds and volume of trucks. Everyone will feel safer. Thank you
50	2/13/2020 Gwen	I need you you to consider other routes for truck traffic. Ever since work was done on 191 years ago more and more tractor trailers barrel thru Ennis. Truly a bypass should be made. Now, with future work on 191 trucks will barrel thru the Beartrap Canyon. There are enough accidents on that road. Ennis/Madison Valley is getting the raw end of this deal AGAIN!!! Please do something about it and not run trucks thru the Canyon and Residential/Commercial Downtown Ennis. You are ruining that town by your choices. Thank you.
51	2/14/2020 Neil Schwarzwalder	<p>I was unable to attend the open house in Gallatin Gateway on improvements to US 191. Please consider my comments below.</p> <p>I live in the Elk Grove subdivision and travel 191 regularly. The increasing traffic makes it difficult to enter the highway from Violet Road (South). It isn't just that the traffic is heavy, it is extraordinarily evenly spaced. I've waited at the stop for an opening for 2 minutes without significant let up and still had to accelerate quickly to get into the flow. I'm concerned that someone is going to die here.</p> <p>Additional development is planned at Violet Road (North and South), with substantial new construction of businesses and condominiums. This is already a danger spot, and will become substantially worse.</p> <p>I'm also concerned about traffic near the Bozeman Hot Springs entrance. The traffic is quite heavy, and I regularly see people taking chances. I think it's partly psychological - people leaving are relaxed and not as alert as they might be. There are also a lot of out of town visitors, not familiar with the roads. Most vehicles make left turns. I often see vehicles turn right, then turn around at Cobb Hill Road to travel north.</p> <p>I would like to see traffic lights at Violet Road (South) and Bozeman Hot Springs, with modern sensors to improve flow. The northern portion of the road from 4 Corners may need to be widened in a few years, but without traffic lights, widening will tend to increase speeds and make the road less safe. Lights in these 2 locations should also make entry from new development at Violet Road (North) easier by breaking up traffic</p> <p>As a side point, the heavy traffic at Violet Road/191 causes people to switch to Blackwood Road for trips to Bozeman. This road is being over-used. The 191 route should be preferred unless this back road is upgraded.</p>
52	2/14/2020 John Mcdaniel	I live in West Yellowstone and have to travel to Bozeman for nearly everything. Groceries, school supplies, doctor visits, clothing. The level of traffic is insane and very dangerous, not to mention the gawking tourists who block and clog the roadways. The semi truck and the huge monster 50 foot RVs and campers driven by older citizens who naturally drive slower make the commute absolutely miserable. From west to big sky is a breeze, then once we hit the meadows, people pull out in front of you and then you are magically stuck in a long line of slow moving traffic. There was a time tractor trailers werent allowed through here, that needs to be started again. The road needs, and has to be, a 4 lane road. The slower drivers do not use the turnouts even with the signs saying so. Slow drivers with 4 or more cars behind them dont use the turnouts, even with signs saying so. This past Saturday a tourist in front of me stopped dead in the middle of the road blocking the lane with a line of traffic behind me. All because they didnt clear their windshield properly before they drove because they thought it would be neat to drive with snow on top of their vehicle. I was sliding sideways with horn blaring on slick roads because of the tourists. I was only trying to go grocery shopping for my family. This is just the latest incident. There are many more. The road needs to be made into a 4 lane road ASAP. I can't believe a lawsuit hasn't been filed against big sky or Bozeman or MT over this.
53	2/17/2020 Todd Lark	<p>US highway 191 Safety. STOP the BIG RIGS</p> <p>The biggest issue with safety is all the illegal Big Rig traffic flowing through the park and then to Bozeman or from Bozeman to Idaho. Start manning the border of the park and TICKET commercial truck drivers that use the corridor as a short cut. Supposedly, there is NO commercial traffic or hazardous materials allowed. Work with park law enforcement and shut the illegal traffic down. They are a hazard, speed often, pass in dangerous conditions even though the speed limit is only 55 and 60.</p> <p>I work in West Yellowstone often and see as many as 60 big rig vehicles from the border of the park to Gallatin Gateway. Imagine the daily traffic. At 200 a ticket you could hire extra officers, pay for extra vehicles and maintenance and actually have some funds to repair the poor conditions of the road. It is an easy, interagency fix that would make traffic flow safer for everyone.</p>

No.	Date/Name	Comment
54	2/18/2020  William H. Erwin	<p>Hwy 191 comment--this highway is at capacity level and it appears little can be done to add more lanes. I feel that banning long haul semitrucks would help considerably.. Make them use the interstate highway through Butte.</p> <p>Also, some of the turn-outs could be enlarged and more added between the mouth of the canyon to house rock at mile marker 62 in the heading south lane.</p> <p>Why not reduce the speed limit to 50 mph or 55 mph. Its already 55mph in the park.</p> <p>And finally, build a new highway from Ennis to Big Sky.</p>
55	02/17/2020  James Glowacki	<p>Regarding the US 191 Corridor study, please accept my comments.</p> <p>I live in Aspen Groves, Big Sky and suggest that MDT consider extending US Hwy 64 from the intersection of US 191 and extend Hwy 64 all the way to Ennis, via the Jack Creek road. This will serve two major benefits. One, it will encourage housing development in Ennis for people working in Big Sky and lessen the volume of employee traffic coming from Bozeman and beyond, Two, it will provide a safety escape for any natural disaster that could happen in Big Sky. It will impossible to evacuate all residents and tourists with only one route out of Big Sky. Looking ahead to growth in Big Sky is an example of forward planning by Northwestern Energy. Work is under way to increase the electric load from 60KV to 160KV into Big Sky because their planners anticipate that the electric needs will double in the next 10 year. Thank you, Jim Glowacki 29 Chucks Place Big Sky</p>
56	2/19/2020  Pete Armstrong	<p>If work on Highway 191 is going to impact heavy trucking in that it needs to be diverted to another road system, care needs to be taken to ensure those towns that will be affected by that diversion are helped to care for that occurrence. Positive action by MDT would greatly help this situation before it causes significant problems. Some option could be: 1. signage at locations that would divert or encourage travel on interstate routes whenever possible. 2. increased enforcement on Highway 287 both with MHP/GVW and local law enforcement as well as a reduction in the posted speed limits on 287. 3. Serious consideration to closing Highway 84 to heavy truck traffic from the 4 corners junction of highway 84 to its intersection with Highway 287 at Norris. 4. provide the towns along Highway 287 with electronic devices that indicate the speed of vehicles as they enter or approach those towns from either direction. Those devices should remain after the project is fully completed.</p>
57	02/19/2020  Steph and Mike Becker	<p>This much needed US191 study must also consider the safety and well being of all the surrounding MT communities whose lives--and road travel--could be very negatively affected by the impact of an increased heavy big truck traffic that is already unsafe on Hwy 287 and Hwy 84 going through the popular recreational Bear Trap Wilderness area along the winding Madison River.</p> <p>Of course we are NOT talking about LOCAL delivery trucking through the Beartrap or through the communities of Ennis, Harrison, or Norris; we are strongly objecting to the already fast-moving dangerous cross-country semis--often double or triple --hauling heavy loads along minimum shouldered 287 such as the stretch along the Jefferson River or powering along past Harrison School. These trucks belong on the INTERSTATE. They should NOT be routed along our state highways. Long haul trucks belong on our tax-supported Interstate Highways: presently they endanger the lives of those in passenger cars and those driving farm equipment on our local roads. We trust that MT DOT will work out a safety plan for MT roads as they design the I-191 project and will not ignore the need to get long haulers off of Hwy 287 and the scenic Hwy 84 and over to the Interstate. The safety of Montana drivers is worth more than any time and money that is supposedly saved by a private trucking company. Safety first. Thank you! Steph and Mike Becker PO Box 268 Harrison MT 59735</p>
58	02/22/2020  Josh Vujovich	<p>When planning the 191 project, please consider the impact of pushing additional traffic onto 84 and 287, especially with regard to trucks. Routing truck traffic to I 90 or 15 will help with the through trips. Thanks.</p>

No.	Date/Name	Comment
59	02/24/2020  Joe Dilschneider	<p>I am aware that you are planning a major construction project on HWY 191 through Gallatin Canyon. I am a Ennis resident with Main st. retail businesses. We do NOT WANT or NEED more long-haul truck traffic on hwy 287 through Ennis.</p> <p>Many of these truck speed through downtown, whcih is very dangerous due to the way parking works in Ennis. It is only a matter of time until we have a major accident with a heavy truck and a passenger vehicle backing out of a parking spot.</p> <p>Furthermore, hazardous materials on HWY. 287 pose a major risk to our entire regional economy and way of life. If a HazMat truck crashes into the Madison River it would be disastrous for Ennis and beyond. This type of traffic should not be allowed on Hwy 287 or 84. There is simply too much at risk. The number of Elk and other wildlife in the Upper Madison valley makes the likelihood of this type of accident even greater. PLEASE BAN ALL HAZMAT on HWY. 287 and reduce the speed limit to 50MPH.</p> <p>Thank you for your consideration. Joe Dilschneider Ennsi, MT</p>
60	02/25/2020  Tom Wilde	<p>Us191</p> <p>I am very concerned about the wildlife and heavy traffic onto big sky. This scenic road and wildlife corridor must be preserved above and beyond real estate developers interest.</p> <p>An option worth considering is a tesla type tunnel from the mountain underneath to ennis area entrance. Cars are left at the base and human and cargo travel mass transit. This tollway and demonstration project is the best option for the future.</p> <p>Take the burden off our wildlife future growth should pay the way!</p>
61	02/25/2020  Judy Maddix	<p>I am strongly against diverting hwy 191 truck traffic thru Ennis, my community. We suffered hundreds and hundreds of truck traffic diverted thru this small town a couple of years ago. It went on for years. MDOT promised for a short time. Truckers have no regard for our speed limit thru town and are a danger to the increased population. I sit as cashier in our NN shop and am scared for my life that they will miss the turn into the city and run straight thru the window where I sit. We have had our share of these truckers. It is time to have another town go thru this horror story.</p>
62	03/01/2020  Anne Trygstad	<p>The best solution, and also costing the least, would be to lower the speed limit along this section of road and then enforce it. Straightening the road simply encourages more speed.</p> <p>I would also eliminate through trucking for large trucks going to Bozeman through West Yellowstone on US 191. Trucks can use Highway 15 through Dillon, heading north. It is a little longer but faster and safer when coming from Idaho to Bozeman with that route. Using 191 is not necessary.</p>
63	03/14/2020  Debbie Simpler	<p>Dear Sir or Madame,</p> <p>As you reach your decision about the best approach to US 191 Corridor, please keep in mind that US 287 will suffer extremely negative consequences UNLESS you make it clear that 18+ wheel trucks must NOT USE US 287 but instead use I-15. Signs indicating such must be placed on Hwy 20 in Idaho, Hwy 87, Hwy 84, etc, and FINES must be levied on the truckers.</p> <p>Please don't let the trucking industry run this, but the citizens in the State of Montana be the voice you hear.</p> <p>Sincerely, Debbie Simpler Ennis</p>

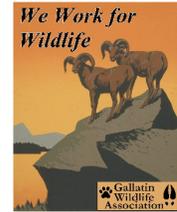
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May 30, 2020

The Gallatin Wildlife Association would like to take a few moments to comment on the recent and ongoing effort by Montana Department of Transportation (MDT) to conduct their U.S. Hwy 191 Corridor Study. We understand the purpose of the study is *"to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to address identified needs while considering public and agency input, environmental considerations, and financial feasibility."* A phrase used in the Introduction of MDT's Environmental Scan.

The Gallatin Wildlife Association (GWA) is a nonprofit, all-volunteer wildlife conservation organization representing hunters, anglers and other wildlife advocates in Southwest Montana and elsewhere. Our mission is to protect habitat and conserve fish and wildlife. GWA supports sustainable management of fish and wildlife populations through fair chase public hunting and fishing opportunities that will ensure these traditions are passed on for future generations to enjoy. We appreciate this opportunity to comment. GWA solicited comments from their membership, all of which are contained below.

As most residents of Southwest Montana are aware, U.S. Hwy 191 is a dangerous stretch of highway. Traffic volume, speed, the winding nature of a roadway through a narrow canyon, wildlife, and the on-and-off access to the highway from private and public land all make it so. GWA is obviously concerned about the loss of all life from animal/vehicle collisions (AVCs) and is in favor of preventing any and all such tragic accidents if possible. But we want to be the voice of wildlife in this scenario as they are losing much of their habitat either directly or indirectly by the intrusions by man. Whether by urbanization, road and highway intrusion, grazing, or the results of climate change, all have played an unambiguous role in wildlife losing their ability to roam freely upon the large landscape. As the data shows in Table 6.2 on page 59 of Existing and Projected Conditions, the majority of all accidents in the study area were actually attributed to an AVC. Twenty-four percent of all accidents were related to wildlife in the 10-year period from 2009-2018.

As we all know U.S. Hwy 191 cuts through some of the most valuable wildlife habitat in the contiguous United States. Pages 3-10 of Figure A.15 of Appendix A acknowledges the highway intersects primary threatened and endangered species habitat of Canadian lynx, grizzly bear, and wolverine. GWA feels that there has to be a better awareness and design of the highway to reduce if not prevent the unwanted killing of animal and human by AVCs. Wildlife deaths include elk, moose, bighorn sheep and deer along the entire stretch of the highway. And we would like to add, even though it is outside the area of this study, the danger of bison in and outside the Yellowstone National Park boundary is of high concern. In analyzing Table 3.2 on page 18 of the Environmental Scan and the corresponding explanation, it is obvious wildlife deaths are occurring throughout the entire stretch of highway. Much of the deaths are species specific as far as location, leaving no one stretch of highway free from AVCs.

Basically, we are saying the killing or loss of wildlife from unnatural causes is troublesome. And it goes without saying that much of this death is a result of societal issues of humans intruding upon a natural landscape. As insurmountable as this may sound, we would like to believe we can still minimize and mitigate the impacts of the negative. That is what we are hoping to accomplish here in these comments. What you will hear below are the concerns, thoughts and possible actions we would like MDT to address in their evaluation of resources and needs during the preparation of the U.S. Hwy 191 Study.

We will refer to Table 3.2 (Animal Carcasses Collected) from time to time throughout our comments.

**Table 3.2: Animal Carcasses Collected**

Animal	# of Carcasses Collected	(%)
Whitetail Deer	1,017	82.0%
Mule Deer	99	8.0%
Deer (Unknown Species)	3	0.2%
Elk	77	6.2%
Moose	13	1.0%
Bighorn Sheep	12	1.0%
Black Bear	2	0.2%
Other Wild Animal	7	0.6%
Unknown	10	0.8%
<b>TOTAL</b>	<b>1,240</b>	

But GWA also wants to focus on the possibility and likelihood of those carcasses not collected. There are also of course, those animals injured yet strong enough to wander, only to die a painful death away from the highway; their death going unnoticed. We fear the death toll of animals is greater than what is represented in this table.

## ***Past References:***

### **An Environmental Assessment, Gallatin Canyon: Slope Flattening/Widening of 2005**

Before we comment on the more recent effort of MDOT, GWA would like to raise a few questions concerning the Environmental Assessment<sup>1</sup> (EA) of 2005. The link is found here:

[https://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/ea\\_gallatincanyon.pdf](https://www.mdt.mt.gov/pubinvolve/docs/eis_ea/ea_gallatincanyon.pdf)

How does the intent and purpose of this planned work of 2005 relate to the issue at hand today? It seems as if the purpose and need of the project in 2005 is very similar to what we are called upon to address now. On page 10 of the Existing and Projected Conditions Technical Memorandum dated Feb. 4, 2020, this is said in its reference to the planned project of 2005:

*“The recommended improvements addressed the primary needs to improve safety and reduce roadway deficiencies. These improvements were implemented in 2014.”*

Has there been any noticeable improvement in accidents or in AVCs since implementation? On page S-1 of this 2005 document, it states the Purpose and Need as follows:

*“The purpose of the proposed Gallatin Canyon Slope Flattening/Widening project is to provide a transportation facility that improves the safety of travel on US 191 between MP 32 and MP 70. The lack of turn lanes to access residential, commercial, and recreational facilities in the corridor results in vehicles slowed and/or stopped in the roadway while attempting to initiate left and right turns. This situation, which is exacerbated by limited site distances on curves, causes rear-end vehicle collisions.”*

There are some differences between then and now. For example, the intention of 2005 was designed to counter safety issues at 10 specific locations along Hwy 191, those between MP 32 and 70. The sentence below states the following:

*“The proposed improvements would however address safety issues and meet MDT standards for guardrail at the ten locations listed in Table S.1. Proposed improvements include adding turn lanes, flattening side slopes, widening shoulders, and upgrading guardrail. These proposed improvements would address safety issues for the design year of 2023.”*

If the proposed improvements as designed in 2005 were to address or answer safety issues into 2023, what has happened since? Have safety issues accelerated faster than expected, or were the safety designs not implemented as expected?

On another frame of thought, as we turn to wildlife, we would like to refer to Table S.2 on page S-16 of that 2005 document. It lists the following impacts and safety measures to wildlife known at that time:

Topic Area	No-Build Alternative	Preferred Alternative	Mitigation for Preferred Alternative
Montana Species of Concern	No Impact	See Construction Impacts	See Construction Mitigation
Wildlife	Existing conditions with bighorn sheep mortality due to vehicles would continue.  Continued mortality of bighorn sheep between MT 64 and Karst Ranch	Potential impacts to habitat.  Continued mortality of bighorn sheep between MT 64 and Karst Ranch	Removal of habitat would be minimized or avoided to the greatest extent practicable. The opportunity to enhance wildlife movement at the new bridge locations would be addressed by the proposed clear span structures at West Fork Gallatin River and Swan Creek crossings. The new structures would be longer than the existing structures, thereby maintaining and improving the opportunity for wildlife movement at these locations.  The necessity for bighorn sheep crossing signs with yellow caution lights between MT 64 and Karst Ranch to alert drivers to the potential for bighorn sheep on the roadway would be investigated with MFWP. If warranted, MDT would complete this installation under a maintenance contract.

We would like to state that this table continues on to page S-19 covering other wildlife species and fisheries including endangered and threatened species. GWA finds it interesting that one of the mitigation steps on this page recommends yellow caution lights between MT 64 and Karst Ranch for bighorn sheep. This is important because it seems as if the problem has not been resolved. As you will see in our comments, this issue will arise in our 2020 comments. Were steps taken to address this issue at that time? References to this EA document will be made continuously throughout our comments.

**An Assessment of Wildlife-Transportation Issues in the Greater Yellowstone Ecosystem: FINAL REPORT**

On January 8, 2007, Amandy Hardy<sup>2</sup>, research ecologist of the Western Transportation Institute (WTI) released a report for the Greater Yellowstone Coalition in collaboration with American Wildlands, Geographic Informational Systems Lab and Steve Willer. The purpose of this report as stated in the Introduction is the following:

*“The purpose of this report is to briefly summarize wildlife-transportation conflicts and potential opportunities to mitigate impacts in upcoming highway projects identified in the STIPs. This report synthesizes spatial data on reported AVCs occurrences, areas of ecological concern, and the State Transportation Improvement Program (STIP) projects in the GYE.”*

GWA was glad to read the acknowledgement listed in the 2<sup>nd</sup> paragraph of that Introduction:

*“The Greater Yellowstone Ecosystem (GYE) is one of the last places in temperate North America with large tracts of relatively undisturbed lands that provide habitat for grizzly and black bears, wolves, cougars, wolverine, moose, elk, bison, deer, pronghorn antelope, bighorn sheep and many other northern Rocky Mountain wildlife species. Roads throughout the GYE cross through these quality habitats, resulting in costly AVCs, and potentially limiting animal movements across the landscape when and where traffic volumes are high. With increasing traffic volumes and developments that sprawl across the landscape, fragmentation of these habitats and AVCs will continue to increase. Proactive transportation planning and engineering approaches can help moderate these impacts and ultimately increase safety and the ecological integrity that makes the GYE a special region in the northern Rocky Mountains.”*

GWA couldn't agree more with this description. The last sentence stated above is so important because it is the position of GWA and should be of any conservation organization, state and federal land-use management agency, state and federal wildlife management agency, and should be the want of the American public.

One of the definitions and principals we want to proclaim here from the report is the term Megasites, first mentioned in Section 3.3 on page 5 of this document:

*“Identification of sites of concern was accomplished by incorporating spatial data relating to habitat suitability and population viability into a simulated annealing site-selection algorithm (Noss et al. 2002). Prioritization of the identified sites (referred to as “megasites”) was based on nine criteria that related to minimum threshold goals to protect species and communities, to represent the region's habitat types and geoclimatic classes, and to protect large areas of habitats that can support and maintain viable populations of the focal species (Noss et al. 2002).”*

This definition is important as we will discover later on in our comments, the ecosystem of the Greater Yellowstone Ecosystem has been determined to be a “megasite”. This should give MDOT pause and hopefully make them aware there should be more of a refocus and a stronger emphasis on all future plans to mitigate AVCs. In fact, on page 19 under section 4.1.9.2, there is this declaration:

*“US 191 travels through or skirts a significant length of the Gallatin River megasite. This megasite was ranked fourth on the overall list of megasites, a ranking earned due to a high “vulnerability” score.”*

In relation to the questions we raised above concerning the implementation of MDOT's Environmental Assessment, Gallatin Canyon: Slope Flattening/Widening of 2005, we found this reference in section 4.1.9.3 of the WTI's report:

*“The MDT STIP for 2004-2006 shows numerous projects scheduled for this segment of US 191. Several pavement preservation projects were planned for various sections of US 191. The Gallatin Gateway area was slated for the construction of turn bays and a pedestrian tunnel under US 191. One reconstruction project for 2004 in Gallatin Canyon was listed under the projects in the incidental*

*construction phase; it appears this is a slope flattening and widening project that is estimated to cost <\$1million."*

Was there any construction or phase of this project not completed in spite of what is stated on page 10 of the Existing and Projected Conditions Technical Memorandum dated February 4, 2020?

***The Cause at Hand: That of Today***

After reviewing past documents, it is obvious the issues of today are a result of either inaction, or not enough action of yesterday. Many of the concerns and problems have remained the same or gotten worse. This in the face of what we know today as stated on page 1, Section 1.2 of the January 17, 2020 Environmental Scan by MDOT.

*"The study area has experienced substantial growth in recent years, resulting in increased commuter, tourist, recreation, homeowner, and commercial/construction truck traffic from Bozeman to Big Sky. The increase in traffic has put considerable strain on the existing infrastructure. Numerous planning efforts and construction projects on US 191 and associated roads have been completed to address the area's changing needs."*

This is highlighted in Table 2.2 below as found on page 15 of MDOT's Technical Memorandum of February 4, 2020:

Table 2.2: Population Growth Since 2000

Location	Population (2000)	Population (2010)	Percent Growth (2000-2010)	Current Population (2018 Estimate)	Percent Growth (2010-2018)	CAGR (2010-2018)
Montana	902,195	989,415	9.7%	1,062,305(ii)	7.4%	0.9%
Gallatin County	67,831	89,513	32.0%	111,876(ii)	25.0%	2.8%

(ii) US Census Bureau, Annual estimates of population as of July 1, 2018.

**2020 Areas or Issues of Concern:**

**Bighorn Sheep:** Even though it is stated on page 17 of the Environmental Scan, bighorn sheep are not "attempting to cross Hwy 191 as part of any seasonal or dispersal movement", there does seem to be some confusion when we reference the EA of 2005. In section 3.4.6 entitled Wildlife on page 47, there is this statement:

*"The portion of the project area between MT 64 and Karst Ranch, which includes the Big Sky Area, Jack Smith Bridge Area, and the Karst Ranch Area, has been identified by MFWP as an area providing connectivity between the Madison and Gallatin Mountain ranges for bighorn sheep (See MFWP letter date July 11, 2003 in Appendix B). The mortality of bighorn sheep along this stretch of US 191 has generated public and agency concern."*

In that letter referenced above by the Montana Fish, Wildlife and Parks (MFWP), we reclaim parts of that letter here:

Our primary concern with regard to wildlife issues along the whole stretch of proposed highway improvements, are the unimpeded flow of wildlife across Hwy 191. That concern is heightened along the stretch between Karst and the Big Sky turn off with respect to bighorn sheep. The highway is located in the middle of an area that provides connectivity between the Madison and Gallatin Mountain ranges and as such continual movement of wildlife back and forth across the highway is expected and should be allowed. We would ask that along the entire stretch, reconstruction projects are done in a way that will not significantly limit movement across the highway, nor impede movement off the highway for wildlife.

The winter range for a native bighorn sheep population is located along the stretch of highway from Karst to the Big Sky turnoff. This population has been struggling since 1995 and currently there is no hunting season. There have been numerous sheep deaths along this stretch, which has created concern with the public, including the Foundation for North American Wild Sheep. We would specifically request that "sheep crossing/on the highway signs" (with yellow caution lights) be considered for this stretch of highway.

This letter dated July 11, 2003 and signed by Patrick Flowers<sup>3</sup>, the Regional Supervisor of MFWP at that time, highlights the danger and the problem with bighorn sheep and their mobility in relation to U.S. Hwy 191. This letter states the existence of a corridor across the highway. Even here, MFWP recommends perhaps the least option available is to install some yellow caution lights.

In addition to the Regional Director referring to a connectivity corridor for bighorn sheep, GWA found this context in the Draft Environmental Impact Statement (DEIS) of the Custer Gallatin National Forest (CGNF) Revised Forest Plan<sup>4</sup>. On page 441, there is this statement:

*"Big Sky and Moonlight Basin are private ski areas within bighorn sheep range. Resort and residential development associated with these areas has resulted in direct loss of bighorn sheep habitat including winter range. These areas attract thousands of visitors for year-round activities, a draw that results in high density traffic on U.S. Highway 191 through Gallatin River Canyon, which travels through bighorn sheep winter range. Vehicle collision with bighorn sheep along this highway is a major mortality factor for native bighorn sheep in the Spanish Peaks Range (Montana FWP 2010)."*

This is further proof that the existence of bighorn sheep in the area is not a fluke or a rarity. The existence of bighorn sheep in the area must be taken more seriously as the native sheep are not just infrequent visitors along the side of the highway, but the highway transects the sheep's winter range.

To personalize the danger, some of our members report there has always been a sheep crossing at Portal Creek. In fact, one<sup>5</sup> of our members reports this incident:

*“Our neighbor was in a non-fatal accident around Portal Creek involving sheep. He was coming around the corner from Big Sky to find a woman stopped right in front of him to look at the sheep. Unfortunately, the pickup behind him did not have time to see and stop. Our neighbor survived.”*

It is an obvious and widely known fact from this study, from comments of our membership, and from the general public at large that there have been many reported incidences of bighorn sheep between Karst’s Camp (RP 55.2) and MT 64 (RP 48.0). We also agree with the current ES report which suggests much of the rationale for bighorn sheep in the roadway is the salt and other minerals that the Highway Department uses during winter for de-icing the highway. One of our members<sup>6</sup> reported the following story:

*“About 2-3 years ago we were driving from W Yellowstone back to Bozeman. When we reached the vicinity of Big Sky, a herd of bighorns came onto the highway. Fearing some of the sheep might be struck by other trucks/cars we stopped at a pull-out, got out of our car and “shooed” the bighorns back up the hillside. Soon as I turned my back, the bighorns were back on highway, getting at the salt/minerals in center-line crack.*

*This occurred several times, so we knew we had to stay and warn traffic coming from the south, as we were on a curved section of Rt 191. Motorists coming from the south would not see the bighorn sheep in enough time to avert a collision. So, I walked back down the roadway to the south and stood along the highway waving traffic to slow down for about 10-15 minutes until a state policeman showed up to take control of the dangerous situation.”*

This is obviously a dangerous situation and one to which we’re sure others can relate, one which the author of this letter can himself relate, an immediate problem deserving an immediate solution. There is also the possibility that some bighorn sheep are crossing the highway purely as an escape mechanism, not necessarily part of a migratory pattern. We have seen and have pictures of bighorn sheep on the east side of Hwy 191 in this section of the study area.

Bighorn Sheep along east side of Hwy 191 in Gallatin Canyon, MT.09272013 taken by Clint Nagel.



Whether the bighorn sheep are there in order to escape conflict or as part of their migration instinct or any other cause, the problem remains the same. It is a problem deserving an immediate solution.

Some Suggestions –

- Eliminate the use of additives to the de-icing measures that are an attractant to bighorn sheep and/or other wildlife. Seriously consider the use of other products that would be or could be just as effective, but safe to wildlife and the environment and not be an attractant to wildlife.
- The Forest Service should use corrective habitat management to direct bighorn sheep away from the roadway.
- Perhaps cameras in this locale would trigger a warning light or blinking sign for motorists. Advanced signage should be strongly considered, especially between RP 52 and 53.
- Conduct a study of the migratory route across Hwy. 191 and determine the best mitigation effort.

**Elk and the Gallatin Wildlife Management Area:** Several members made reference to the area between RP 45 to RP 48, the area in the vicinity of the Gallatin Wildlife Management Area. One of GWA's members<sup>7</sup> makes this quote. He states this about the section of U.S. Hwy. 191 just south of Rainbow Ranch Lodge:

*"... probably one of the most wildlife unfriendly areas from 4 Corners to West Yellowstone. The area of the Gallatin Wildlife Management area to just south of Rainbow Ranch Lodge is horrible for elk death. The highway is, literally part of the winter range. I have always hated that area. And I am talking about an area maybe 3 miles long."*

*"If you go out there in the winter when snow is on the ground, you see a snowmobile track paralleling the road on the west side and lots of elk tracks (some deer, moose, and coyote) on both sides. And I mean lots! Of course, intermittent carcasses too."*

This section of highway definitely meets this criterion for concern. Figure 6.11 entitled "Large Mammal Carcasses" on page 67 highlights this area fairly well. From RP 45 north to the Hwy 64 intersection (Big Sky Junction) is an area that demands some kind of remediation of wildlife fatalities. Table 6.2 entitled Animal Carcasses Collected (page 65 of the same report) indicates that over a 10-year period, there is an average of nearly 8 elk deaths per year on the entire stretch of highway in the study area. If the intent of the Gallatin Wildlife Management Area was to provide a secure place for wildlife, a goal listed on Montana's Fish, Wildlife and Parks website (see below), then we are failing. There needs to be a sincere effort to re-establish that security.

*"The primary goal of Montana's Wildlife Management Areas is to maintain vital wildlife habitat for the protection of species and the enjoyment of the public."*

Again, referencing the EA of 2005, the third paragraph under Section 3.4.6 entitled Wildlife on page 47, there is this statement in reference to elk:

*"MFWP has also identified winter range for elk and moose that straddles the majority of the project corridor. Elk winter range has been identified on both sides of US 191 between MP 55 and 60 and for the length of the project area south of MT 64. These areas include the Greek Creek, Swan Creek, Moose Creek, Big Sky, Section House and Red Cliff Areas. Elk winter range has also been identified on the east side of US 191 between MP 48 and 52, directly north of MT 64, including the Big Sky and Jack Smith Bridge Areas."*

The other section of Hwy that deserves attention due to elk deaths is that area near the mouth of the canyon RP 70 to RP 75. This area is especially dangerous because of the speed in which traffic travels in this section of highway.

Before we move on, GWA would like to refer MDOT back to the Western Transportation Institute's document [An Assessment of Wildlife-Transportation Issues in the Greater Yellowstone Ecosystem](#). On page 20 in section 4.1.9.2 there is this statement:

*"The site description of the Gallatin River megasite highlights the importance of the elk migration corridor that links YNP to the Taylor Fork area in the Madison Range to the west; US 191 bisects this migration corridor. This road passes through core habitat from the north end of Gallatin Canyon south to West Yellowstone."*

Even though part of this section of highway is outside the scope of this project, part of their migratory routes is not. Notice the assessment that this stretch of U.S. Hwy 191 passes through elk core habitat. This must be taken into consideration for any future wildlife mitigation.

Some Suggestions –

- Intense signage and lowering of the speed limit would be the minimal remedy.
- We may suggest a wildlife crossing at the Gallatin Wildlife Management Area.
- There should be recognition or signage of the importance of the Gallatin Wildlife Management Areas.

**Moose:** According to Table 3.2 in the 2020 Environmental Scan, there have been 13 AVCs pertaining to moose over the 10-year period from 2009-2018. The EA of 2005 has made note of Moose winter range. Note this also corresponds to a similar range as that of bighorn sheep:

*"Moose winter range has been identified along the east side of US 191 between MP 42 and 48, which includes the Big Sky and Section House Areas. Moose winter range has also been identified on both sides of US 191 between MP 27 and 36. Although this includes the southern 6.4 km (4 mi) of the project corridor, no improvement areas are proposed in this area."*

**Grizzly Bear:** Even though grizzly bear has not been reported as a casualty, the time is coming when these bears will unfortunately become so. As bears are on the move and increased traffic flow and speed along U.S. Hwy 191 become more prevalent, it is only a matter of time. We've already stated above, this highway does interject itself into known grizzly bear habitat. And with this in mind, GWA would like to remind the MDOT Study Team of the [2016 Conservation Strategy for the Grizzly Bear in the Greater Yellowstone Ecosystem](#)<sup>8</sup>. On page 83, there is this statement:

*"To prevent habitat fragmentation and loss of connectivity within the GYE, existing highway survey information will be compiled and evaluated by the appropriate land management agency as an integral part of the planning stage of any proposed highway improvement and/or construction project in*

*suitable grizzly bear habitat within the GYE (both inside and outside the PCA). During the NEPA analysis stage of such projects, analyses of highway survey information will be conducted to evaluate potential impacts of the project on grizzly bear habitat connectivity. More specifically, federal agencies will identify important crossing areas by collecting and/or assessing existing information about known grizzly bear sightings, ungulate road mortalities, locations of game trails, and bear home ranges and habitat use within and near the highway corridor. By identifying crossing areas used by grizzly bears, federal officials can recommend mitigation measures to reduce potential impacts from highway construction both during and after a project. For example, during construction, work camps should be placed in areas with lower risk of displacing grizzly bears and use of IGBC-approved bear-resistant food and garbage storage containers should be implemented. Highway planners are encouraged to place warning signs at points of high mortality risk and implement wildlife crossing mitigation (e.g., radar-speed signs, culverts, or underpasses) to enhance safe passage. Similarly, road construction in areas of relatively high value for potential grizzly bear habitat linkage should be designed to mitigate potential negative impacts on habitat connectivity”.*

We expect that MDOT will work with state and federal agencies to fulfill the obligation of this 2016 Conservation Plan. Habitat fragmentation and loss of connectivity is a huge source of wildlife’s incapability to overcome man’s intrusion upon the landscape. And it is obvious that highways and roadways are a huge source of that fragmentation. U.S. Hwy 191 has obviously been in existence for a long time, but it is time to work within each agencies framework to minimize wildlife fatalities. Within the statement above, there are several obligations that need to be met, such as assessing existing information about grizzly sightings and crossings, mitigating and reducing negative impacts during road construction, etc. It even suggests the use of signage, lighting, and wildlife friendly culverts and underpasses. This review or assessment needs to be done throughout the entire stretch of highway.

There is further proof that grizzlies are on the move within the Gallatin Canyon. GWA would like to refer the Study Team back to a [Bozeman Daily Chronicle](#) issue dated May 2, 2012 entitled “*Study: Grizzlies moving into Gallatin Canyon*”. The link is below:

[https://www.bozemandailychronicle.com/news/wildlife/study-grizzlies-moving-into-gallatin-canyon/article\\_2899e46a-9409-11e1-a069-001a4bcf887a.html](https://www.bozemandailychronicle.com/news/wildlife/study-grizzlies-moving-into-gallatin-canyon/article_2899e46a-9409-11e1-a069-001a4bcf887a.html)

In this article, Laura Lundquist<sup>9</sup> quotes and reviews the work by independent wildlife biologist, Steve Gehman:

*“Independent wildlife biologist Steve Gehman has confirmed the presence of grizzly bears between Yellowstone National Park and Porcupine Creek south of Big Sky.”*

Steve goes on to say:

*“Tracks have been seen in the Hyalite drainage, so they’re getting closer to home,” Gehman said. “People to the south (of the range) are more aware, but those to the north could be kind of surprised.”*

GWA urges further follow up on tracing and tracking of grizzlies in this area to understand the potential conflicts of grizzlies onto U.S. Hwy 191.

Some Suggestions –

- Follow the recommendations as listed in the 2016 [Conservation Strategy for the Grizzly Bear in the Greater Yellowstone Ecosystem](#).
- GWA urges further follow up on tracing and tracking of grizzlies to understand the potential conflicts of grizzlies onto U.S. Hwy 191.

**Lee Metcalf Wilderness Area:** From the Spanish Creek Rd to Big Sky on the west side of the highway lies the Lee Metcalf Wilderness Area, miles RP. 68- RP. 47. This is the best habitat for wildlife there is (there is a designated day use area set back). Wildlife should be expected. There needs to be slower speeds and much better signage and enforcement. The mapping in this U.S. Hwy 191 Study Project does not show the Wilderness area, but it should. The importance of this and any Wilderness area needs to be emphasized.

Some Suggestions -

- GWA does not support highway improvements which would emphasize speed, extra lanes, or an increase in number of passing lanes.
- GWA believes that perhaps more pullouts would be beneficial.
- Signage of the Wilderness area with an emphasis on wildlife could be helpful.

**Whitetail and Mule Deer:** In reviewing Table 3.2., Animal Carcasses Collected, it is obvious that whitetail deer are suffering the brunt of wildlife collisions with most of those occurring south of Four Corners to RP 70. But as noted on page 18 of the Environmental Scan, the remainder of whitetail and mule deer deaths from vehicle collisions are occurring throughout the entirety of the project study area. One of our GWA members calculated that deer are averaging 112 deer collisions per year. This number is way too high. It is also too high for human drivers and passengers, not to mention the damage to vehicles adding to the cost of insurance rates. GWA feels it is about time, if not way past time, for MDOT to be addressing this issue. We would like to see remedies which save both lives of people and wildlife.

**Other Wildlife Conflicts:** On page 76 of the Existing and Projected Conditions, Technical Memorandum dated February 4, 2020 of this U.S. 191 Corridor Study, there is this quote under the subtitle of Mammals:

*“Sections of the US 191 corridor have been identified as areas of concern for wildlife mortality.”*

With U.S. Hwy 191 following the course of the Gallatin River as it does and cutting through some of the best wildlife habitat that there is, it is not surprising that the entire section of highway through the study area is going to be at risk for AVCs. Referring back to the letter of July 11, 2003, the Regional Director made this comment in relation to the EA of 2005:

*It is not uncommon to observe moose, elk, mule deer, sheep and occasionally, black bear, grizzly bear, wolf, and mountain lion crossing at random points along this stretch of highway.*

This statement should provide us the awareness we need, all species of wildlife can cross U.S. Hwy 191 at any place at any time. Some species may have specific habitat or trails they use in their travels, but certainly not all. Motorist have to expect the unexpected and it is up to MDOT to warn traffic of the danger of AVCs.

Again, from one of our members as he is referencing the Gallatin Wildlife Management Area:

*"If you go out there in the winter when snow is on the ground, you see a snowmobile track paralleling the road on the west side and lots of elk tracks (some deer, moose, and coyote) on both sides. And I mean lots! Of course, intermittent carcasses too."*

All of these observations and statements highlight the fact there is a need to warn the average motorist of the potential danger of any and all species of wildlife being involved in an AVC.

Some Suggestions –

- Proper and frequent signage of wildlife crossings along the entire stretch of Hwy.
- Frequent pullouts or turnouts that are paved and well maintained.
- Educate and inform the public of the possibility of AVCs and the hazards of wildlife being on or near the roadway. This would include out-of-state motorist via social media platforms, etc.

**Effects of the Custer Gallatin National Forest Revised Forest Plan:** In our search for data and information, GWA stumbled across this statement in the DEIS of CGNF Draft Forest Plan on page 438:

*"All revised plan alternatives would include a recreation emphasis area along the Gallatin River corridor, which abuts important bighorn sheep winter range. There is not much winter recreation on the Custer Gallatin associated with this corridor, and the major issue for wintering bighorn sheep in this area is from collisions with vehicles, rather than from recreation on the Custer Gallatin. However, the Gallatin River corridor is a major access route for winter recreation on the national forest, as well as winter recreation at private resorts like Big Sky and Moonlight Ski Areas. The designation of this corridor as a recreation emphasis area would likely have little additional effect on bighorn sheep, but sheep mortality from vehicle collisions along this corridor remains an issue under all alternatives."*

In lieu of our already discussed impacts on bighorn sheep, the last sentence in this paragraph (referring to the little additional impact on bighorn sheep) in our view is open for further discussion. But one item

not covered in the 2020 Environmental Scan is the impact of the Forest Service designating the Gallatin River Corridor as a recreation emphasis area. How does MDOT see this designation (if it comes to fruition) affect the future plans of traffic flow in the canyon? In connection with that, how does that designation affect the wildlife patterns along the canyon? Won't this designation increase traffic, congestion, and the likelihood of AVCs?

Suggestions –

- Further discussion and planning of how to address this designation of recreation emphasis area. More discussion on traffic patterns and wildlife conflicts.

**Water Quality and Fisheries:** It should be stated that the GWA is only one among a few other nonprofit environmental organizations trying to have the state designate the Gallatin River as an Outstanding Resource Water (ORW). A classification defined in Title 75, Chapter 5, Part 3 (Classifications and Standards) of the Montana Code Annotated 2019<sup>10</sup>. A link to that designation is provided here:

[https://leg.mt.gov/bills/mca/title\\_0750/chapter\\_0050/part\\_0030/section\\_0160/0750-0050-0030-0160.html](https://leg.mt.gov/bills/mca/title_0750/chapter_0050/part_0030/section_0160/0750-0050-0030-0160.html)

In that definition and standards, it states:

*“The department may not:*

- (a) grant an authorization to degrade under 75-5-303 in outstanding resource waters;*
- (b) or allow a new or increased point source discharge that would result in a permanent change in the water quality of an outstanding resource water.”*

While the designation has not been made and the case is in litigation, GWA would frown upon any action that would degrade current water-quality standards and pollute the Gallatin River making our efforts ineffective. We say this knowingly, acknowledging the following proclamation on Page 6 of the draft Environmental Scan:

*“There have been ongoing efforts, beginning in 2001, by locals seeking to designate the Gallatin River from the Yellowstone National Park Boundary to Spanish Creek as an Outstanding Resource Water (ORW) by MDEQ. Waters within national parks and wilderness areas in Montana are designated ORWs.”*

Currently stated on that same page under Section 2.4.1 Water Quality, the Gallatin River is classified Use Class B-1 by Montana Department of Environmental Quality (MDEQ). Along with this effort, several outstandingly remarkable values (ORV) have been determined for the Gallatin River allowing

for a preliminary classification of the river to be considered as a Wild and Scenic River. This is verified in MDOT's current document as well in the CGNF DEIS.

Our concerns of water quality issues are many fold as it pertains to the overall quality of the Gallatin River. GWA would first like to refer MDOT to the Environmental Protection Agency (EPA) link entitled "Controlling Nonpoint Source Runoff Pollution from Roads, Highways and Bridges"<sup>11</sup>. The link found here:

<https://archive.epa.gov/owow/NPS/roads.html>

Just to mention some of those pollutants here listed by EPA which concern us in how they affect the Gallatin River: sediments, heavy metals, oils and grease, road salts, fertilizers and pesticides and other debris. This does not even include any hazardous waste or materials resulting from accidents which might spill into the river. What is MDOT's plan to control these non-source pollutants? This may be outside the normal scope and planning of this specific project (since these conditions and hazards occur everywhere), but it would be good if state and federal transportation agencies began to recognize they have a role to play in these types of issues. What new technologies are out there which could alleviate pollution from roadways?

Back to the issue at hand, in the EA of 2005, there is this acknowledgement:

*"In-stream work would be required for the replacement and/or construction of new structures. Bridge replacement can change water flows, sediment transport rates, sediment composition, and subsequent changes in pollutant loads, thermal fluctuations, and erosion. Proper design of bridge piers and abutments and adherence to BMPs to avoid erosion and flow impacts during construction can reduce potential for water quality impacts. Permanent water quality impacts would generally be limited to those associated with increased impervious surface area."*

We see no acknowledgement of this type of impact in the current 2020 Environmental Scan or the Existing and Projected Conditions Technical Memorandum of February 4, 2020. We assume that as the scope of this project is better defined, such acknowledgements will be provided. But this type of construction impact is of high concern for fisheries and overall water quality of the Gallatin River.

In speaking of fisheries and water quality, one of our concerns is the tendency that sometimes construction results in bank destabilization and tree removal exposing the surface area of creeks and rivers to open sunlight. These actions result in increased sedimentation and increased temperature lessening the quality of cold-water fisheries habitat. This is reaffirmed on page 3-50 of the EA of 2005:

*"Increased Water Temperature*

*The increase of impervious surface area and clearing of vegetation, especially riparian vegetation, are the two most significant actions that affect water temperature in aquatic environments. Clearing of vegetation reduces infiltration and shading, and creates more solar exposure to runoff, thereby resulting in increased water temperatures in receiving water bodies. Most transportation projects that result in the reduction of vegetated areas and/or an increase in impervious surface area contribute to some extent to a temperature increase in receiving waters. This effect to aquatic habitat would likely be minor and localized.”*

We are not sure we agree with the last statement that increased water temperature would likely be minor and localized. The statement in question was written 15 years ago and climate change has not lessened its impact or grip on many resources around the world. The Gallatin River has already been suffering warm temperatures in mid to late summer, especially during low-flow conditions further downstream. Temperatures upstream are critical to those downstream. It is important to fisheries and to the overall water quality of the river.

Whatever or wherever construction and roadway enhancement is done, attempts must be made to protect the overall quality of the riparian habitat along the Gallatin River.

### ***Suggestions to be made –***

Commenting on wildlife issues and roadway enhancement along U.S. Hwy 191 has been a learning experience. There was more material to be had than we realized, material that should be sufficient to prove our case that wildlife needs more serious consideration in highway design. Man is an intruder here and has been for as long as the roadway has cut through the wilderness. But obviously the impact to wildlife has grown exponentially over time. We’ve already mentioned several suggestions to help mitigate AVCs throughout these comments. Some of those comments will be repeated here but hopefully with more emphasis, along with some additional comments:

1. The entire stretch of Hwy 191 from Four Corners south to West Yellowstone should be nominated into the National Scenic Byways Program. This roadway fulfills at least 3 of the 6 intrinsic qualities listed as criteria in the Federal Register. Link provided.

[https://www.fhwa.dot.gov/hep/scenic\\_byways/fedreg.pdf](https://www.fhwa.dot.gov/hep/scenic_byways/fedreg.pdf)

There is also this link in relation to the Montana Dept. of Transportation:

<https://www.mdt.mt.gov/travinfo/scenic.shtml> Hopefully slower speeds on a designated highway along with some other traffic modifications will help to mitigate wildlife deaths. Several members of GWA offered this idea for further consideration and review.

2. We support and urge that there should be strong consideration given to wildlife overpass or underpass crossings in several stretches of highway.

- The first should be in the vicinity of MP 70 for deer and elk.
- The second should be in the vicinity of MP 55-45 for concerns over bighorn sheep.
- The third would be in the vicinity of MP 45-48 to cover concerns of elk and other wildlife in the vicinity of the Gallatin Wildlife Management Area.

3. Some members suggested the idea of turning the existence of the current private road from Big Sky to Ennis into a public route. Some GWA members<sup>11</sup> expressed this viewpoint:

*“Many who have suggested that this road is needed for emergencies, since there is only one way out of Big Sky and the Yellowstone Club.”*

It was suggested that:

*“...construction workers who live closer to Ennis and who travel from Madison County could use this road instead of 191, traffic would be much reduced. Right now, Gallatin County bears the burden of road costs and lives damaged or lost. Madison County takes their taxes and bears little responsibility.”*

4. GWA does not have a problem with the addition of turning lanes and more frequent turnouts or pullouts. All should be paved and maintained. This could be a good thing. We are in favor of slower regulated speeds. But we do not support the addition of extra lanes, passing lanes or widening of the canyon walls that would allow for more traffic and faster speeds.
5. Eliminate the use of additives to the de-icing measures taken by MDOT which are an attractant to bighorn sheep and/or other wildlife. Seriously consider the use of other products that would be or could be just as effective, but safe to wildlife and the environment.
6. In the advent of no wildlife crossing, perhaps the Forest Service should use corrective habitat management to direct bighorn sheep away from the roadway in the Karst Ranch area.
7. Perhaps cameras in the locale of MP 52 and 53 could trigger a warning light or blinking sign for motorists. Advanced signage should be strongly considered. Several agencies and past studies have made this suggestion. Has there been any attempt, follow up or study to see if this has had an impact?
8. Conduct a study of the migratory route of bighorn sheep and elk across Hwy. 191 and determine the best mitigation effort.
9. There should be recognition or signage of the importance of the Gallatin Wildlife Management Areas.

10. Follow the recommendations as listed in the 2016 Conservation Strategy for the Grizzly Bear in the Greater Yellowstone Ecosystem.
11. GWA urges further follow up on tracing and tracking of grizzlies to understand the potential conflicts of grizzlies onto U.S. Hwy 191.
12. Signage alluding to the presence of the Lee Metcalf Wilderness area with an emphasis on wildlife could be helpful.
13. Educate and inform the public of the possibility of AVCs and the hazards of wildlife being on or near the roadway. This would include out-of-state motorist via social media platforms, etc.
14. Further discussion and planning with the Forest Service in how to address the FS's designation of the recreation emphasis area as described in the CGNF's Draft Revised Forest Plan. More discussion on traffic patterns and wildlife conflicts.
15. Extreme mitigation efforts to be made in the vicinity of river embankments, etc. during the construction phase and afterwards to minimize erosional impacts and minimize other channel impacts which would allow increases in surface-area temperature. Minimize, with as much care as possible, construction work within the wetted perimeter.
16. There is always the possibility of learning designs and ideas from others nationally and internationally to see how others made similar application in reducing AVCs.

In all, previous and current signage along the highway hasn't proved/isn't proving to be enough. We strongly support more aggressive action for wildlife casualty mitigation. GWA feels that enhancing highway design for increased traffic flow and speed will be a step in the wrong direction. We hope these comments and suggestions will be taken into a serious discussion resulting in their application. Thank you for allowing us the opportunity to comment.

Sincerely,

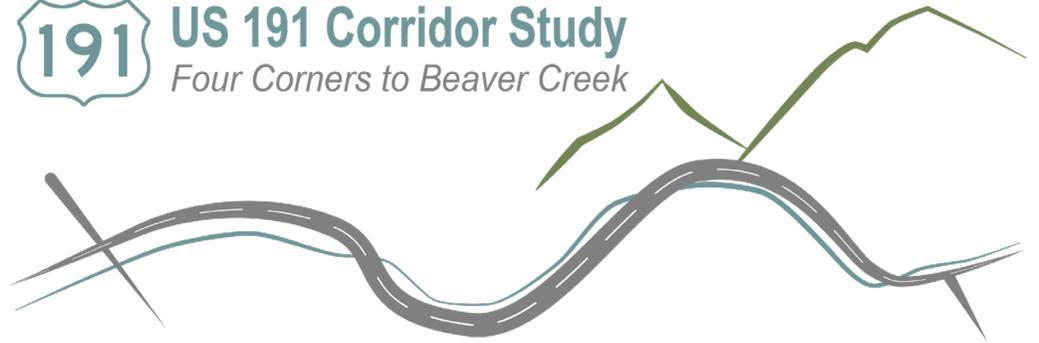


Clinton Nagel, President  
Gallatin Wildlife Association

No.	Date/Name	Comment
		<p style="text-align: center;"><b>Cited References:</b></p> <ol style="list-style-type: none"> <li>1. Montana Dept. of Transportation, <u>An Environmental Assessment, Gallatin Canyon: Slope Flattening/Widening of 2005</u>, <a href="https://www.mdt.mt.gov/pubinvolve/docs/eis_ea/ea_gallatincanyon.pdf">https://www.mdt.mt.gov/pubinvolve/docs/eis_ea/ea_gallatincanyon.pdf</a></li> <li>2. Hardy, Amandy, research ecologist of the Western Transportation Institute, <u>An Assessment of Wildlife-Transportation Issues in the Greater Yellowstone Ecosystem: FINAL REPORT</u>., January 8, 2007. <a href="https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425521_Final_Report.pdf">https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425521_Final_Report.pdf</a></li> <li>3. Patrick Flowers, Regional Director of Montana Fish Wildlife and Parks letter dated July 11, 2003 in Appendix B of the Environmental Assessment of 2005.</li> <li>4. Draft Environmental Impact Statement of the Custer Gallatin National Forest Revised Forest Plan.</li> <li>5. Written discussion by GWA member (RA). Author chose to keep their name anonymous.</li> <li>6. Written discussion by GWA member (CS). Author chose to keep their name anonymous.</li> <li>7. Written discussion by GWA member (KS). Author chose to keep their name anonymous.</li> <li>8. Interagency Grizzly Bear Study Team, <b>2016 Conservation Strategy for the Grizzly Bear in the Greater Yellowstone Ecosystem</b> <a href="http://igbconline.org/wp-content/uploads/2016/03/161216_Final-Conservation-Strategy_signed.pdf">http://igbconline.org/wp-content/uploads/2016/03/161216_Final-Conservation-Strategy_signed.pdf</a></li> <li>9. Lundquist, Laura, “Study: Grizzlies moving into Gallatin Canyon”, <u>Bozeman Daily Chronicle</u>, May 2, 2012. <a href="https://www.bozemandailychronicle.com/news/wildlife/study-grizzlies-moving-into-gallatin-canyon/article_2899e46a-9409-11e1-a969-001a4bcf887a.html">https://www.bozemandailychronicle.com/news/wildlife/study-grizzlies-moving-into-gallatin-canyon/article_2899e46a-9409-11e1-a969-001a4bcf887a.html</a></li> <li>10. Montana Code Annotated 2019 <a href="https://leg.mt.gov/bills/mca/title_0750/chapter_0050/part_0030/section_0160/0750-0050-0030-0160.html">https://leg.mt.gov/bills/mca/title_0750/chapter_0050/part_0030/section_0160/0750-0050-0030-0160.html</a></li> <li>11. Written discussion by GWA member (KS). Author chose to keep their name anonymous.</li> </ol>
65	06/09/2020 Markus Kirchmayr	I like to comment on the 191 corridor study. I have notice a large increase in large trucks on 191. Truckers clearly take the shortcut vs using Hwy15. There is a residential area on 191 and hwy 64. With truckers using motor breaks the traffic noise is unbearable.



**US 191 Corridor Study**  
*Four Corners to Beaver Creek*



## **Appendix F:**

*Public Comments  
Received During Public  
and Agency Review*

No.	Date/ Name	Comment	Response
1	7/22/2020  William Shaheen	<p>Hello Scott, I want to thank you for replying. I know you receive many comments/emails with specific requests and it is difficult to address all of them. I understand regarding the constrained conditions and traffic volume that you mention. I hope at some point this request is re-evaluated. I do recall that significant road construction was performed a few years ago at the Greek Creek Campground which consists of 15 camp sites and is only open 4 months of the year. I do not have a specific traffic count, but on a year round basis I believe the number of vehicles turning onto the Golden Gate Bridge would exceed the number of vehicles turning into Greek Creek. Again, thank you for replying to me individually. I appreciate the consideration given. Regards, William Shaheen</p> <p>Hello Katie and Scott, I received the email from Scott yesterday regarding the virtual information meeting for the 191 corridor. When clicking on the points on the map linked to the email I did not see any reference to the Northbound left turn lane request at the Golden Gate Bridge. I understand this request was made by several of my neighbors as well. Did I somehow miss it on the link/map or is it not under consideration at all? Thank you. Regards, William Shaheen</p> <p>Hello Katie and Scott, I am writing to request the installation of a left hand turn lane on US191 Northbound at the Golden Gate Bridge -approximately mile 50.5. There are seven residences there and the left turn has become increasingly dangerous due to the bridge proximity to the curve on US 191 and the subsequent lack of visibility before the bridge traveling Northbound as well as the significant increase in traffic traveling from Big Sky to Bozeman in the afternoon and evenings during the last few years. It has reached the point where I will not stop or pause to turn if there is oncoming traffic for fear of being struck from behind. Even utilizing a turn signal well in advance before braking does not help – many drivers are so focused on getting to Bozeman they are either following too closely or not paying attention. I will not stop to turn even if someone is not following me because I literally become a sitting duck - a driver coming around the curve cannot stop in time due to the limited visibility exiting the curve. Instead, myself, my neighbors, our families and visitors drive to the turnout by Portal Creek round and turn around there and return South to make a right turn onto the Golden Gate Bridge. This is not an ideal solution; it still requires waiting for the North and Southbound traffic to subside to where it is safe to pull out and accelerate from a dead stop to 60 mph to avoid a potential accident. Thank you for your consideration of this request. Best regards, William Shaheen</p>	<p>Hi William,</p> <p><i>Thank you for your follow up email. Regarding your comment about wanting a left-turn lane at the Golden Gate Bridge, you are correct in that we do not have this as a recommendation in the study. We did evaluate this location for potential improvements based on the public comments we received. While we do understand your concern about turning off of the highway, we found that constructing a left-turn lane at that location would be very difficult, costly, and likely have environmental impacts all due to the constrained conditions with the river on one side and steep hillside on the other. There are also requirements for traffic volumes that we look at when evaluating if a turn lane is warranted at specific locations. This intersection does not appear to meet those volume requirements based on the low volume of left-turning vehicles.</i></p> <p><i>Your comment, and others that have been made, will be included as part of the record in the final report. If conditions change in the future, or if a larger construction project were to occur in this area, this location could be reevaluated to determine if a left-turn lane would be warranted at that time.</i></p> <p><i>While probably not the answer you were hoping for, I hope this helps provide some insight into our evaluation process as part of this corridor study.</i></p> <p>Thanks, - Scott</p>
2	7/23/2020  Michael Stoerger	<p>Here is what I would like to see happen at the 191 corridor through Gallatin canyon:</p> <ol style="list-style-type: none"> <li>a. Reduce the speed limit. The flow of traffic is ridiculously high based on the narrow roadway.</li> </ol>	<p><i>Thank you for your comment.</i></p> <p><b>2a. Option C5 Speed Considerations</b> recommends installing Variable Speed Limit signage through the Gallatin Canyon. Signage of this type adapts the posted speed limit based on current environmental or traffic related conditions. For example, the speed limit could be lowered during times of poor weather conditions.</p> <p><i>Per Montana law, the Montana Transportation Commission is responsible for permanent changes in speed limits. The Transportation Commission considers changes in speed limits in response to requests for a speed study submitted from local officials, which would be the Gallatin County Commission in this case. The speed study would need to support the change in speed limit. This process is outlined in the Corridor Study as part of Option C5. The option recommends that speed</i></p>

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		<p>b. Provide incentives for commercial trucks to use alternate routes (ie Hwy 15 or 287). Its absurd that long-haul 18 wheel trucks can destroy the pristine natural beauty of Gallatin county. They should have to apply for an expensive permit in order for the privilege to drive the canyon. I think a Toll Booth should be installed. Access would be free to residents of MT &amp; ID, and all others need to pay a toll.</p> <p>c. create several wildlife crossing overpasses to give animals a safe route across the highway. install wildlife friendly fencing at hot spots along the corridor</p> <p>Thank you.</p>	<p><i>studies be completed along the corridor in response to local government requests.</i></p> <p><i>2b. Currently, there are no toll roads in the state of Montana. As a National Highway System route and federal-aid highway, it would violate both state and federal laws to indefinitely restrict truck traffic on US 191. It is recommended in the study to provide a fully operational weigh station. This would help increase enforcement of truck loads and the use of compression brakes along the corridor. Note that by law commercial vehicles with compression brakes must be equipped with mufflers. However, the general use of compression brakes cannot be prohibited in Montana.</i></p> <p><i>2c. MDT strives to optimize planning and design decisions by balancing transportation needs with responsible, cost-effective stewardship of the environment. This process is intended to incorporate environmental sensitivity and sustainability as integral aspects of transportation project decisions and design.</i></p> <p><i>MDT recognizes the effects of wildlife-vehicle conflict to both wildlife populations and highway safety. MDT coordinates with resource agencies, stakeholders, local governments, private landowners, and other entities with jurisdiction over adjacent land uses when making decisions affecting habitat connectivity to identify important wildlife habitats, and wildlife movement areas. Any improvement project implemented by MDT within the study corridor will include evaluation of wildlife needs, current and planned development impacts to habitat, and the feasibility of wildlife accommodations as part of MDT's Wildlife Accommodations Process and MDT's standard transportation project development process.</i></p> <p><i>The study recommends consideration for accommodations in locations where animals are known to frequently cross or attempt to cross the highway and also in locations with concentrations of wildlife-vehicle conflicts. <b>Option C10 Wildlife-Vehicle Conflict Mitigation and Wildlife Movement Accommodation</b> discusses wildlife conflicts in more detail. The option considers accommodations such as grade-separated crossings, animal detection systems, wildlife fencing, and signage. Based on public and stakeholder comments received, changes were made to this section of the report and the recommendations in Option C10 to reflect MDT's level of commitment to use the best available science and data to inform the analysis of wildlife needs and the feasibility of wildlife accommodations in the corridor and to work collaboratively to address wildlife conflict and improve the permeability of the highway corridor to wildlife movements.</i></p>

No.	Date/ Name	Comment	Response
3	7/23/2020 Josie Johnson	<p>Comment or Question: Regarding the study for the 191 corridor between Bozeman and Big Sky:</p> <p>a. if there's an alternative route for through traffic, especially 18 wheelers that aren't actually stopping in the corridor that would be very helpful.</p> <p>b. Wildlife crossings and detection would also be great.</p> <p>c. Also frequent checkpoints to screen for drunk drivers might deter that problem,</p> <p>d. as would easier and more frequent public transit for people coming to the resort from Bozeman. Ultimately having a commuter train or something like it would be hugely beneficial but not sure if that's feasible.</p>	<p><i>Thank you for your comment.</i></p> <p><b>3a.</b> Please see response to <b>2b</b> regarding truck restrictions.</p> <p><i>Constructing a new alternate bypass route would likely be cost prohibitive. And although promoting US 89, US 287, or I-15 as bypass routes for trucks and general through traffic may shift some traffic pressure off US 191, it would not adequately address the traffic concerns pertaining to recreational traffic through the canyon or local commercial delivery services in the Four Corners, Gallatin Gateway, and Big Sky areas. Regardless of viable alternate routes, improvements to the existing US 191 are still necessary.</i></p> <p><b>3b.</b> Please see response to <b>2c</b> regarding wildlife accommodations.</p> <p><b>3c.</b> The corridor is currently patrolled by several agencies including the Gallatin and Madison County Sheriff's Offices, Montana Highway Patrol, USFS, FWP, and others. While there are often several patrols throughout the corridor, enforcement in the canyon can be difficult due to lack of shoulders and limited sight distances. High traffic volumes and the topography of the Gallatin Canyon can make it difficult for patrols to pull over a vehicle several cars ahead or to exit the traffic stream and turn around to pull over a vehicle traveling in the opposite direction.</p> <p><i>It is outside the scope of this corridor study to recommend increased enforcement since enforcement is at the discretion of patrolling agencies. However, roadway improvements recommended in the study would make enforcement easier for officers. These improvements include widening shoulders and lengthening turnouts to improve the safety and ability to make enforcement stops, opening the weigh station to enforce truck restrictions, and providing alternative transportation to reduce impaired driving.</i></p> <p><b>3d.</b> <b>Option A4 Skyline Bus</b> recommends expanding the current Skyline bus transit services including additional buses and more frequent service, with potential for expanded service routes in the Big Sky area. <b>Option A6 Airport-Big Sky Shuttles</b> recommends expanding transit service between the Bozeman Yellowstone International Airport and the Big Sky area. <b>Option A7 Park-and-Ride/Carpool Lots</b> recommends constructing parking lots for park-and-ride or carpool purposes in the Four Corners area and with future large developments along the corridor. The study did not consider commuter train service as this option would not be financially viable.</p>
4	7/23/2020 John Stein	For a safer 191, LOWER speed limit!	<i>Thank you for your comment. Please see response to 2a regarding speed considerations.</i>
5	7/24/2020 Sheila Garvin	I appreciate your study of this corridor. Please lower the speed limit. Thanks Sheila Garvin	<i>Thank you for your comment. Please see response to 2a regarding speed considerations.</i>
6	7/24/2020 Graham Neale	191 Corridor Study. We live near 191 and travel it all the time. I am a wildlife biologist and am very concerned about the collisions we see on it all the time, and about hitting an animal. MDT has done some great work on mitigating for wildlife in other parts of the state, and I'm excited to see how you solve this tough problem. It's way past time it be solved. Thanks	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>

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7	7/24/2020 Sandy Kindt	I care about wildlife! This is an important travel corridor for many people and also bisects valuable wildlife habitat in the northern reaches of the Greater Yellowstone Ecosystem. Wildlife-vehicle collisions are the most common type of crash in this corridor, but there is much that could be done to mitigate wildlife impacts and keep drivers safe. Thank you for having Wildlife a priority in this corridor.	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
8	7/24/2020 Mattie Louise Griswold	Hello, I drive this road frequently and wildlife collisions are always my biggest concern. I believe that safer passage for both people and wildlife should be a planning priority. Thank you!	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
9	7/24/2020 Ellen Trygstad	Hello, The concern for wildlife and human safety expressed in current consideration of wildlife corridors and other mitigation on Hwy 191 in Montana is commendable in critical. Unfamiliarity with terrain, road conditions and wildlife unpredictability put all visitors at higher risk for accidents along hwy 191. As a state which has embraced the importance of wildlife protection for both ecological longevity and economic returns through tourism, the identification and preservation of wildlife corridors is essential, both in residential/farming regions and along roads.  Internationally, the importance and preservation of wildlife corridors is recognized as critical for maintaining wildlife populations the stability of which positively affects the environment and human communities. Montana joining the international community in prioritizing wildlife corridors, including along roads, puts the state at the forefront of transportation planning. This is a win-win for animals, for drivers, for the recognition of our state as forward thinking, and for economic considerations in the long run. It also elevates our ability for science-based problem solving using the best our engineers and environmental researchers can bring to the table, make us a leader. This would be a credit to the people and agencies of our state.  I look forward to hear about the creative solutions our MDT and Safe Passages and others develop in the efforts of safety, wildlife preservation, and positive community planning. Thank you for addressing this critically important issue on Hwy 191. Sincerely, Ellen Trygstad Gallatin County resident Montana	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
10	7/24/2020 Alexandra Thornton	US Highway 191 between Four Corners and Beaver Creek Road is an important corridor for traveling, while bisecting important wildlife habitat. As such, vehicles hitting wildlife is a common occurrence. I encourage MDT to make decisions that not only benefit drivers, but also the wildlife and habitat surrounding the area. We're lucky to live in an area where it's easy to connect with nature and wildlife. But this means we have a responsibility to make sure our traveling systems do as little harm to the natural world as possible. While studying the area, please include important stakeholders, like conservationists, landowners, travelers, and ecologists.	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations and stakeholder involvement in environmental decisions.</i>

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11	7/24/2020 Kate Ketschek	<p>a. For the corridor study of HWY 191, I would definitely support investigating options for wildlife bridges/tunnels to help ensure their safety during migration, going to the river, etc. There are definitely spots where the Big Horn Sheep like to hang out where a bridge or tunnel would be helpful.</p> <p>b. Pedestrian options, like a pathway between Four Corners and Yellowstone would be awesome. Allowing people to safely bike through the Canyon would be a tourist draw. I am a full-time resident of Big Sky. Thanks for considering my comments.</p>	<p><i>Thank you for your comment.</i> <b>11a.</b> Please see response to 2c regarding wildlife accommodations.</p> <p><b>11b.</b> Section 5.3.3 of the study discusses alternate transportation modes and recommends multiple improvements to address pedestrian, bicycle, and transit access and connectivity.</p> <ul style="list-style-type: none"> <li>• <b>Option A1 Four Corners to Gallatin Gateway Shared Use Path</b> recommends extending the existing path from its terminus at Zachariah Lane to the Four Corners intersection. This option could involve formal development of the informal trail on the west side of the highway with an underpass at Zachariah Lane, or continuation of the existing path along the east side of the highway.</li> <li>• <b>Option A2 Four Corners Intersection Pedestrian Improvements</b> recommends installing pedestrian accommodations at the intersection such as pedestrian signal upgrades and retiming and crosswalk markings.</li> <li>• <b>Option A3. Beaver Creek Road Pedestrian Crossing</b> recommends installing an enhanced pedestrian crossing on US 191 south of Ophir School with accommodations such as signing and/or a flashing beacon, if warranted.</li> </ul>
12	7/24/2020 Daphne White	<p>Comment on the 191 planning.</p> <p>a. make wildlife needs a priority</p> <p>b. your changes will help but without police enforcing traffic rules and laws things will not get better. We need a regular police presents in the canyon to slow down speeders and stop the unsafe passing.</p>	<p><i>Thank you for your comment.</i> <b>12a.</b> Please see response to 2c regarding wildlife accommodations.</p> <p><b>12b.</b> Please see response to 2a regarding speed considerations and 3c regarding enforcement considerations.</p>
13	7/24/2020 Kristen Walser	<p>I feel like 191 is a very dangerous road, due to fast drivers, 18 wheel trucks, and I also worry about wildlife. It would be great to have safer crossings for wildlife. Thanks, Kristen</p>	<p><i>Thank you for your comment.</i> Please see response to 3c regarding enforcement considerations.</p> <p>Please see response to 2b regarding truck restrictions.</p> <p>Please see response to 2c regarding wildlife accommodations.</p>

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14	7/25/2020 Quint Drennan	<p>Thank you for the opportunity to comment. I am a resident of Beaver Creek South subdivision.</p> <p>a. The parking alongside of 191 at the Riverhaus bar and restaurant is very dangerous. Many of their patrons are impaired. It makes it very difficult for us to access 191. With tractor trailers barreling thru it is only a matter of time before there is a serious accident due to this out of hand parking.</p> <p>b. Beaver Creek is a major wildlife thorough fare. The elk cross 191 almost nightly in the winter. I love to see them but not dead alongside the road. We had to have Dan Pluth remove one that had been struck from our yard last winter.</p> <p>c. A second matter would be the need for a left hand turn arrow for North bound traffic on 191 onto the Spur road.</p>	<p><i>Thank you for your comment.</i></p> <p><b>14a.</b> <i>Per Montana law, a vehicle may not be parked or left standing upon the right-of-way of a public highway for a period longer than 48 hours (MCA 61-8-356). Official traffic control devices (such as signage) may be placed to prohibit or restrict any parking of vehicles on a highway where parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic (MCA 61-8-355). The study corridor ends at the Beaver Creek Road intersection (RP 81.9), and therefore this location to the south is not addressed in the study. However, your comment will be considered by the MDT Butte District.</i></p> <p><b>14b.</b> <i>Please see response to 2c regarding wildlife accommodations.</i></p> <p><b>14c.</b> <i>Gallatin County is currently developing a project at the MT 64/US 191 intersection that will include installation of northbound lead left-turn phasing at the existing signal.</i></p>
15	7/25/2020 Cicely Drennan	<p>While studying the 191 corridor for safety, include the section of 191 directly across from Beaver Creek South. Nightly crowds throughout the year park on the highway next to the Riverhouse Bar and Grill. This poses not only a danger to the wildlife in the Porcupine wildlife refuge but it is an extremely dangerous situation for traffic traveling both North and South on 191.</p> <p>Wintertime crowds at this popular bar often include large trailers of snowmobiles which park even further onto 191 reducing visibility for travelers on the highway. This past winter the establishment installed signs that say no parking on the east side of 191 in front of the bar, but they are consistently ignored. This establishments consistent disregard of the need to keep the shoulders of the road clear for travelers on the 191 corridor endangers people and animals. It is only a matter of time before a major accident occurs. The solution needs to be more parking off the highway at the owners expense, or nightly ticketing of vehicles parking on the shoulder.</p>	<p><i>Thank you for your comment. Please see response to 14a regarding parking within the highway right-of-way.</i></p>
16	7/27/2020 Rob Sisson	<p>US 191 Corridor.</p> <p>The speed limit from Gallatin Gateway to Big Sky should be 45 MPH max. This will reduce traffic noise in the residential areas between the canyon and Gateway by 20-30 percent . The speed limit will also enhance safety, preventing accidents and wildlife collisions.</p> <p>Changing the speed limit from 70 (north of the canyon) and 60 (in the canyon) to 45 only adds 8 minutes to the time it takes to travel to Big Sky. A very small price for peace in the valley.</p>	<p><i>Thank you for your comment.</i></p> <p><i>Please see response to 2a regarding speed considerations.</i></p>

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17	7/28/2020 Matt Menge	<p>Hello - I am a resident that owns a home off of Violet Road South of Four Corners. I am concerned that the traffic study that has taken place has not addressed the rate of speed that is used between Four Corners and Violet Road in front of Elk Grove.</p> <p>There are numerous streets that have access to Highway 191 along this stretch of road and as the traffic to Big Sky continues to grow, so does the noise and danger of trying to access the highway from one of the collector streets. I reviewed the traffic study document and the MDOT has no intentions of changing anything besides the bridge that goes over the Spain &amp; Ferris ditch between Four Corners and Violet Road in front of Elk Grove. I would hope that MDOT would reconsider the speed limit to offer safer access to the road as it is very difficult to access during high traffic hours 7 am -7 pm.</p> <p>Furthermore, there should also be a limit or a restriction of the semi trucks using their engine brakes. The noise levels are almost unbearable due to the speed of traffic, large trucks, and auto garages using Highway 191 as their private drag strip. Please change the speed limit and rules for engine brakes!!! Thank you</p>	<p><i>Thank you for your comment.</i></p> <p><i>Please see response to 2a regarding speed considerations.</i></p> <p><i>Please see response to 2b regarding truck restrictions.</i></p>
18	7/28/2020 David Carlson	<p>As we all know, a common source of frustration when driving the canyon is slow drivers. I have noticed that the slow drivers are a significant reason for aggressive driving.</p> <p>It would be immediately helpful to have 'Slower Drivers use Turnout' signs a few hundred feet before every turnout to reinforce the message. The turnout signs at both ends of the canyon are not doing the job.</p> <p>Thank you!</p>	<p><i>Thank you for your comment.</i></p> <p><b>Option S12 Turnouts for Slow-moving Vehicles</b> recommends constructing new turnouts and modifying existing turnouts as appropriate to improve function and safety, including lengthening and widening to accommodate large vehicles.</p> <p><i>In response to public comment, this option now also includes a recommendation for additional signage notifying slow-moving vehicles to use turnouts to supplement the existing distance notification.</i></p>
19	7/28/2020 Jane Dubitzky	<p>191 Corridor study- love the idea of trying to make this road safer for humans and animals. Have driven this road for 40 years and watched as more and more accidents happen. Have seen animal crossings in other states and think it would work here in our state. Thanks for considering this.</p>	<p><i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i></p>
20	7/27/2020 Kendra Prather	<p>Wildlife crossings are important and should be factored in for this study/project. Wildlife crossings should be the norm and part of the building code for any new major road construction. Roads with high vehicle-wildlife collision rates should be retrofitted with these crossings as well. More money and lives are saved by building these crossings than not, so construction costs should not be a deterrent.</p>	<p><i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i></p>
21	7/27/2020 Susan Byorth	<p>I am commenting on the long range plan for HWY 191. I urge you to take whatever steps are possible to slow traffic down, remove semi traffic during primary auto traffic times, and fully consider and accommodate the extensive wildlife that use this critical corridor to move from one side of the river to another. When cars are lined up for miles without a break, driving on 191, there is no way that wildlife can safely cross the highway to get to the river. I urge you to explore all options to provide safe and frequent crossings for wildlife &amp; keep traffic slow and safe. Thank you. Susan Byorth</p>	<p><i>Thank you for your comment.</i></p> <p><i>Please see response to 2a regarding speed considerations.</i></p> <p><i>Please see response to 2b regarding truck restrictions.</i></p> <p><i>Please see response to 2c regarding wildlife accommodations.</i></p>

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22	7/28/2020  Zak Smith	<p>To Whom It May Concern:</p> <p>I am writing to express my support for centering wildlife and ecosystem health when assessing the future of the US 191 Corridor between Four Corners and Big Sky.</p> <p>Nature is in crisis. The health of ecosystems on which we and all other species depend is deteriorating more rapidly than ever. We are eroding the very foundations of our economies, livelihoods, food security, health and quality of life worldwide—our natural life support system. For terrestrial environments, the leading cause of this deterioration is land-use changes—converting wild areas from their natural state to other uses. These conversions have touched 75 percent of our land-based environments, significantly disrupting their natural functions. The results are catastrophic, with a million species threatened with extinction, many within decades, and building threats to our clean water supplies, food security, and continued ability to maximize carbon sequestration in natural environments. The best available evidence, gathered by the world's leading experts, points us now to a single conclusion: we must act to halt and reverse the unsustainable use of nature – or risk not only the future we want, but even the lives we currently lead.</p> <p>For the 191 Corridor, that means recognizing and valuing the Greater Yellowstone Ecosystem as an irreplaceable and vulnerable ecological area. The area around 191 serves as a refuge for animals like elk, moose and bighorn sheep, while also providing habitat connectivity for wide-ranging and rarer species, including grizzly bear, wolverine, lynx, mountain lions and wolves. Grizzly bears have a sustained presence in the Gallatin and Madison Ranges, which also form part of an important corridor linking the Yellowstone Ecosystem bears to bears in the Northern Continental Divide Ecosystem.</p> <p>We can manage the transportation and safety needs of the public while also centering the health and well being of wildlife as we work to preserve and restore our natural life support system. That work must start now and infuse our decision making if we are going to secure our natural world for future generations.</p> <p>Please prioritize wildlife as you develop and implement the US 191 Corridor Study. Thank you, Zak Smith</p>	<p><i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i></p>
23	7/28/2020  Kari King	<p>To Whom it may concern,</p> <p>I want to comment as a resident of Montana (I live in Madison County) that I care about this study - frankly, my concern is about the massive amount of wildlife we kill with our cars. Surely there must be ways (in addition to driving less and more slowly and cautiously) to kill less wildlife....I see it on the road around here every day and it is heartbreaking.</p> <p>Thank you, Kari King Pony, Montana</p>	<p><i>Please see response to 2c regarding wildlife accommodations.</i></p>

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24	7/29/2020  Kelly Ernest	<p>Good Evening, I have traveled this corridor every day for over 15 years as I build in big sky. After a couple hundred thousand miles traveled on this stretch I would say the biggest risk factor is the aggressive/ impatient driving. Nearly every day beginning south of gateway where the limit increases to 70 mph, it becomes a Nascar track where vehicles of all types begin to jockey for the pole position. People that do travel at 70 routinely are passed as if they're going 40. I have witnessed several pass attempts in turning lanes, no passing zones, blind corners, etc. The two longer stretches between Karst and Big Sky always have that one driver decide they need to pass 4 or 5 at a time. I would say that most of the accidents that have delayed my travels happen in the summer. Not from tourists driving slow as they see a sheep for the first time, not from the many fisherman that are scattered at the pullouts, not from the rafting companies that are dropping off and picking up their customers, but travelers (mostly construction workers like myself) that are in too big a hurry, risking themselves and others just so they can get bottled up behind the next mass of traffic.</p> <p>Just two weeks ago I was passed in the turn lane at Greek creek. I was behind a transfer truck that was going 55 but that wasn't enough for the guy that was 2 cars behind me. When I arrived at the spur road light, that vehicle that had to pass 4 of us ended up 3 vehicles and about 20 seconds in front of me. I'm amazed at the total disregard that so many drivers have for this canyon road and those that travel it.</p> <p>I would strongly suggest that a larger presence of law enforcement during the peak hours of 530-830 a.m. and 430- 730 pm to combat this asinine behavior. Perhaps some cameras and automatic issuing of speeding fines like in metro areas.</p> <p>I feel that overall the canyon stretch is a relatively safe road. Plenty of pullouts, warning signs, guard rails, and winter maintenance. It is the people that have no patience or respect for themselves and the lives of others.</p> <p>Thank you for taking the time to read this email. I was stuck in the canyon for 45 minutes this evening due to an accident. I don't know the cause, but I'm betting on negligence, not the conditions.</p>	<p><i>Thank you for your comment.</i></p> <p><i>Please see response to 3c regarding enforcement considerations.</i></p> <p><i>Section 5.3.4 of the study report recommends roadway reconstruction for implementation over the long term. <b>Option R4. Wilson Creek Road to Gateway South Road (RP 73.5 to 70.5)</b> recommends constructing a passing lane in each direction with left-turn bays at major intersections. The report notes that replacing the existing northbound passing lane with a continuous travel lane could help reduce some of the safety issues currently experienced in this area as referenced in your comment.</i></p>
25	7/30/2020  Rob Sisson	<p>Hello Katie- I live at 249 Moose Crossing Road, Gallatin Gateway, MT. We are just south of Little Bear Road. I have several comments.</p> <p>a. First, the traffic noise on US-191 is nearly unbearable. This is largely driven by heavy truck and construction commuter traffic to Big Sky between the hours of 4-9AM and 3-7PM. (I note your traffic count data appears too low by a significant multiple. I have been 'stuck' at the Wilson Road intersection for interminable amounts of time. Twice in the past month I have counted 116 and 86 vehicles in uninterrupted lines of traffic before I found an opening to enter the highway.)</p> <p>b. Traffic noise can be mitigated in two ways: use of a noise dampening pavement and reduction in speed limit. Based on your data, especially elk/vehicle collisions which are concentrated along the section of highway adjacent to our Bear Creek HOA, a reduction of the speed limit to 45 MPH would significantly reduce noise in the residential area, improve safety, and better protect wildlife. I also note that the highway through the canyon is very dangerous--seemingly with single car accidents several times each week. Reducing the speed limit to 45 MPH from Gallatin Gateway to Big Sky adds just 8 minutes to the travel time. That isn't much of a sacrifice to preserve the peace and quiet in the neighborhoods here, and to preserve life, limb, property, and wildlife.</p> <p>c. You also propose a new weigh station south of Williams Road. That is unacceptable. The residents of the Bear Creek and Little Bear HOA's are joining together to initiate a Citizens driven zoning plan for the stretch of highway from Little Bear Road south to the canyon mouth. This, per the Gallatin Gateway Community Plan, should be protected for the aesthetic value. This is the Gateway and it should not become a hodge podge of commercial</p>	<p><i>Thank you for your comment.</i></p> <p><i>25a. Please see response to 2b regarding truck restrictions.</i></p> <p><i>25b. Please see response to 2a regarding speed considerations.</i></p> <p><i>25c. Thank you for your feedback. To accommodate future traffic demands and to facilitate truck enforcement, MDT anticipates it will be necessary to relocate and expand the weigh station currently near the Four Corners intersection site. The study identifies three potential locations, each with constraints and challenges. Before moving forward</i></p>

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		<p>enterprises. The noise of trucks braking and then accelerating will fill the canyon mouth and valley floor here.</p> <p>d. Included in the study are three items pertinent to our stretch of the highway: Gallatin Gateway Community Plan: "...maintaining the character and improving the aesthetics of the corridor". High speed limits, expanded capacity for traffic...it doesn't fit with the approved Plan.</p> <p>e. Prime Farmland: Everything bordering the highway south of Little Bear Road is prime farm land. In fact, the two main land trusts have identified the Daniels property between Wilson Creek Road and Williams Road as high priority for protection.</p> <p>f. Visual Resources: The plan calls for protection of visual resources. When a driver rounds the corner at Little Bear Road, heading south, the view of the Spanish Peaks and mouth of the Gallatin Canyon are phenomenal...even historic. Faster roads, commercial development, and weigh stations have no business being in this view shed.</p> <p>g. Obviously, several measures are beyond the scope of the Montana Department of Transportation, but:</p> <ul style="list-style-type: none"> <li>• Incentivize Big Sky into providing construction storage and staging areas to reduce the heavy truck traffic back and forth on a daily basis.</li> <li>• Ban hauling of construction spoils through the canyon. (Why Big Sky can't find a place to pile it up, rather than truck it back to Bozeman, is beyond me.)</li> <li>• Install a wildlife crossing bridge from the Flying D Ranch property over 191 to the Daniels ranch property, to give elk and deer a safe way to cross the highway.</li> <li>• Zone the entire area of Gallatin Gateway to limit growth and the gobbling up of the last great open spaces in the county. I'm afraid the new housing development between Gallatin Gateway and Little Bear Road is going to stress infrastructure past the breaking point out here.</li> </ul> <p>Thank you, <b>Robert C. Sisson</b> Commissioner, International Joint Commission</p>	<p><i>with a project, MDT would evaluate site feasibility in more detail to identify the most beneficial location. At that time, MDT would consider local planning and zoning applicable at each site.</i></p> <p><i><b>25d.</b> With any improvement project, MDT strives to meet its mission to provide a safe, functional transportation system while balancing economic factors and environmental concerns. As a federally funded rural principal arterial on the National Highway System, the US 191 corridor is intended to facilitate commerce and trade by providing a high level of mobility for long, uninterrupted travel. MDT considers multiple factors when developing improvement projects, including alignment with local planning.</i></p> <p><i><b>25e.</b> Right-of-way widths are fairly expansive through the corridor, ranging from approximately 100 feet to 400 feet in some locations. Most recommended improvements would not require additional right-of-way acquisition. MDT attempts to minimize impacts to farmland and other important resources during the project development process. The need for acquisition would be evaluated in detail if a project advances from the study.</i></p> <p><i><b>25f.</b> The study recognizes the aesthetic character and visual setting of the US 191 corridor. MDT will attempt to avoid and minimize visual impacts from any future projects.</i></p> <p><i><b>25g.</b> Most of these items are outside the jurisdiction of MDT, however please see response to 2c regarding wildlife accommodations.</i></p>
26	8/01/2020  Diane Thompson	191 from from four corners to Big Sky and maybe all the way to West Yellowstone. Highway department and state and federal government need to make expansion bridge for through traffic. Ranchers and folks who live off of highway can use old road. Big Skg traffic and West Yellowstone can use expansion bridge. Would be better for wildlife and fewer accidents.	<i>Thank you for your comment. Constructing an alternate route or an elevated highway to serve through traffic would be prohibitively costly and would not serve the needs of the existing corridor. A discussion of why alternate routes were not recommended in the study is presented in Section 5.3.5.</i>

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27	7/31/2020 Mary Michelle Immenschuh	I was involved in 4 vehicle accident wednesday, July 29th around 4:30 p.m. US Hwy 191, MM 68. A small vehicle in front of me signaled to turn left into a private interior road into Turner's property, south of Spanish Creek road. I had to come to a full stop to avoid hitting the vehicle. There is not a great line of sight to see a small vehicle through the curve. I was then rear-ended by the 2nd truck behind me. I think you either have to add turn lanes through this stretch of Hwy 191 or slow down traffic. With the combination of tourists that don't know where they are and heavy construction traffic, the general public has no chance! I've driven this road for over 23 years and am terrified. We live in Gallatin Gateway and I think you also must add turn lanes or a turn corridor through the residential stretch where speed limit is 75 (Hawk Hill Road). The increase in traffic does not allow consistent breaks to get out on the road nor to turn into residential neighborhoods. And, if Madison County is going to continue adding residential door on the Big Sky side, then they must get approval from MDT and Gallatin County. The volume of construction traffic that services Madison county projects is tremendous and impacts the numbers of drivers on these roads. Thank you.	<i>Thank you for your comment.</i>  <i>The study recommends long-term consideration of roadway reconstruction within the Gallatin Canyon to provide additional capacity, passing, and turning opportunities. <b>Option R5-a. Spanish Creek Road to Sheep Rock (RP 68.7 to 67.0)</b> notes that an additional passing lane in each direction could be accommodated in this section and curves could be straightened if the centerline of the roadway were to be shifted west. In addition to serving through traffic, and additional lane could facilitate turning movements onto adjacent approaches.</i>  <i>Please see response to 2a regarding speed considerations.</i>
28	8/4/2020 Darrel Choate	Please consider reducing the speed limit on the section mm 60 to 70 to 45 mph. If possible turn the highway into a parkway and limit the size of vehicles. That section of the highway has several businesses and close to 50 homes and 100 residences.	<i>Thank you for your comment.</i>  <i>Please see response to 2a regarding speed considerations. Please see response to 2b regarding truck restrictions.</i>
29	8/3/2020 Ken Deats	More and more commercial developement is being approved south of Gallatin Gateway, creating dangerous driving conditions to an already overloaded drivetime corridor.	<i>Thank you for your comment. As you note, development is anticipated to continue along this corridor and throughout Gallatin County. This study considers a range of options to address the safety and operational needs of the corridor today and into the future.</i>
30	8/04/2020 Julie Fleming	I would like to suggest MDT consider wildlife overpasses such as they use in Canada, in Banff National Park, along the Hwy 191 corridor (south of Gallatin Gateway) and the Hwy 89 corridor (from Livingston to Yellowstone National Park). A few strategically placed wildlife overpasses along these corridors would save both human and wildlife lives! Alternatively, a few pull-off areas, or passing lanes where slower traffic, such as RVs, could pull over and let folks pass would save a lot of lives as well. Please consider making these two heavily travelled corridors safer for humans AND wildlife!!	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>  <i><b>Option S12. Turnouts for Slow-moving Vehicles</b> recommends constructing new and modifying existing turnouts as appropriate to improve function and safety.</i>  <i>Additionally, Section 5.3.4 of the study report recommends roadway reconstruction for implementation over the long term. The report notes performance of the highway can be improved by increasing roadway capacity by providing additional passing opportunities and adding additional travel or turn lanes. This will be a long-term consideration as corridor development continues and traffic volumes increase.</i>
31	8/05/2020 John Stowe	As road usage escalates, the ability for animal movement will continue to be impacted. Slower speed limits will only exacerbate the issue. The river would make overpasses difficult to build. Hopefully a bright biologist or engineer will create a solution! It is an important consideration as the 191 corridor gets busier.	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
32	8/05/2020 Ken Davis	I see you are doing a corridor study on US 191 between Four Corners and Big Sky. It would seem that some of the suggestions I have read in the paper are passing lanes, turnouts and such. a. Several years ago, MDT made improvements to a number of pullouts along that stretch of road and it appears the biggest users and fisherman and the raft companies. Truckers don't use them very often because they are not big enough.  b. I have traveled that road fairly regularly for 45 years and so I am going to say it, the biggest improvement that could be made to US 191 is to make it a Scenic Highway.	<i>Thank you for your comment.</i>  <i><b>32a. Option S12. Turnouts for Slow-moving Vehicles</b> recommends lengthening and/or widening existing turnouts so trucks, buses, and other large vehicles can more easily exit the highway. The extent of lengthening and widening in each location is dependent on site constraints.</i>  <i><b>32b.</b> Per Montana law, all land abutting a scenic-historic byway must be either in tribal government ownership within the boundaries of an Indian reservation or in public ownership. Along US 191, several parcels are privately owned, either by individual residents or by commercial businesses, making US 191 currently ineligible for state scenic</i>

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		<p>c. With all of the traffic going to Yellowstone National Park and Big Sky it's about time the MDT took the brave move in closing that route to through trucking. 90 foot hay handlers, oil transporters and long double length bulk haulers have no place on that scenic road, Often times they drive too fast, tail gate and generally show bad manners on that road. The state and the county do not provide significant policing on the road to help manage the ill mannered trucking industry so it is time they were banned from driving through this area.. If you did that, you would have little else to do to the road but maintain it.</p> <p>Sincerely, Kevin Davis West Yellowstone.</p>	<p><i>byway designation. Roadways must first be designated as state scenic byways to be nominated as a federally designated National Scenic Byway.</i></p> <p><b>32c.</b> Please see response to <b>2b</b> regarding truck restrictions and response to <b>3c</b> regarding enforcement considerations.</p>
33	8/06/2020 Beth Greger	<p>For 21 years I have lived in the town of Gallatin Gateway. My family and I have had to use the Mill Street road to access Hwy 191 pretty much every day. Over the last few years it has gotten quite literally a scary endeavor. The traffic coming and going to Big Sky has increased exponentially. At times I have waited for what appears to be a mile or more of cars coming from Big Sky in the evening to get out onto 191. It is ridiculous. I have teenagers trying to maneuver this mess and it is dangerous. It needs to be dealt with NOW! It is only going to get worse. School has not begun nor has ski season. I can't begin to fathom how horrendous it will be. Does someone have to die before it is remedied? I pray not!</p>	<p><i>Thank you for your comment.</i></p> <p><i>The study found that the Mill Street intersection experiences failing operational conditions during the morning and evening peak hours under existing conditions. With future growth in the area, deteriorating traffic operations are anticipated. Intersection traffic control, such as a roundabout, traffic signal, or other innovative intersection design, could be installed at this location to improve traffic operations. <b>Option S6. Mill Street/Rabel Lane (RP 76.3)</b> recommends installing additional traffic control as warranted by traffic volumes and safety performance at the intersection.</i></p>
34	8/10/2020 Clarence Sanders	<p>Hello, I write to comment on the US 191 Corridor Study Four Corners to Beaver Creek. In researching this issue I was shocked to find that MT has only one (1) designated scenic highway.</p> <p>I also have found myself having to direct and slow high-speed traffic (just north of Big Sky -- for about 15-20 minutes until highway patrol arrived) approaching a herd of bighorn sheep licking salt/minerals from cracks in middle of the Highway 191 roadway. I am sure many others have had similar unsafe experiences.</p> <p>a. The answer is simple and imperative -- Highway 191 should be designated a scenic highway from the mouth of Gallatin Canyon (near Gallatin Gateway) to the boundary at Yellowstone Park. This also should include (and is absolutely essential) a reduced speed limit on Rt 191 and re-routing of through-traffic from Rt 191 to Interstate 15. This would help solve the Rt 191 traffic and safety problems because the only remaining traffic on Rt 191 would be that which terminates at West Yellowstone. As it is Highway 191 is becoming such a dangerous thoroughfare that I am fearful about driving on it.</p> <p>b. Please do something (1) to slow the high-speed and unsafe vehicle traffic on Rt 191 and</p> <p>c. (2) to re-route commercial through-traffic to Interstate 15.</p>	<p><i>Thank you for your comment.</i></p> <p><b>34a.</b> Please see response to <b>32b</b> regarding scenic byway designation requirements.</p> <p><b>34b.</b> Please see response to <b>2a</b> regarding speed considerations.</p> <p><b>34c.</b> Please see response to <b>2b</b> regarding truck restrictions.</p>

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35	8/07/20  Molly Choate	<p>HWY 191 in Montana is becoming too busy!!!!</p> <p>a. Too many semi-trucks let alone all the tourist that come through. We have a place on 191 by Hell Roaring and have had it since the 60's. Yes I know that progress happens but it is ridiculous. The semi trucks that come through speeding and using their airbrakes. The pollution. Noise and otherwise is making this beautiful area not so beautiful.</p> <p>b. What is it doing to the Gallatin River and all the streams? All the wildlife that gets killed from all the traffic. We had a car crash into our property (thankfully no one was injured). What if a truck crashes and spills toxic stuff into our beautiful Blue Ribbon River.</p> <p>c. How can we protect and preserve this beautiful canyon??? Let's make it a scenic byway. Let's stop all the building going on and preserve our beautiful land!!!!</p>	<p><i>Thank you for your comment.</i></p> <p><b>35a.</b> Please see response to <b>2b</b> regarding truck restrictions.</p> <p><b>35b.</b> The study identified potential areas for maintenance improvement including reducing sediment loading in the Gallatin River, vegetation management, and additional winter maintenance. <b>Option C1 Highway Maintenance Practices</b> recommends addressing highway maintenance issues and continuing to research and implement best practices</p> <p><i>Please see response to 2c regarding wildlife accommodations.</i></p> <p><b>35c.</b> Please see response to <b>32b</b> regarding scenic byway designation requirements.</p>
36	8/7/2020  Alex Tenenbaum	I would like to see wildlife corridors installed on 191 to protect people and animals. Please make this happen.	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
37	8/7/2020  Kelsey Sather	Please consider adding at least one, if not multiple, wildlife corridors to Highway 191. We need to do better in protecting people and wildlife on busy MT roads!!	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
38	8/6/2020  Kim Holst	Having commuted from Big Sky to Bozeman for the past 5 years, I am pleased to see the effort that is being placed in making that stretch of highway 191 safer. I am in the minority as I travel to work in Bozeman as so much of the Big Sky construction work traffic is heading to work in Big Sky. Of all the areas of interest within this project I am most interested in the potential changes to improve motor vehicle safety related to wildlife. This past fall I ran head on into an elk just south of Cottonwood going 65mph in the predawn hours. The elk was eastbound having somehow made it through the bumper-to-bumper construction truck traffic in the southbound lane. My car was totaled, but I walked away from the accident due to the incredible safety features of my car. The A frame of my car withstood the impact. Had it not, I would have been beheaded as the elk peeled back the roof of my car. No other vehicles were involved as I was the only vehicle in the northbound lane. I shudder to think of the accident that could have occurred had the elk not made it across the southbound lane. Given the volume of traffic headed to Big Sky, it could have created a severe accident involving multiple vehicles. At the time of the accident it was dark. Due to the headlights from the oncoming traffic, there was no way this elk's movements could have been detected from my vantage point. For the health and safety of the hundreds of drivers who pass through that corridor daily, please consider the adoption of an animal detection system to make drivers aware of wildlife activity.	<i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i>
39	8/6/2020  Barbara Odegard	<p>a. Please lower the speed limit on 191 between Bozeman and West Yellowstone to 55 mph. Tractor trailer trucks and visitors are driving too fast on this stretch of highway making it unsafe for wildlife and cars. Also Highway 20 from West Yellowstone to the Idaho border needs to be changed to 55 mph.</p> <p>b. In addition signs need to be posted outside West Yellowstone that downshifting for unmuffled tractor trailer trucks is prohibited. This needs to also be enforced, as no trucks are currently following this law.</p>	<p><i>Thank you for your comment.</i></p> <p><b>39a.</b> Please see response to <b>2a</b> regarding speed considerations.</p> <p><b>39b.</b> Please see response to <b>2b</b> regarding truck restrictions.</p>

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40	8/12/2020  Jessica Hays	<p>Hi Takami, I'm looking for information in regards to having road signs put in around the Big Sky canyon. A lot of my fellow commuters have mentioned some complaints/concerns about the tourism traffic in the canyon that I wanted to share. The flow of traffic is often disrupted by slow moving traffic and there is only one sign near the mouth of the canyon southbound that states "Slow moving traffic must use turnouts." I think the canyon is more dangerous this time of year because drivers are not aware of the volume of traffic that the canyon sees daily. So many head on collisions happen because people pass in no passing lanes. If SMVs just used the turnouts, there would hardly ever be a need to pass anyways. I strongly feel that a few more of those signs need to be placed throughout the canyon in both lanes. It's not just the flow of traffic that makes the canyon even more dangerous than it already is, though. A sign reminding people not to stop abruptly on the road to look at wildlife is just as important. This isn't Yellowstone Park. Today there was a tourist that abruptly stopped in the one lane traffic on the I-64 bridge to look at a sheep and almost caused an accident. I figured asking for traffic signs is better than complaining to the sheriff that these things should be enforced. I just want to know what I have to do to have my concerns heard on behalf of my coworkers and myself. I really appreciate your time reading this and I hope this email finds you well! Let me know what you think I should do. Cheers, Jess Hays</p>	<p><i>Good Morning, Jessica – As the project manager for a current corridor study on US 191 from Four Corners to Big Sky, Takami passed your email along to me. Thank you for taking the time to reach out to express concerns about travel behaviors in the canyon.</i></p> <p><i>If you haven't already, I encourage you to take a look at the draft corridor study report for this stretch of highway. <a href="https://www.mdt.mt.gov/pubinvolve/us191/">https://www.mdt.mt.gov/pubinvolve/us191/</a></i></p> <p><i>You'll be pleased to see the exact improvement you suggest in your email is included as a recommendation at spot locations within the canyon – add additional signage to remind slow moving vehicles to use the turnouts. We have also made recommendations to increase the size and improve sight distance a number of the turnouts as well, with the goal that more motorist will use the amenity.</i></p> <p><i>Thanks again, Katie Potts Statewide and Urban Planning</i></p> <p>-----</p> <p><i>Thank you for your comment. Please also see response to 18.</i></p>
41	8/13/2020  Phillip Ronniger	<p>This is in regard to the future planning for 191 through Gallatin Canyon. I hope that the decision makers consider this part of the highway as a U.S. Scenic Byway. There are currently 120 such designations at this time across the country. As you are aware the Beartooth Highway is one with this designation. I have driven on several of these designated Byways in our country. I understand and feel their importance and meaning. I can understand that traffic usage is a consideration in making decisions about the future of our roads. And, I would also understand that one or more of six "intrinsic qualities": archeological, cultural, historic, natural, recreational, and scenic specified by the Department of Transportation would apply to Gallatin Canyon.</p> <p>For 3 years I have driven up and down the Canyon 2 days a week as a part time driver for Skyline Bus Service. I discover a different beauty on each of these drives. This is in the geology, the natural and scenic surroundings. I see the many people enjoying this space fishing, rafting, hiking, kayaking, horseback riding. The needs for safe transportation are very important. I would implore you to consider keeping the highway as it currently follows the contours of the Canyon AND REDUCE THE SPEED LIMIT! Then, large trucks and others "in a hurry" or trying to save time can decide if this is the route or speed they wish to follow. I have counted the number of white crosses in the Canyon. My count is 42, an almost equal number going up and down the Canyon. Your research must demonstrate the importance of lower speeds to injury and fatal traffic inattentions and carelessness.</p> <p>I hope the conversation about this unique stretch of our US Highway system continues. With My Respects to the decision makers and my hopes for current and future individuals, families and travelers who are inspired by this drive, Phillip Ronniger</p>	<p><i>Thank you for your comment. Please see response to 32b regarding scenic byway designation requirements.</i></p> <p><i>Please see response to 2a regarding speed considerations.</i></p>

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42	8/18/2020  Patricia Simmons	<p>US 191 Corridor Study regarding C10 Wildlife-Vehicle Management and Wildlife Movement Accommodation I'm glad you have included this section and I hope you will collaborate with MT FWP, US Fish &amp; Wildlife Service and other wildlife experts. I don't see in your reference list any expert wildlife resources. Your recommendation says "Install appropriate wildlife accommodations resulting from MDT project nomination development process and through opportunities identified through the Montana Wildlife &amp; Transportation Steering Committee." This sounds very vague and indeterminate. I don't see any statistics on the costs of injuries and deaths of wildlife, humans, vehicles and road devices in your study although you say you analyzed them but you do state wildlife-vehicle conflicts present danger to human safety and wildlife survival. Do a Benefit-Use analysis for all your large projects. Later in your document you say "grade separation, fencing, real-time animal detection and strategic signing MAY HAVE merit in areas of the corridor and you want to evaluate in a case by case basis. This is not good or strong enough. The Gallatin River corridor is a fabulous place for wildlife habitat and recreationists wanting to view wildlife (when driving and when walking, photography, fishing, and in contains Wilderness lands and endangered species. There is a huge financial benefit to the State, towns and communities bordering this corridor. You need to recognize the enormous increase in the population, tourism, recreationists in Gallatin County and surrounding areas - fastest in the US - the traffic on this highway is increasing exponentially and is projected to continue to do so. Good you say any improvement option should include evaluation of wildlife but it should say MUST and make accommodations for wildlife and safety of humans. You say MDT COULD also consider the potential for standalone wildlife accommodation projects, but you don't seem to rank this a top priority - change the word! You didn't mention the impacts of Climate Change that decrease/change habitat, food sources and safety for wildlife. Viewing wildlife is one of the top priorities of all Montana tourists, but you aren't addressing this critical issue. You have not said REDUCE THE SPEED LIMIT in this canyon especially critical since you can't seem to remove commercial trucking; and this is even more danger for people and wildlife. Money is an issue, so did you know that the US Senate Environment &amp; Public Works Committee passed a 5-year Wildlife Crossings Pilot Program with \$250 million in competitive grants to states, etc. The US House passed the Moving Forward Act providing \$300 million to also support the development of wildlife crossings. You need to get actively lobbying our Montana Senate and Congress Reps to get these passed and then apply for the grants. Would be fantastic to get at least one underpass paid for with a grant and done in coordination with another top improvement to the corridor. In summary, wildlife is not just a side issue - the value of wildlife and the cost of injury and death, the value of tourism, one of the most scenic canyons in Montana must be a top priority. Thank you.</p>	<p><i>Thank you for your comment.</i></p> <p><i>A full list of environmental resources evaluated for this study is provided in Appendix 3: Environmental Scan Report. Please see the References section of this report.</i></p> <p><i>MDT facilitated a resource agency meeting on December 3, 2019, to discuss environmental resource considerations in the US 191 corridor. Representatives of the Montana Department of Environmental Quality (DEQ), Montana Fish, Wildlife &amp; Parks (FWP), the U.S. Fish and Wildlife Service, and the U.S. Forest Service (USFS) attended the meeting. A summary of the meeting is provided in Appendix 1 of the corridor study.</i></p> <p><i>Additionally, MDT has partnered with FWP and Montanans for Safe Wildlife Passage to form the Montana Wildlife and Transportation Steering Committee (MWTSC), which meets regularly to discuss wildlife challenges associated with transportation. The committee includes working groups dedicated to considering data and information, communications and outreach, and funding sources for wildlife accommodations.</i></p> <p><i>MDT is committed to coordinating with appropriate resource agencies and organizations to address wildlife-vehicle conflicts along the corridor. Please see response to 2c regarding wildlife accommodations for US 191.</i></p> <p><i>Please also see response to 2a regarding speed considerations.</i></p> <p><i>MDT will consider all appropriate funding programs for wildlife accommodation improvements on US 191, including any new funding provided through federal legislation.</i></p>
43	8/23/2020  Karen Williams	<p>I am writing to comment on the US 191 Corridor study. I am specifically requesting that MDT needs to protect the wildlife integrity of the corridor. There needs to be a wildlife study to accurately understand wildlife movements in the U.S. Hwy 191 corridor. Since wildlife accounts for more accident related causes than any other causes within the corridor (nearly 25 percent , a quarter of all accidents from January 1st, 2009 to December 31st, 2018), there needs to be seriousness and specificity to address this cause as any other analysis of the study. MDT's study indicates that signage is ineffective. MDT needs to commit to the use of graded separated crossings at specific locations as determined in a wildlife study. Thank you for your consideration. Karen Williams Bozeman</p>	<p><i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i></p>
44	8/23/2020  Clinton Nagel, Gallatin Wildlife Association	<p>Dear Ms Potts and Project Managers For Hwy 191 Corridor Study</p> <p>The Gallatin Wildlife Association would like to submit additional comments to the Montana Department of Transportation study team concerning the proposed Corridor Study on U.S. Hwy 191 from MP 81.9 at Four Corners, Montana to MP 45.3, the intersection of Hwy 191 with Beaver Creek Road south of Big Sky, Montana. These</p>	<p><i>Thank you for your comments.</i></p>

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		<p>comments will be submitted in addendum to those submitted on May 30, 2020, a time before the release of latest draft version dated July 22, 2020. These comments will address both documents: The Improvement Options Technical Memorandum dated July 20, 2020 and the Draft US Hwy 191 Corridor Study, Four Corners to Beaver Creek dated July 22, 2020.</p> <p>The Gallatin Wildlife Association (GWA) will essentially address those concerns as it pertains to wildlife and fisheries and their respective habitat. To refresh Montana Department of Transportation (MDoT) Study Team's memory, GWA is a nonprofit, all-volunteer wildlife conservation organization representing hunters, anglers and other wildlife advocates in Southwest Montana and elsewhere. Our mission is to protect habitat and conserve fish and wildlife. GWA supports sustainable management of fish and wildlife populations through fair chase public hunting and fishing opportunities that will ensure these traditions are passed on for future generations to enjoy. We appreciate this opportunity to comment.</p> <p><b>The Problem on the Ground:</b> There is no doubt that U.S. Hwy 191 is a popular thoroughfare. The population of southwest Montana and the popularity of Yellowstone National Park has increased exponentially over the last century. Many changes have occurred in and along the canyon and highway to meet that growth and at times it seems as if the growth may have exceeded the capacity of the highway. Today the highway is used by commuters traveling between Bozeman/Belgrade and Big Sky, local residents, commercial users, tourists and recreationist and more. All of this has forced numerous construction and modification attempts to the highway in recent years. According to MDoT, <i>“traffic volumes are projected to grow at a rate of 2.4 percent per year through 2040 based on historic growth trends.”</i> This obviously presents problems for motorists, residents and the economic viability of Gallatin County, not to mention wildlife, as we move ahead into the future. The project study was based upon facts gathered over the 10 years from 2009 to 2018. MDoT acknowledges the purpose of this project on their website in the Overview: <i>“The study will address feasible improvement options to address safety, operational, and geometrical concerns within the study area.”</i> Of course, when we say safety, that pertains to wildlife safety as well for they state on page 25 of the draft: <i>“wild animal crashes were the most common crash type, accounting for 24 percent of all crashes over the past 10 years.”</i></p> <p>With this knowledge, it is fitting for MDoT to address this problem. It makes sense for MDoT to mitigate wildlife/vehicle accident collisions in order to reduce injury and death for both people and wildlife. By the data collected, MDoT specifies the sections of highway which are more prone for wildlife accidents. The draft specifies the breakdown on page 57. <i>RP 82 to 64 – deer crossing &amp; mortality</i> <i>RP 76 to 70 – elk crossing &amp; mortality</i> <i>RP 67 to 49 – moose mortality</i> <i>RP 55 to 48 – bighorn sheep on the roadway &amp; mortality</i> <i>RP 50 to 45 – elk crossing &amp; mortality</i></p> <p>These reports match closely those we received from our membership, even though there were some differences as to the reason. Section C10 (page 57) of the draft discusses the improvement options for mitigating wildlife/vehicle collisions. Section C10 (page 26-27) of the Technical Memorandum further addresses the mitigation of wildlife/vehicle conflicts.</p> <p><b>Improvement Options:</b> GWA is pleased that MDoT acknowledges the existing problem of wildlife/vehicle collisions and that it has a desire to mitigate the problem. GWA's obvious concern is with trying to preserve wildlife, their habitat and their ability to freely roam on an open landscape. Wildlife is obviously facing many threats in today's society, one of those being habitat fragmentation, examples of which are highways and railways with deadly consequences. On page 26 and 27, MDoT</p>	

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		<p>lists 4 possible options that are under consideration. They are as follows:</p> <ul style="list-style-type: none"> <li>• Grade-separated crossings</li> <li>• Wildlife Fencing</li> <li>• Animal Detection Limits</li> <li>• Wildlife Signage</li> </ul> <p>A couple of these options were in GWA's comments dated May 30, 2020. We are glad to still see the option of grade-separated crossing being included in this latest round of possible options. We feel this option must be in consideration. In discussion under this heading, there is this acknowledgment.</p> <p><i>"Any improvement option implemented within the study corridor should include evaluation of wildlife needs, current and planned development impacts to habitat, and the feasibility of wildlife accommodations as part of MDT's Wildlife Accommodation Process and MDT's standard transportation project development process."</i></p> <p>GWA was hoping that there would be more specificity in this draft as to the remedies and mitigation of wildlife/vehicle collisions, but understand the need for further investigation of wildlife movements within and along the Gallatin River Canyon.</p> <p><b>GWA's Comments:</b></p> <ol style="list-style-type: none"> <li>a. GWA's first priority is to protect the ecological integrity (including the wildlife and fisheries and their respective habitat) of the Gallatin River Canyon Corridor. There needs to be a detailed study of wildlife movements up and down the river and throughout the canyon.</li> <li>b. Since this draft is light on specificity, recommendations based upon science is missing at this point. We understand a wildlife movement study could be part of an overall assessment in that regard. GWA is waiting for further information from Ms Potts at MDoT concerning the process of prompting a wildlife corridor study.</li> <li>c. We commend MDoT at this time for considering the utilization of graded-separated crossings. We think this could be a viable option for those discerning sections of highway. This option needs to remain open by all parties.</li> <li>d. We have not discussed fisheries, water quality or maintaining riparian habitat in this series of comments, but those concerns were mentioned in our May 30th submission and remain relevant.</li> </ol> <p><b>Conclusion:</b></p> <p>The brevity of the draft tends to negate lengthy comments. But even with that brevity, GWA was glad to see the full range of options to mitigate wildlife/vehicle collisions still on the table. Those full range of options must remain so as we feel only then can we actually resolve problems with the correct solutions. There needs to be a comprehensive wildlife movement study before determination can be made as to what options need to be applied and where. We must not forgo this opportunity to do this right.</p> <p>This study must also include an analysis of the potential threat of endangered and threatened species (including fisheries) in order to capture the full potential impact. When that is done, then perhaps we can move forward to resolve wildlife conflicts in the Gallatin River Canyon of southwest Montana. In the process, we must maintain and if possible, improve the ecological integrity along the canyon corridor, a corridor which has suffered much loss over generations. We have noticed on page 28 of the Technical Memorandum and during the Overview of the draft, estimated costs range from \$500,000 to \$4.2 million. There needs to be more detailed information on exactly what the projected overall costs of installation and application entail. The need is great throughout the project area in the canyon, but done right, society and wildlife could benefit. We just ask that we allow</p>	<p><i><b>44a and b.</b> MDT appreciates GWA input regarding wildlife and transportation issues. MDT works with a variety of state, federal, and non-profit agencies and organizations to identify wildlife data gaps and wildlife accommodation priority areas. Please see response 2c and 42 for a summary of these efforts and next steps following this study.</i></p> <p><i><b>44c.</b> MDT considers all appropriate wildlife accommodations before and during project development activities. Additionally, MDT works in partnership with other agencies and organizations to evaluate standalone accommodations projects.</i></p> <p><i><b>44d.</b> Fisheries, water quality, and riparian habitat are among the considerations addressed during development of individual projects. MDT will avoid, minimize, and mitigate impacts to these resources in accordance with all applicable laws, regulations, and permitting requirements. Additionally, <b>Option C1 Highway Maintenance Practices</b> addresses sediment loading in the Gallatin River, vegetation management, and winter maintenance practices through continued research and implementation of best practices.</i></p>

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		science to direct our way. We look forward to hearing and learning more from MDoT. Sincerely, Clinton Nagel, President Gallatin Wildlife Association	
45	8/25/2020 Eva Patten	<p>My husband and I attended your meeting on the US 191 Corridor study from Four Corners to Beaver Creek. As owners of a ranch 20 miles south of Big Sky on 191, we have been driving the highway since the early 1950's. Lots of change in traffic over the years as we all know! It is certainly time to look at the highway flow of traffic and ways to increase traffic safety!! And we appreciate your taking on this project. We concur with many of the suggested changes suggested in your report. But moving traffic safely is just one factor of this important highway through the greater Yellowstone Ecosystem and we strongly suggest that this become a comprehensive study that incorporates other factors for this unique area.</p> <p>a. WILDLIFE...your statistics for wildlife killed on the road speak for the need for new studies and additional measures. The area where Big Horn Sheep come to the road in the winter...use of salt which attracts them, blind curves where flashers could alert drivers of an animal on the highway (like the test down at BlackButte pullover area,) signage and lower speed limits in sensitive areas, etc. This should be a major part of the project</p> <p>b. SCENIC Qualities... the section of the road as one enters the canyon should be a Montana Scenic Drive...after all this is part of the Greater Yellowstone Ecosystem. This is a great opportunity for interpretive signage in a pull off explaining the ecology and importance of the area.</p> <p>c. RECREATION...There is an opportunity to provide bike paths with the new construction. And hikers, backpackers have no room to walk along the highway as it is today. Use is only going to increase and there is a need.</p> <p>d. SAFETY... We know traffic is only going to increase. The number of semis using the road has increased dramatically. Efforts have been initiated in the past to reroute semi traffic. The time has come for the State and Federal highway to consider rerouting interstate semi travel as a safety measure.</p>	<p><i>Thank you for your comments.</i></p> <p><b>45a.</b> Please see response to 2c regarding wildlife accommodations.</p> <p><b>45b.</b> Please see response to 32b regarding scenic byway designation requirements.</p> <p><b>45c.</b> The report recommends several options to improve recreational access and accommodations for pedestrians and bicyclists.</p> <ul style="list-style-type: none"> <li>• <b>Option S8 Lava Lake</b> recommends reconfigured access to the Lava Lake trailhead.</li> <li>• <b>Option S13 Recreational Access</b> recommends formalizing and improving recreational access at existing high-use locations.</li> <li>• <b>Option C3 Shoulder Widening</b> recommends widening shoulders throughout the corridor. Shoulders can be used by bicyclists and can also improve safety for vehicles.</li> <li>• <b>Option C4 Guardrail Improvements</b> recommends modifying existing guardrail with space added behind for pedestrians, including downstream of the Gallatin River "mad mile" (RP 62.1 to 61.9) where several turnouts are used by photographers capturing rafting runs through this river stretch.</li> <li>• Please see response to 11b regarding additional recommendations for pedestrian and bicycle facilities.</li> </ul> <p><b>45d.</b> Please see response to 2b regarding truck restrictions.</p>
46	8/25/2020 Jory Ruggiero	<p>Dear MDT, Just tonight I nearly collided with a deer on a narrow 2 Lane Highway like Highway 191. I write to request that the State undertake a rigorous analysis of ways to mitigate wildlife/vehicle conflicts in the 191 Corridor. as a hunter and conservationist I care about the ability of wildlife to move safely between the Madison and Gallatin ranges through the 191 Corridor.</p>	<p><i>Thank you for your comment. Please see response to 2c regarding wildlife accommodations.</i></p>

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47	8/27/2020 Anne Trygstad	Many of the problems on Highway 191 between Four Corners and West Yellowstone would be solved with a lower speed limit. I don't understand why that is not done. Not only would a lower speed limit save lives, a more limited plan for redesigning the road could be implemented, saving money. The mortality of wildlife would also be lessened.	<i>Thank you for your comment. Please see response to 2a regarding speed considerations and response to 2c regarding wildlife accommodations.</i>
48	8/27/2020 Montanans for Safe Wildlife Passage Jennifer Sherry, Brooke Regan, Dennis Glick, Additional co-signers	<p>Dear Montana Department of Transportation:</p> <p>We are writing to share a comment letter on the Highway 191 Corridor Study—Four Corners to Beaver Creek. This comment was developed by members of the Montanans for Safe Wildlife Passage coalition to express our detailed recommendations for the corridor study draft. We have included at the end of the letter a list of MSWP members and other group co-signers who support our recommendations for this study. This list includes local, regional and national groups.</p> <p>We have greatly valued the opportunity to engage with MDT to learn more about this planning process and we wish to express our appreciation for your consideration of these comments. We hope the outcomes of this study will create more opportunities for dialogue, support and collaboration between MDT and MSWP to address Montana's wildlife and transportation issues.</p> <p>-----</p> <p><b>Re: US 191 Corridor Study Four Corners to Beaver Creek</b></p> <p>Dear Ms. Potts:</p> <p>Montanans for Safe Wildlife Passage ("MSWP") and the undersigned groups and individuals appreciate the opportunity to provide input on the Draft US 191 Corridor Study ("Draft Study") regarding needs and potential improvement options for Highway 191 between Four Corners and Beaver Creek Road ("corridor" or "191 corridor"). We have greatly valued recent opportunities to engage with the Montana Department of Transportation ("MDT") and learn more about the agency's transportation planning process.</p> <p>MSWP formed in 2011 to bring individuals and conservation groups together to advocate for innovative solutions to provide safe passage for Montana's people, fish, and wildlife and improve or maintain habitat connectivity across Montana's roads. Our members include 14 organizations and several citizen advocates, collectively representing thousands of individuals in Montana. Our members have been working to improve safe passage for wildlife and aquatic species for decades, including through research, mapping, monitoring, policy work, and on-the-ground projects.</p> <p>We appreciate that MDT is taking a cooperative approach to addressing the challenges that arise when the movements of humans and wildlife intersect. We commend MDT for listing both reducing animal-vehicle conflicts and accommodating wildlife movement as key objectives in the Draft Study, which will lay the foundation for improvements to the corridor over the next 20 years. It is clear from the Draft Study that wildlife is a transportation concern in this corridor from a safety, operational and environmental perspective.</p> <p>Based on the high rates of wildlife-vehicle collisions, the current and projected traffic volumes, and the unique ecological value of the corridor, we believe that wildlife warrant further consideration as part of the planning process. As described in the following comments, we urge MDT to revise this Draft Study to recommend an assessment of wildlife movements and potential wildlife safety improvements in the corridor. Montana residents and many others will benefit from a planning process that affirmatively addresses public concerns at the nexus of human safety and wildlife stewardship.</p> <p>Specifically, we submit the following inter-related priority recommendations for your consideration.</p> <p><b>1. Further analysis of a number of wildlife-related issues is warranted in order to protect the ecological values of the corridor and to meet MDT's Draft Study objective of accommodating wildlife movement in this corridor.</b></p>	<i>Thank you for your comments. Please see response 2c and 42 for a summary of next steps relating to wildlife accommodations following this study. MDT appreciates its partnership with MSWP and is committed to working collaboratively to address wildlife and transportation issues.</i>

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		<p><b>2. Wildlife needs and objectives should be addressed with the same detail, specificity and definitive recommendations as the other key safety and operational needs highlighted in the Draft Study.</b></p> <p><b>3. MDT should recommend a comprehensive assessment of wildlife-vehicle conflicts, and potential improvement options in the corridor.</b></p> <p>These recommendations are described in more detail below.</p> <p><b>Background</b> US Highway 191 connects two of Montana's fastest-growing communities—Bozeman and Big Sky—and provides an important route linking Montana to Yellowstone National Park (via West Yellowstone). The narrow travel corridor parallels the Gallatin River and bisects the Gallatin and Madison mountain ranges within the northern reaches of the Greater Yellowstone Ecosystem. The roadway is frequently traveled by local residents, commuters, emergency responders, truck drivers, tourists and many types of recreationists. As local communities continue to grow, so too will traffic, safety and ecological concerns on the highway.</p> <p>MDT is developing a corridor study of Highway 191 between the intersection with Huffine Lane/Norris Road/Jackrabbit Lane in Four Corners, and the intersection with Beaver Creek Road south of Big Sky. According to MDT, the purpose of the study is, "To develop a comprehensive long-range plan for managing the corridor and to identify feasible improvement options to address needs identified by the public, study partners, and resources agencies."<sup>1</sup> On July 22, 2020, MDT released a Draft Study for public comment and review.</p> <p><b>MSWP and other groups are particularly interested in improvements to the 191 corridor because of its unique location, ecological value, and the high rates of wildlife-vehicle conflicts.</b> This corridor has long been recognized as an area of high wildlife mortality and many travelers have had personal experiences with encountering wildlife on this section of roadway.</p> <p>We hope to build on our collaborative relationship with MDT to reduce wildlife and transportation conflicts through both statewide efforts and site-specific opportunities. We consider this to be critically important because these conflicts are harmful to people, wildlife, and the economy. Each year in the U.S., wildlife-vehicle collisions cause hundreds of human deaths, over 29,000 injuries, and cost Americans over \$8 billion. The total costs for the average collision with a large ungulate in the United States and Canada have been estimated at over \$6,000 per deer or bighorn sheep, \$17,000 per elk, and \$30,000 per moose (in 2007 USD) (Huijser, Duffield, Clevenger, Ament, &amp; McGowen, 2009). The cost to wildlife in the U.S. comes in the form of 1-2 million dead wild animals per year and habitat fragmentation that is harmful to others, including threatened and endangered species (Huijser et al., 2008).</p> <p><b>Mitigation measures can drastically reduce these losses while still allowing efficient travel for people and products.</b> Over forty measures aimed at mitigating wildlife-vehicle collisions have been developed, with variable rates of effectiveness (reviewed in Huijser et al., 2009). Research suggests that certain measures, including animal detection systems and fenced underpasses, can reduce wildlife-vehicle collisions by 80% or more (Huijser et al., 2009; Huijser et al., 2016). These measures have been shown to pay for themselves over time through collision cost prevention when installed at collision hotspots, saving taxpayer dollars in the long run (Huijser et al., 2009).</p> <p><b>MDT's data confirm that the most common crash type in the 191 corridor is due to wildlife-vehicle collisions, but this data underrepresents the risks and losses.</b> Collisions between vehicles and wildlife pose a significant safety threat on Highway 191. MDT reports in the Draft Study that a total of 1,077 crashes of all types occurred in the corridor over a 10-year period between January 1, 2009, and December 31, 2018. Wild animal crashes were the most</p>	

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		<p>common crash type, accounting for 24% of the total crashes in the corridor. For additional perspective, that amounts to approximately 258 wildlife-vehicle collisions in 10 years, or an average of approximately 26 crashes per year, or around 2 crashes per month.</p> <p>In the Draft Study, MDT reports on the number of wildlife carcasses recovered from the side of the road in the corridor.<sup>2</sup> Whitetail deer represent the majority of carcasses, but mule deer, elk, bighorn sheep, moose, black bears, and other animals have also been recovered.<sup>3</sup> MDT documented 1,247 large animal carcasses in the corridor during the same 10-year period used in the crash data reporting. If one were to reasonably assume that most or all of those recovered carcasses were likely due to a collision with a motorized vehicle, then the crash data vastly underrepresents the number of vehicle-wildlife collisions that occur in this corridor. If 258 of the recovered animal carcasses are accounted for in the data on wildlife-vehicle crash reports, then the carcass data suggests that around 989 wildlife-vehicle collisions were never reported—or, roughly 1 in 5 crashes with a wild animal went unreported. If that is the case, then there are, based on an estimated annual average, around 10 wildlife-vehicle collisions in the corridor on average per month.</p> <p>Beyond the discrepancy between reported wildlife-vehicle crashes and recovered animal carcasses, it is worth noting that many animals that are struck on the roadways may never be seen or recovered, because they are scavenged, move away from the roadside before dying, or are otherwise obscured by snow, ice, vegetation or roadside debris. Some animals can also be collected by residents under Montana’s roadkill salvage law.<sup>4</sup> Even carcass counts can therefore underrepresent the true number of collisions and losses. Further, only large animal carcasses are typically recovered and documented. Amphibians, reptiles, birds, small mammals and invertebrates can also be frequent casualties of our roadways, though they are less often accounted for in assessing the ecological impacts of transportation (Huijser et al., 2009).</p> <p>Collisions that occur because drivers swerved to avoid hitting an animal on a roadway are also generally not included in wildlife-vehicle crash reports, even though these types of crashes can be very dangerous and are indicators of wildlife conflict on the roadway. MDT notes that beyond the 258 direct wildlife-vehicle crash reports in the corridor during the 10-year period of analysis, “An additional 18 crashes reported an animal in the roadway as a contributing circumstance.”<sup>5</sup> It is unclear where these additional crashes occurred or how serious they were. However, the narrow roadway in this corridor makes swerving to avoid an animal collision a serious risk. <b>Ultimately, both crash reports and carcass counts are known to be afflicted with underreporting for a variety of reasons (Snow, Porter, &amp; Williams, 2015).</b> Some researchers have worked to quantify underreporting of wildlife-vehicle collisions and have estimated that two thirds or more go unreported (Hesse &amp; Roy, 2016; Huijser et al., 2008). Carcass counts can perhaps provide a more thorough accounting of actual wildlife-vehicle conflicts compared to crash data, but more comprehensive and reliable data is needed (Huijser et al., 2009).</p> <p>One Montana-based study used carcass data to evaluate short sections of highway in the state that present the highest risk of collisions between vehicles and large ungulates in the fall, referring to these as high-risk zones (Creech, McClure, &amp; Calahan, 2016). The study concluded that the section of Highway 191 just south of Four Corners (which falls within the Draft Study corridor) stands out as one of two high-risk zones that have considerably higher carcass rates than others in the state. Researchers reported 4.03 carcasses/mile fall on this section of the road. The study notes that although mitigation measures for these risks may require large initial investment, the threshold for cost-effectiveness can be surprisingly low. Planners need high-quality crash data to accurately calculate the associated costs, including human injury, vehicle repair, value of the animal killed, and accident investigation.<sup>6</sup></p>	

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		<p>Even if most wildlife-vehicle collisions do not result in serious human injury, high rates of property damage, disruption to travel, and wildlife mortality are a concern to the public. These collisions can also be a traumatic experience for those involved. This is especially true in a corridor with high ecological value, where many residents and visitors value wildlife for a host of recreational, ecological and intrinsic rationales. <b>The rate of wildlife-vehicle collisions in this corridor should be evaluated using more comprehensive data, including carcass counts, to determine the risks and impacts to motorists and wildlife.</b></p> <p><b>Priority MSWP Recommendations</b></p> <p><b>1. Further analysis is warranted in order to protect the ecological value of the corridor and to meet MDT’s Draft Study objective of accommodating wildlife movement in this corridor.</b></p> <p><b>The area directly surrounding Highway 191 provides valuable habitat for wildlife and is increasingly important in light of expanding human development around the Greater Yellowstone Ecosystem.</b> MDT points out in the Draft Study, “The Gallatin Range provides suitable habitat for resident elk, moose, mountain goats, and bighorn sheep and plays a role in maintaining habitat connectivity for wide-ranging wildlife species such as wolverine, lynx, grizzly bear, mountain lion, and wolf.”<sup>7</sup> Aquatic animals, including fish species of concern, are also impacted by the roadway, because it parallels and crosses over the Gallatin River and multiple streams in the Gallatin Watershed. Future improvements should seek to protect this special corridor from further fragmentation.</p> <p>An evaluation of wildlife-transportation issues in the Greater Yellowstone Ecosystem distinguished Highway 191 as an area of particular ecological concern (Hardy, Willer, &amp; Roberts-Williamson, 2007). The study evaluated road segments with high rates of wildlife-vehicle collisions that overlap core and corridor habitat and priority “megasites,” or areas that are highly vulnerable and biologically irreplaceable. The segment of Highway 191 between Bozeman and West Yellowstone stood out for its overlap with important habitat and the Gallatin River megasite, which is ranked fourth out of 25 prioritized megasites included in the study. The authors recommend that:</p> <p>This information can be used to proactively plan for future highway improvement projects to include mitigation techniques that increase safety by reducing AVCs [animal-vehicle collisions] while also supporting the long-term ecological integrity of the Greater Yellowstone region by reducing wildlife mortalities and maintaining or increasing habitat connectivity” (2007, p. 1).</p> <p>As local communities in and around the 191 corridor continue to grow, increased traffic will exacerbate the ecological concerns on the Highway. The current average daily traffic volume in the corridor ranges from just under 6,000 vehicles to over 17,000. MDT forecasts of future traffic conditions indicate that by the year 2040, average daily traffic volumes could range from 10,000 vehicles to nearly 30,000 in the corridor.<sup>8</sup> <b>High traffic volumes that are at or projected to exceed 4,000 vehicles per day leave fewer pauses between traffic pulses, and therefore contribute significantly to wildlife mortality and habitat fragmentation due to a barrier effect on animal movement (Ruediger, Claar, &amp; Gore, 2000).</b></p> <p>Given the current and projected traffic volumes in the 191 corridor, this highway could further fragment habitat and corridors for multiple wildlife species, including some protected under the federal Endangered Species Act or designated as species of concern by Montana Fish, Wildlife and Parks. For example, grizzly bears have been observed and documented as having a sustained presence in the Gallatin and Madison Ranges that surround the corridor (Gehman, 2010). Research has predicted key gene flow pathways between Greater Yellowstone Ecosystem bears and bears in the Northern Continental Divide Ecosystem, including a route that traverses the Gallatin and Madison mountain ranges (Peck et al., 2017). In other</p>	

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		<p>words, bears may disperse between these ecosystems using a pathway of east-west movement across the 191 corridor.</p> <p>The operating speed of a Highway is another significant predictor of wildlife-vehicle conflicts (Found &amp; Boyce, 2011; Neumann et al., 2012). Roadway improvements that directly or indirectly result in increased speed, such as changing speed limits or increasing the number of passing opportunities, can be associated with an increase in wildlife-vehicle collisions (e.g. Gunther, Biel, &amp; Robison, 1998; Jones, 2000; Vokurka &amp; Young, 2008). MDT acknowledges in the Draft Study that changes to speed limits in the corridor could influence wildlife conflicts.<sup>9</sup> MDT also highlights the potential impacts to bighorn sheep in regard to passing lane construction and road realignment to straighten curves.<sup>10</sup> <b>MDT should expand on these considerations to consistently explore the tradeoffs with recommended improvement measures that could result in increased speed (for example, MDT’s recommendations on curve modification, passing zones, or shoulder widening) and mitigating wildlife-vehicle conflicts.</b></p> <p>We appreciate that MDT includes accommodating wildlife movement as a key objective for improving operations for the corridor. Given the ecological value of the area and the potential barrier effect of the highway (especially from likely increases in traffic volumes and speed), we suggest that wildlife movements throughout the corridor area warrant further evaluation in order to meet this objective. <b>By studying the effects of the highway on wildlife movements in more detail, MDT will be better positioned to recommend improvements that enhance human safety while also increasing safe crossing opportunities for wildlife.<sup>11</sup></b></p> <p><b>2. Wildlife needs and objectives should be addressed with the same detail, specificity and definitive recommendations as the other key safety and operational needs highlighted in the Draft Study.</b></p> <p>Although wildlife and transportation conflicts seem to be a priority issue in this corridor, MDT’s related improvement recommendations lack specificity and commitment in the Draft Study. MDT determines that “Site-specific wildlife accommodations should be evaluated on a case-by-case basis during project nomination” and that projects could result from work by the Montana Wildlife and Transportation Steering Committee or other partnerships.<sup>12</sup> MDT also identifies five potential locations for improvements and generally notes that mitigation strategies could be implemented. While a corridor study is a place for high-level evaluations to take place during early transportation planning, MDT affirmatively recommends specific, tangible actions to connect other identified needs and objectives to potential solutions in specific locations in the corridor. Wildlife needs and objectives should be treated in a similar manner.</p> <p>For example, MDT evaluates crash data, current and projected traffic characteristics, and other safety and operational issues at specific intersections and reference points in the corridor and makes specific recommendations for how to address the issues identified. MDT also identifies areas of high pedestrian activity and recommends improvements like guardrail modification and installation of pedestrian crossings at specific locations to facilitate safe access. Given the frequency of wildlife-vehicle collisions in the corridor and MDT’s recognition of specific locations where deer, elk, moose and bighorn sheep are being hit, this Draft Study should include more specific recommendations for mitigating these risks.</p> <p><b>There is precedent for including more specific wildlife recommendations in early-stage, high-level corridor planning studies.</b> For example, a 2014 Planning and Environmental Linkages Study initiated by the Wyoming Department of Transportation for Highways 22 and 390 was developed to guide the identification and implementation of future improvements to the corridor.<sup>13</sup> The Study included a high-level assessment of potential wildlife crossings and recommended that any future studies and/or design projects fully</p>	

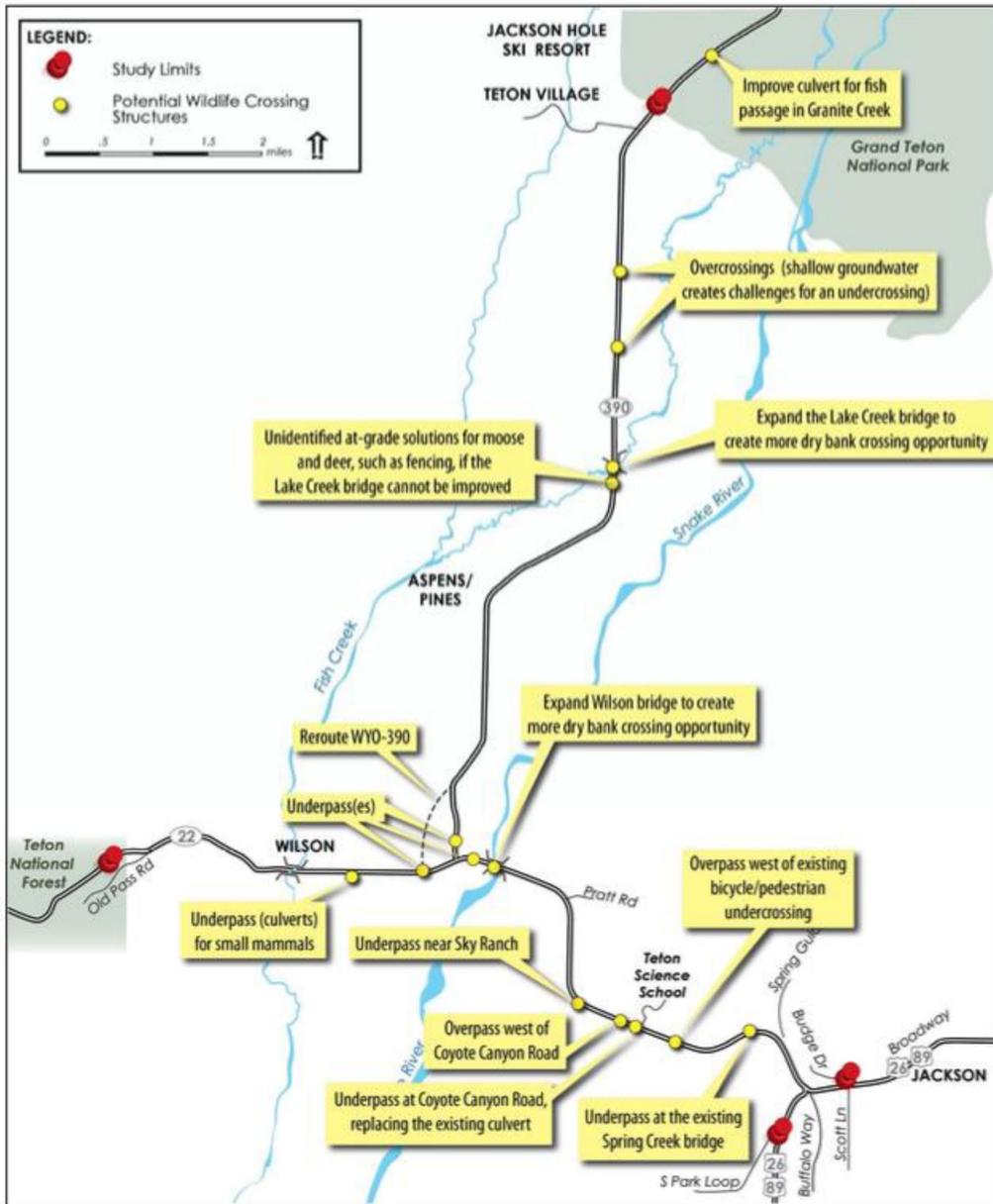
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		<p>evaluate wildlife crossings and other safety considerations. The Study presented potential crossing improvements at specific locations in the corridor using a map, which is included in Appendix A.14</p> <p><b>MDT should structure its recommendations for wildlife needs and objectives in a similar way to more affirmatively commit to these types of improvements in the future.</b> It seems likely that a high-level planning effort to connect wildlife needs to potential improvement options will help with prioritization, efficiency and consistency during the project nomination and development phases. This could also ensure wildlife modifications are incorporated into other planned improvements (when appropriate) in a way that minimizes costs. For example, MDT recommends replacing or widening specific bridges and culverts based on an evaluation of existing conditions in the Draft Study. These could be looked at as opportunities to evaluate and improve dry bank crossings for wildlife or enhance habitat connectivity for aquatic animals. Assessing wildlife needs early in the planning process will help promote a more proactive approach to identifying opportunities to improve connectivity and reduce conflicts for wildlife.</p> <p><b>3. MDT should recommend a comprehensive assessment of wildlife-vehicle conflicts and potential improvement options in the corridor.</b></p> <p>MDT makes multiple recommendations in the Draft Study to develop and implement a further study or management plan in order to make more specific improvement recommendations in the corridor. For example, MDT recommends developing an “Access Control Plan” to make specific recommendations about public and private approaches allowed to access the highway;<sup>15</sup> a “Vegetation Management Plan” for the corridor to determine vegetation removal activities that could improve safety and operations;<sup>16</sup> and an “engineering study” to evaluate passing zones and potential locations for improving passing opportunities.<sup>17</sup></p> <p><b>Based on the rationale provided in this letter, we urge MDT to revise the Draft Study to affirmatively commit to conducting (or commissioning) a comprehensive study of wildlife-vehicle conflicts and potential improvement measures in the 191 corridor.</b> This commitment would align the wildlife needs, objectives and recommendations with other key priorities in the Draft Study. Using data on wildlife-vehicle collisions, wildlife carcasses, and wildlife movement across the highway, the analysis should contain the following elements:</p> <ul style="list-style-type: none"> <li>• An identification of locations or “hot spots” of highest rates of wildlife-vehicle collision and roadway impacts on wildlife movement and connectivity for terrestrial and aquatic species;</li> <li>• An evaluation of the impacts of expected increases in traffic volumes and vehicle speeds on “hot spots” in and adjacent to the affected road segments;</li> <li>• An evaluation and ranking of the selected wildlife “hot spots” with regard to the local and regional conservation value;</li> <li>• An analysis of suitability, feasibility and appropriateness of potential wildlife safety improvement measures for the identified “hot spots”;</li> <li>• A cost-benefit analyses at the selected “hot spots,” including how these costs may be mitigated through combining wildlife mitigation with other types of construction projects; and</li> <li>• A series of recommendations identifying high priority “hot spots” for stand-alone mitigation during the short-term (0-5 years), mid-term (5-10 years) and long-term (10-20 years).</li> </ul> <p>Appendix B describes several wildlife mitigation studies that could be used as a model for the proposed study.</p> <p><b>Wildlife and Transportation Statewide Steering Committee</b> MSWP appreciates the ways in which the Draft Study integrates the work of the Wildlife and Transportation Statewide Steering Committee, which formed out of Montana’s inaugural Wildlife and Transportation Summit. One goal of the Statewide Steering Committee is to improve coordination between MDT, Fish, Wildlife &amp; Parks (FWP), and MSWP</p>	

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		<p>around shared efforts to make Montana highways safer for both people and wildlife. The communication between MDT and MSWP regarding this Highway 191 Corridor Study is a direct result of this newly created partnership, and we are deeply committed engaging on wildlife and transportation issues in a way that continues to build on this spirit of collaboration and coordination. We believe that ultimately, these productive working relationships are laying the foundation for increased on-the-ground, tangible and significant efforts to reduce wildlife-vehicle collisions and improve wildlife movement along important stretches of highway in the state. We commend the Statewide Steering Committee members for their thoughtful approach to evaluating the issues at a statewide scale and thinking strategically about foundational products that will ensure resources are prioritized most effectively.</p> <p>At the same time, we are hopeful that site-specific progress can happen concurrently with the forward movement at the state level. We believe it's important that there is space and opportunity for site-specific projects to move forward, provided there is an identified need for wildlife-related improvements, and that other important pieces of the puzzle are secured (e.g. land protection, landowner willingness, community support, funding, etc.). Specifically, we hope that there will be opportunity for the Statewide Steering Committee to consider the value of agencies and communities pursuing locally-driven projects, regardless of where the Committee is at in their process.</p> <p><b>Conclusion</b> We recommend taking a more holistic and proactive approach to reducing collisions and providing safer passage for wildlife as part of the US 191 Corridor Study. Employing proven solutions to mitigate these issues will reduce human, wildlife and economic losses. MSWP and the undersigned groups urge MDT to further explore the issues highlighted in this letter by expanding wildlife considerations in the Draft Study and by recommending a comprehensive study of wildlife-vehicle conflicts and potential improvement measures in the 191 corridor. Respectfully submitted, The Highway 191 Corridor Study Committee of MSWP</p> <p>Jennifer Sherry <b>Natural Resources Defense Council</b></p> <p>Brooke Regan <b>Greater Yellowstone Coalition</b></p> <p>Dennis Glick <b>Future West</b></p> <p>MSWP member co-signers: <b>Adventure Scientists</b> <b>Craighead Institute</b> <b>Gallatin Wildlife Association</b> <b>Montana Wildlife Federation</b> <b>National Wildlife Federation</b> <b>Yellowstone Ecological Research Center</b> <b>Park County Environmental Council</b> <b>Bitterroot Sapphire Coalition</b> <b>National Parks Conservation Association</b> <b>Yellowstone to Yukon</b> <b>John Shellenberger</b></p> <p>Additional co-signers: <b>Sierra Club</b> <b>Wildlife Conservation Society</b> <b>Defenders of Wildlife</b> <b>Gallatin Watershed Council</b></p>	

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48	8/27/2020  Montanans for Safe Wildlife Passage  Jennifer Sherry, Brooke Regan, Dennis Glick, Additional co-signers  (continued)	<p><b>References</b></p> <p>Creech, T., McClure, M., &amp; Calahan, R. (2016). <i>High-Risk Zones for Ungulate-Vehicle Collisions during Montana's Fall Migration Season</i>. The Center for Large Landscape Conservation. <a href="http://largelandscapes.org/wp-content/uploads/2019/03/High-Risk-Zones-Ungulate-Vehicle-Collisions-Montana-Fall-Migration.pdf">http://largelandscapes.org/wp-content/uploads/2019/03/High-Risk-Zones-Ungulate-Vehicle-Collisions-Montana-Fall-Migration.pdf</a>.</p> <p>Found, R., &amp; Boyce, M. S. (2011). Predicting deer-vehicle collisions in an urban area. <i>Journal of environmental management</i>, 92(10), 2486-2493.</p> <p>Gehman, S. (2010). <i>Wildlife of the Gallatin Mountains, Southcentral Montana</i>. Prepared for the Wilderness Society. <a href="https://anyflip.com/dtnj/miqf/basic">https://anyflip.com/dtnj/miqf/basic</a>.</p> <p>Gunther, K. A., Biel, M. J., &amp; Robison, H. L. (1998). <i>Factors influencing the frequency of road-killed wildlife in Yellowstone National Park</i>. Paper presented at the International Conference on Wildlife Ecology and Transportation (ICOWET 1998). Fort Myers, FL.</p> <p>Hardy, A. R., Willer, S., &amp; Roberts-Williamson, E. (2007). <i>An Assessment of Wildlife-Transportation Issues in the Greater Yellowstone Ecosystem</i>. Report prepared for the Greater Yellowstone Ecosystem. <a href="https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425521_Final_Report.pdf">https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425521_Final_Report.pdf</a>.</p> <p>Hesse, G., &amp; Roy, R. (2016). <i>Quantifying wildlife vehicle collision underreporting on northern British Columbia highways (2004–2013)</i>. Prepared for BC Ministry of Transportation and Infrastructure. <a href="https://www.wildlifecollisions.ca/docs/quantifying_wvc_underreporting_april6-2016final.pdf">https://www.wildlifecollisions.ca/docs/quantifying_wvc_underreporting_april6-2016final.pdf</a>.</p> <p>Huijser, M. P., Duffield, J. W., Clevenger, A. P., Ament, R. J., &amp; McGowen, P. T. (2009). Cost-benefit analyses of mitigation measures aimed at reducing collisions with large ungulates in the United States and Canada: a decision support tool. <i>Ecology and Society</i>, 14(2).</p> <p>Huijser, M. P., Fairbank, E. R., Camel-Means, W., Graham, J., Watson, V., Basting, P., &amp; Becker, D. (2016). Effectiveness of short sections of wildlife fencing and crossing structures along highways in reducing wildlife-vehicle collisions and providing safe crossing opportunities for large mammals. <i>Biological Conservation</i>, 197, 61-68.</p> <p>Huijser, M. P., McGowen, P., Fuller, J., Hardy, A., Kociolek, A., Clevenger, A. P., . . . Ament, R. (2008). <i>Wildlife-vehicle collision reduction study. Report to congress (FHWA-HRT-08-034)</i>. U.S. Department of Transportation, Federal Highway Administration, Washington, DC. <a href="https://www.fhwa.dot.gov/publications/research/safety/08034/">https://www.fhwa.dot.gov/publications/research/safety/08034/</a>.</p> <p>Jones, M. E. (2000). Road upgrade, road mortality and remedial measures: impacts on a population of eastern quolls and Tasmanian devils. <i>Wildlife Research</i>, 27(3), 289-296.</p> <p>Neumann, W., Ericsson, G., Detki, H., Bunnefeld, N., Keuler, N. S., Helmers, D. P., &amp; Radeloff, V. C. (2012). Difference in spatiotemporal patterns of wildlife road-crossings and wildlife-vehicle collisions. <i>Biological Conservation</i>, 145(1), 70-78.</p> <p>Peck, C. P., van Manen, F. T., Costello, C. M., Haroldson, M. A., Landenburger, L. A., Roberts, L. L., . . . Mace, R. D. (2017). Potential paths for male-mediated gene flow to and from an isolated grizzly bear population. <i>Ecosphere</i>, 8(10).</p> <p>Ruediger, B., Claar, J. J., &amp; Gore, J. F. (2000). <i>Restoration of carnivore habitat connectivity in the northern Rocky Mountains</i>. USDA Forest Service, Northern Region. <a href="https://pdfs.semanticscholar.org/7a29/3657fb69a2d54e437aebb3e1113c4b0e751d.pdf">https://pdfs.semanticscholar.org/7a29/3657fb69a2d54e437aebb3e1113c4b0e751d.pdf</a>.</p> <p>Snow, N. P., Porter, W. F., &amp; Williams, D. M. (2015). Underreporting of wildlife-vehicle collisions does not hinder predictive models for large ungulates. <i>Biological Conservation</i>, 181, 44-53.</p> <p>Vokurka, C. S., &amp; Young, R. K. (2008). <i>Relating Vehicle-Wildlife Crashes to Road Reconstruction</i>. In: Transportation Research Board, 86th Annual Meeting, Washington, DC. <a href="http://www.cte.ncsu.edu/ADC30/08_TRB_Winter_Conference/Presentations/08-0079.pdf">http://www.cte.ncsu.edu/ADC30/08_TRB_Winter_Conference/Presentations/08-0079.pdf</a>.</p>	

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**Appendix A**  
**Wyoming Department of Transportation Planning and Environmental Linkage Study**  
**Figure 11: Potential Wildlife Crossings**



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		<p><b>Appendix B</b> <b>Example Wildlife Mitigation Studies</b></p> <ol style="list-style-type: none"> <li>1. <b>Jackson Hole Highway Mitigation:</b> In anticipating large-scale reconstruction of highway infrastructure around Jackson Hole, Wyoming, the Jackson Hole Conservation Alliance commissioned a study by the Western Transportation Institute of Montana State University to explore highway impacts on wildlife habitat and corridors, wildlife-vehicle collisions, and concentrations of wildlife. The report helped to identify and prioritize opportunities to implement mitigation measures for highway sections in Jackson Hole. This study set the stage for systematic, data-driven, objective planning to reduce wildlife-vehicle collisions, and contributed to later successes in securing necessary funding to implement mitigation measures. <a href="#">Download the study.</a></li> <li>2. <b>Wildlife-Vehicle Collisions and Connectivity in the Madison Valley:</b> The Madison Valley of Montana is traversed by US 287 and MT 87 both of which may serve as a barrier to wildlife movement across the valley. With funding from the Montana Department of Transportation, researchers collected and mapped patterns of wildlife mortality and movement in the Madison Valley of Montana. The results can be used to guide future highway design modifications and mitigation in order to allow wildlife to safely cross those highways and to protect public health and safety. A major outcome of the study was the creation of a GIS database that can help inform MDT and other agencies to increase efficiency and effectiveness of transportation planning. <a href="#">Download the study.</a></li> <li>3. <b>Moran Junction to Dubois (US 26-287):</b> Based on a detailed wildlife movement study by the Wyoming Department of Transportation and Federal Highways Administration for a 38-mile-long section of US 26/287 between Moran Junction and Dubois Wyoming; five wildlife underpass crossings and four multiuse underpass crossings were constructed as part of an overall highway reconstruction project. The study included roadkill surveys, snow tracking of different species and an analysis of the existing crossing structures used by wildlife. <a href="#">Download the study.</a></li> </ol>	
49	<p>8/27/2020</p> <p>Kristin Gardner, Gallatin River Task Force</p> <p>Jeff Dunn, Madison- Gallatin Chapter, Trout Unlimited</p>	<p>Dear Ms. Potts:</p> <p>The Gallatin River Task Force and the Madison-Gallatin Chapter of Trout Unlimited, are members of the Big Sky Headwaters Alliance, a group of business, conservation, recreation, local government, and state agency partners coordinating to sustainably manage water resources in Big Sky. The alliance, through a series of committees, focuses on implementing the priorities identified in the Big Sky Area Sustainable Watershed Stewardship Plan.</p> <p>The US 191 Corridor Study, draft report dated July 22, 2020, provides a unique opportunity to support our goal of a healthy and resilient river system. As noted in the study's environmental scan, the highway parallels the Gallatin River throughout the study area and crosses several perennial streams, unnamed drainages, wetlands, and irrigation features. Furthermore, the Gallatin River is listed as impaired.</p> <p>We support the following recommended improvement options as an opportunity to address water quality impairments and protect the Gallatin River and its tributaries:</p> <ul style="list-style-type: none"> <li>• Improvement options that support the Ecological Habitat and River Access Restoration work being conducted by the Custer Gallatin National Forest, Gallatin River Task Force, and Trout Unlimited. <ul style="list-style-type: none"> <li>○ 58 Lava Lake - Reconfigure access to Lava Lake Trailhead; flatten horizontal curve; reconstruct bridge.</li> <li>○ S13 Recreational Access - Formalize and improve recreational access at existing high-use locations.</li> <li>○ A3 Beaver Creek Road Pedestrian Crossing - Install enhanced pedestrian crossing if warranted.</li> </ul> </li> <li>• S10 Weigh Station - Relocated weigh station. <ul style="list-style-type: none"> <li>○ A weigh station south of study area would allow for traffic control through the canyon and help preserve recreational and scenic aspects.</li> </ul> </li> </ul>	<p><i>Thank you for your comments supporting recommendations from the study. MDT values this input and will consider your comments as it seeks to employ best practice maintenance and management measures and as improvements are made.</i></p>

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		<ul style="list-style-type: none"> <li>○ Adding public bathrooms to weigh stations would alleviate use at recreational sites such as trailheads and campgrounds.</li> <li>● CI Highway Maintenance Practices -Address highway maintenance issues and continue to research and implement best practices.               <ul style="list-style-type: none"> <li>○ Specifically, best practices related to reducing sediment loading to the Gallatin River (i.e. physical barriers such as jersey barriers or concrete walls to stop traction sand from entering the river). See attached photo of an example catchment system located along a Highway 191 bridge at intersection of the Gallatin River and West Fork Gallatin River.</li> <li>○ More frequent and timely cleanup of applied traction sand. Ideally, start cleaning up traction sand as soon as possible during the warmer days in April to get as much cleaned up prior to runoff.</li> <li>○ Covering of <u>ALL</u> traction sand piles that have been treated with MgCl is needed to prevent groundwater contamination.</li> </ul> </li> <li>● C9 Vegetation Management Plan - Develop and implement Vegetation Management Plan.               <ul style="list-style-type: none"> <li>○ Specifically, revegetation and planting for maintenance of riparian zone integrity, wetland function, and sediment/runoff control along the Gallatin River and its tributaries.</li> </ul> </li> <li>● Alternative transportation modes that reduce vehicle traffic and have positive benefits to stormwater runoff and water quality.</li> <li>● Permit conditions and management objectives that require incorporation of design measures to facilitate aquatic organism passage.</li> </ul> <p>High-quality water resources are a critical part of keeping the fisheries, wildlife, scenic values, and recreation-based economy healthy. We look forward to collaborating on improvement projects that avoid, minimize, and mitigate impacts to water resources within the corridor.</p> <p>Kind regards,            Kristin Gardner, Executive Director Gallatin River Task Force</p> <p>Jeff Dunn, Project Manager Madison-Gallatin Chapter, Trout Unlimited</p>	
			

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50	8/28/2020  293 NRDC Members	<p>Dear Montana Department of Transportation,</p> <p>We are writing to pass on comments from our members in Montana, Idaho and Wyoming regarding the Highway 191 Corridor Study—Four Corners to Beaver Creek. The attached document contains comments from 293 individuals who live and travel in the area and wish to voice their concern for wildlife in the 191 corridor. These comments urge MDT to further assess wildlife-related movements, conflicts and improvement opportunities to create a safer travel corridor for people and wildlife.</p> <p>Thank you for considering their views in developing recommendations for the Highway 191 Corridor Study.</p> <p>All the best, NRDC membership</p> <p><u>Repeated Components:</u> Dear Montana Department of Transportation:</p> <p>Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky, and many animals. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</p> <p>The 191 corridor is a uniquely valuable area to people and wildlife. I commend MDT for listing both reducing animal-vehicle conflicts and accommodating wildlife movement as key objectives in the draft corridor study. Based on the high rates of vehicle-wildlife collisions and the potential impacts of road travel on wildlife movement, wildlife conflicts warrant further consideration in order to meet these objectives. I urge MDT to recommend a comprehensive assessment of wildlife movements, conflicts, and potential improvement options in the 191 corridor study.</p> <p>Many groups and individuals care deeply about wildlife in the Greater Yellowstone Ecosystem and want to help work towards solutions. We hope MDT will commit to taking a proactive approach to safe wildlife passage in early transportation planning, especially on roadways where high rates of vehicle-wildlife conflict are a major concern to the public. Thank you.</p> <p><u>Additional Unique Components:</u></p> <ul style="list-style-type: none"> <li>I was very happy to see that MDT is listing both reducing animal-vehicle conflicts and accommodating wildlife movement as key objectives in the draft corridor study. But based on the high rates of vehicle-wildlife collisions and the potential impacts of road travel on wildlife movement, I urge MDT to recommend a comprehensive assessment of wildlife movements, conflicts, and potential improvement options in the 191 corridor study.</li> <li>All of us lucky enough to call the Greater Yellowstone Ecosystem our home know the majesty of our native fauna, from moose and bears that cause you to breathe in sharply and take a pause to the elk, big horn sheep, and even pika that fill our hearts with joy. We hope MDT will commit to taking a proactive approach to safe wildlife passage in early transportation planning, especially on roadways where high rates of vehicle-wildlife conflict are a major concern to the public.</li> <li>As a Bozeman resident who enjoys the many recreational opportunities in Gallatin Canyon and regularly uses 191 while traveling farther, I've experienced some near misses myself.</li> <li>I am a condo owner in Big Sky, and many times have driven 191 and seen various big game animals in the road. I have also talked with many visitors who have hit elk and deer.</li> </ul>	<p><i>Thank you for your comments. MDT appreciates NRDC membership input regarding wildlife and transportation issues. Please see responses 2c and 42 regarding collaboration efforts and next steps regarding wildlife accommodations.</i></p>

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		<p>Especially at night you need to examine and implement actions to help save the wildlife and the drivers! Wyoming has proven that over- and under-passes save the lives of people as well as moose, deer, pronghorns and bears. You don't need more studies! You need to start building.</p> <ul style="list-style-type: none"> <li>The animals deserve our protection.</li> <li>Underpasses and overpasses for wildlife have worked well in other areas, like on 93 north of Missoula, Montana. Anywhere bighorn sheep, pronghorn antelope or the other wildlife regularly cross the highway to get to food or water should have an underpass or overpass to protect both the people in the vehicles and the wildlife. Thank you for your consideration.</li> <li>Why don't you build an animal bridge over the road and take the end of it?</li> <li>Wildlife and car accidents don't have to be a problem. Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</li> <li>Please consider what WyDOT did with animal corridors and crossing areas all along 189 &amp; 191 in western Wyoming. Here in Teton County we unfortunately have our fair share of game kills from irresponsible and distracted motorists but the recent and on-going corridors and crossing areas have decreased unnecessary wildlife killings.</li> <li>I am a long-time Montana resident and visit YNP and the Bozeman/Bug Sky area of my state regularly in all seasons. One primary reason that I value Montana and the Gallatin area is the abundant and varied wildlife. Who doesn't love the Yellowstone bison, elk, wolves, etc? We must all do whatever we can to protect wildlife from humans. We are one of their greatest threats to survival. One major impact that we can have is to install and maintain wildlife corridors particularly those on our busy highways. Yes, it costs money and time investment, but it's a relatively easy and straightforward "fix". Certainly easier to fix than other more complex problems- or solutions.</li> <li>I am commenting as a former resident of Montana, but one who still cares about the state's wildlife.</li> <li>I applaud your efforts to mitigate wildlife and vehicle collisions on our state highways. On some stretches of highway it's tragically apparent how severe the hazard is for many different species. Highway 93 fits this category. Some improvements have been made but more are needed. Especially in the section between Hamilton and Lost Trail Pass. Wildlife moves back and forth into the Bitterroot River corridor and between the Bitterroot Mountains and Anaconda-Pintler and Sapphire Ranges.</li> <li>I write to you as an Idaho resident who enjoys traveling in our beautiful neighbor state of Montana. As part of your Highway 191 corridor study, I urge you to consider wildlife/vehicle collisions and ways to provide safe pathways for wildlife and thus reduced traffic accidents and deaths for drivers. Thank you for this opportunity to comment.</li> <li>Let's fix 191 so that it is not deadly for wildlife. Do it right. The canyon is a poor place for a major highway anyway. Slow and calm the traffic and give out speeding and following too close tickets like they were popcorn.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• My husband and I have lived in Emigrant, MT for over 15 years. Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</li> <li>• Protect wildlife! Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</li> <li>• Since far too many people are too stupid to slow down, it is up to you to help fix the situation.</li> <li>• We are very supportive of this study and encourage action in reducing these accidents on all highways, but we realize there are places where more wildlife is concentrated. We have always considered the speeds in these locations like the Gallatin Canyon, Swan Valley, the Blackfoot corridor and others to have highway speeds that could be reduced. That is one alternative that should never be overlooked...aside from overpasses...until we have our airborne cars that don't require travel on highway surfaces! Of course, that will breed an entire new aspect of collisions with other vehicles, as well as winged critters!!!</li> <li>• We currently are visiting Montana and have noticed the problem of road kill. Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</li> <li>• When I lived in West Yellowstone and at Old Faithful for a total of 12 years, I was apprehensive whenever I had to drive Highway 191 at night or in winter, especially the section from Big Sky to Bozeman.</li> <li>• Wildlife and car accidents don't have to be a problem. Wildlife collisions or near misses along Highway 191 negatively impact many travelers between Bozeman and Big Sky. Increasing traffic volumes could lead to even more wildlife-vehicle conflicts and could further fragment habitat for many types of wildlife.</li> <li>• I favor my taxes contributing to the coexistence of we modern humans and our area's established species.</li> <li>• Please build a nature wildlife overpass for all animals.</li> <li>• I urge MDT to recommend a comprehensive assessment of wildlife movements, conflicts, and potential improvement options in the 191 corridor study.</li> <li>• Many groups and individuals (as myself) care deeply about wildlife &amp; spaces to tour and enjoy these pure territories that still remain, such as the Greater Yellowstone Ecosystem and thus, want to help work towards solutions.</li> <li>• As the real estate and chamber of commerce people have sold Montana to not necessarily the highest bidders we have traffic/wildlife problems everywhere including Glacier Park which is in my back yard. MDT is notorious for not ENFORCING much of anything regarding speeding and other traffic issues and they need to step up to the plate on these wildlife problems.</li> </ul>	

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		Please consider an animal bridge and /or underpass as is used on HWY 93 North between Missoula and Arlee. This prevented many collisions in that area!	
51	8/28/2020  Ralph Zimmer, Bozeman Pedestrian and Traffic Safety Committee	<p>Katie,</p> <p>Attached please find our comments on the draft US 191 Corridor Study. Thanks for giving us this opportunity to comet on the draft.</p> <p>Ralph W. Zimmer, Chairperson Bozeman (Area) Pedestrian and Traffic Safety Committee ----- SUBJECT: Comments on Draft of U.S. 191 Corridor Study</p> <p>Among its other "hats", our committee (PTS) is the official public advisory board to the Gallatin County Commission. Our portfolio includes all ground transportation including pedestrians, bicycles, motor vehicles, and transit. We are limiting this letter to our main, most important comments.</p> <p>Pedestrians and bicyclists lose every battle with motor vehicles. Therefore, it is essential the document and its recommendations reflect the importance of minimizing such conflicts.</p> <p>Recommendations for the safe passage of pedestrians and bicyclists through the "heart" of the Gallatin Canyon need to be added and strengthened. We consider such revisions as critical. At the bare minimum, four-foot shoulders are needed on both sides of the highway. Better yet, even wider shoulders and, wherever possible, separated shared-use paths should be provided. Wide shoulders benefit motor vehicles, not just non-motorized users. They provide additional safety for disabled vehicles and law enforcement stops.</p> <p>Let me insert a personal comment. I am embarrassed to admit that I rarely travel the canyon. Some years I never make that trip. However, in spite of the rarity of those trips, many times I have encountered bicyclists and even pedestrians traveling on the edge of the highway in the heart of the canyon. Each time I was distressed by the obvious hazard of their location. All of us need to make a priority for protecting non-motorized travelers.</p> <p>In addition to our concern for non-motorized travel along the length of the highway, we are strongly supportive of improved and safer crossings of the highway not just at intersections but at the various point locations lifted up in the draft. We would particularly point to the intersection known as Four Corners.</p> <p>The draft wisely lifts up the need for reducing vehicular traffic through the canyon. We fully support and have lobbied for increased transit service and car pooling.</p>	<p><i>Thank you for your comments.</i></p> <p><b>Option C3 Shoulder Widening</b> recommends widening shoulders throughout the corridor. Widening the shoulders to eight feet may be difficult through the canyon due to environmental constraints and limited available space. However, it may be possible to widen the shoulders to four feet, or greater, in most places throughout the canyon.</p> <p><i>MDT must balance multimodal traffic needs with efforts to avoid and minimize impacts to environmental resources, costs, and construction feasibility. Given the constraints within the canyon, a continuous shared use path adjacent to the highway is not recommended in this portion of the corridor. Please see response 11b regarding other improvements to address pedestrian, bicycle, and transit safety, access, and connectivity.</i></p>
52	8/28/2020  Ruth Angeletti	<p>Recommendations and Comments on the MDoT US Hwy 191 Corridor Study</p> <p>I attended your first meeting in Gallatin Gateway, and am commenting both as a resident along Hwy 191 and a supporter of wildlife. I read your report as soon as it was released, and thank you for your diligent work.</p> <p>There are places where I take issue with your proposed solutions. Some of them do not truly address the causes of the accidents, injuries and death, which are: reckless driving, alcohol, winter weather conditions, distractions caused by animal sightings, and finally, animal crossings.</p> <p>a. Lighting on the roadway: We live close enough to 191 to hear the sirens of emergency vehicles, sometimes 2-3 times/day on the weekends. These accidents do not necessarily occur at night. Speed limit changes, enforcement and well placed cameras would do more to help. Also, bars and restaurants in the Big Sky</p>	<p><i>Thank you for your comment</i></p> <p><b>52a. Based on crash data, the study recommended intersection lighting in two locations as part of Option S3 Bozeman Hot Springs/Cobb Hill/Lower Rainbow Road and Option S5 Zachariah Lane. In both of these locations, at least half of reported</b></p>

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		<p>area should be alerted to their role in accident prevention. Adding unnecessary lighting would take away our precious dark skies, allowing all to see the stars and heavens.</p> <p>b. Weigh Stations: A weigh station at the north end of the canyon (for southbound traffic), as suggested, would prevent trucks from bypassing the Four Corners weigh station by traveling on Gooch Hill Road when they have a possible violation. However, placing a weigh station for northbound traffic at the north end of the canyon doesn't make sense. A weigh station at the southern entrance of the canyon would prevent violators from traveling through the canyon. That this might inconvenience the river of trucks emerging from Big Sky is inconsequential. This wealthy community must share the burden of the problem that was created, in part, by their runaway development.</p> <p>c. Roundabouts, turnouts, and lanes: I appreciate your consideration of roundabouts and turnouts, that will save the lives of those of us in the Gallatin Gateway community. I also appreciate that a major portion of your proposal was NOT to increase lanes in the canyon. Let's not destroy Nature's beauty.</p> <p>d. Wildlife: We greatly enjoy the wildlife in our county. They rely on us for their safe passages. They enrich our local culture and economy. Please continue seeking ways to implement wildlife (and human) safety by developing grade separated crossings, overpasses and underpasses, with animal fencing near them where helpful. Animal detection systems will also be helpful. There will be organizations and individuals willing to raise funds for these effective measures.</p> <p>Thank You</p>	<p><i>crashes occurred during dark/not lighted conditions. Intersection lighting can increase visibility and improve safety by helping drivers see intersection features and turning vehicles.</i></p> <p><i>Please see response to 2a regarding speed considerations and 3c regarding enforcement considerations.</i></p> <p><i>52b. Please see response to 50 regarding weigh station siting.</i></p> <p><i>52c. Thank you for your comment.</i></p> <p><i>52d. Please see response to 2c regarding wildlife accommodations.</i></p>
53	8/28/2020 Doug Rand	<p>Thank you for your efforts to improve US 191 between Gallatin Gateway and Big Sky. I have lived 2 miles south of Gallatin Gateway for the last 50 years. The biggest problem now is dangerous drivers. Please, please, install cameras and a mailing systems for automatic fines. I think the only message they will understand is damage to their bank accounts.</p>	<p><i>Thank you for your comment. Please see response to 3c regarding enforcement considerations.</i></p>
54	8/28/2020 Alan Larson	<p>On one snowy winter day, as is often the case on Highway 191 north of Big Sky, I found myself driving in a pack of half a dozen vehicles. We rounded a corner where two Big Horn rams stood right next to the road. I'm told this is a common crossing area for Big Horn. Luckily, none of us hit them. This spot in particular needs mitigation to protect both wildlife and humans. And by mitigation, I mean an overpass for the sheep.</p> <p>On highway 191 south of Big Sky, I've personally seen a Sand Hill Crane barely escape being hit by a Honda CRV. In the ranch lands south of Gallatin Gateway, I've seen wolf, black bear, elk, deer, moose, ferrets along with a plethora of small mammals and waterfowl. These ranch lands are vital winter habitat for many of the animals that inhabit The Greater Yellowstone Ecosystem.</p> <p>On my first trip to Banff, over 30 years ago, I was impressed at the overpasses and underpasses they'd already built at that time to protect wildlife and people. Canada is decades ahead of us in this area.</p> <p>As I'm sure you know, Wyoming is building overpasses and underpasses in the Greater Yellowstone Ecosystem south of Jackson. They realize the importance to the world of this pristine environment and its creatures, as should Montana.</p> <p>In the winter along the ranches south of Gallatin Gateway, you can always see tracks where herds of elk and deer routinely cross the highway. These are prime areas for mitigation as well.</p>	<p><i>Thank you for your comment.</i></p> <p><i>Please see response to 2c regarding wildlife accommodations and 42 regarding coordination with environmental resource agencies and other organizations.</i></p>

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		<p>In the past forty years, we humans have led the decimation of over half the wildlife population on the earth. We must do better. Particularly, in an area as precious as the GYE.</p> <p>Please bring in wildlife experts with the scientific GPS data and protect all of the critical wildlife migration corridors along highway 191. Let's join with Wyoming to set the example for the rest of our nation to follow in protecting both wildlife and humans in this vital habitat.</p>	